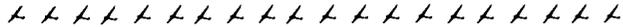


Soaring

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First ANNIVERSARY

The first anniversary of a new periodical is always an important occasion for the backers of the publication. After twelve issues have rolled off the presses they can begin to get a picture of what can be expected during the following year.

It is gratifying to be able to report that our growth has been very steady and has helped to increase the membership of the S.S.A. over four hundred per cent this past year. There is every indication that this growth will continue despite the necessity of raising the subscription price to that of the membership dues of former years.

Our readers have noticed small changes, revisions, and additions from month to month. These have largely been the results of suggestions sent in by members interested enough to write to us and give us the benefit of their ideas. Last month saw the inauguration of a new series of articles on the flying characteristics of different gliders and sailplanes. This month we begin another series describing soaring sites.

It is our intention to make SOARING not only an interesting and colorful magazine of motorless flying news, but also a source of scientific information valuable to everyone making a thorough study of the development of this most interesting of all forms of human flight. Technical articles on new sailplane design will help the builder. Descriptions of conditions encountered at various sites and on soaring flights will help the meteorologist. Stories on the technique of using instruments and handling sailplanes will help the pilot.

One of our biggest problems is that of proper supervision and control of flying operations. It is far too large for us to handle alone so we must depend on the Bureau of Air Commerce of the Department of Commerce in Washington to do this, aided by our suggestions and recommendations.

Following our return from Miami, where we presented our story to the convention of the National Association of State Aviation Officials early in December, we are glad to announce that we were assured that the new regulations governing the licensing of glider pilots will appear as they are written on the opposite page. These revised regulations should go a long way toward eliminating accidents like some of those of this past year. We are also able to announce that we have had the assurance of the new Safety and Planning Division of the Bureau of Air Commerce that they will endeavor to have our Manual of Glider Construction published within the month if it meets with their approval, and that they will then use it as a basis for revised regulations governing the licensing of gliders. It is our hope that the Bureau will also give us prompt action on the Gliding and Soaring Operation Manual. Much time, money and effort have also been spent on this thorough treatise of the subject, and we are more than anxious to make it available to all those interested, with the least possible delay. When these manuals are published and the new regulations are in effect, we will all begin to know where we stand.

Two cries for help have just come to us from the heads of the Toledo Glider Club and the Associated Gliding Clubs of Southern California who have been grounded because of the recent ruling prohibiting the flying of unlicensed aircraft on a federal airway. In both cases it has been impossible for these groups to obtain licenses for their ships because of the stringent regulations still in effect. In the former case, successful operations over a period of several years have been stopped because they have been based on an airway airport. In the latter case, an even more severe hardship will be placed on a very active group owning several sailplanes and building others, as they have recently secured a five year lease on a glider field and made graded runways on the Torrey Pines Mesa, which is near the center of the San Diego - Los Angeles airway.

It is obvious to anyone familiar with soaring that most of the flying on this site will be below the minimum allowable altitude for powered aircraft using the airway. In cases where an altitude of several thousand feet was reached by a sailplane, weather conditions would be such that airliners would be flying at least as many thou-

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