

S. S. A. Executive News

HARRIS HILL IMPROVEMENTS

Mr. Oscar Monrad, retiring Secretary of the Elmira Association of Commerce, which has done so much to encourage the growth of soaring by helping to sponsor the Annual National Soaring Contests, sends us word of plans further to improve the Warren E. Eaton Glider Fields by erection of additional buildings on Harris Hill. Work is expected to start soon on a new WPA project of \$48,313.00 at the Chemung County Youth Camp. This was made possible when the Chemung County Board of Supervisors appropriated \$16,086.72 as the County's share of the cost.

At the same session, the Supervisors authorized an application for another project for construction of an addition to the administration building, 30 x 62 feet, one story and basement. These buildings will cost approximately \$40,000. It is also intended to erect fifteen additional sleeping cabins in groups of five, each group to have a rest room, a garage, and storage room with a recreation building about 60 x 30 feet. Attached to one end of the building will be rest rooms and showers for officials and attached to the opposite end will be an office. Improvement of a highway and the general cleaning up of the property is planned.

Thus the best equipped soaring site in America is about to be further improved. There will soon be lacking only one thing which is most urgently needed and that is a school of gliding and soaring. With all these facilities, it would be a wise thing for our government to subsidize such a school for the training of pilots. Until the government does step in and give such assistance to motorless flight, we will probably have to be contented with remaining far down the list among the nations, as there are now more than ten European countries which have recognized the advantages of gliding and soaring for the training of their youth by granting substantial subsidies.

WASHINGTON

Richard duPont and Lewin B. Barringer flew to Washington on November 26th to meet officials of the Bureau of Air Commerce and find out what happened to the S.S.A. recommendations for revised regulations of glider pilot licenses and the manual of glider construction, which had both been in their hands more than five months. They were given a very cordial reception but soon discovered that the recommendations had gone astray so that no one knew of them and that no action had been taken on the manual. The Federal Register had already come out with a preliminary listing of new regulations which will now be supplanted with the regulations appearing in this issue. Mr. Richard Gazley, Director of the Safety and Planning Division, promised us that now that his new section is well organized it will see that the first manual is read over carefully and, if acceptable, a contract for its publication by the government printing office will be sent us in a few weeks.

ANNUAL MEETING FEBRUARY 11, 12, 13

As announced last month, the Annual Meeting of the Soaring Society of America, Inc., will be held in Washington, D. C., under the auspices of the National Aeronautic Association, on February 11th, 12th and 13th. William R. Enyart, Secretary of the Contest Board of the N.A.A., as well as a Director of the S.S.A. and a member of our Executive Committee, is planning a very interesting program for the members who will attend. Details will be published in the February issue of SOARING, but it is safe to say at this early date that they will probably include a tour of the Army or Navy flying bases at Bolling or Anacostia fields, and a showing of our new film, "PLANE SAILING", and a visit to the Smithsonian Institute. The National Museum there houses ships of great historical interest to the soaring pilot, such as the early Chanute and Wright gliders.

This year, by moving the location of our annual meeting from New York to Washington, we are making possible a better chance to get into closer contact with important officials of the various governmental agencies, to whom we must look for help and cooperation, if gliding and soaring is to fill its rightful place in American Aviation. To make a proper impression on those who can do us the most good, it is necessary that we have a good representation. Every member who can spare the time and the expense of the trip is not only cordially invited to attend, but strongly urged to come and bring interested friends. You will not only be giving motorless flight a helping hand, but will also be sure of having a most interesting and pleasant time. Mark the dates on your calendar now—February 11th, 12th, 13th.

FRONT COVER

The photograph on our modernized front cover with which we are starting off the New Year is of "The Glider", the beautiful design for a glider trophy executed by Mr. Ernfred Anderson of Elmira and exhibited by him in the administration building on Harris Hill during the National Soaring Contest last summer. The photograph was taken by Dr. René Bréguet.

OMISSION

Due to the corrected proofs of the December issue being lost in the mails between Philadelphia and Wilmington, and the departure of your editor to Miami immediately afterward, the name of Philip Wills was omitted from the title of his interesting story "Dunstable to Dover". We apologize for this error, but we believe that most of our readers are now familiar enough with Mr. Wills' writing to recognize his style and know that he was the one who made the flight.

SOARING SITE ARTICLE ON ELMIRA FACILITIES

It was first our intention to open the new series of articles describing soaring sites this month with a detailed description of the Warren E. Eaton Glider Fields at Elmira. On second thought, however, both in view of the improvements about to be made and the staging there of the 9th Annual National Contest, this article, written by Earl R. Southee, will be held over and brought up to date to appear in the June issue. This will give competing pilots and visitors to the Contest an opportunity to familiarize themselves with conditions of facilities, terrain, and weather to be expected.

A NEW ARTICLE

In the current issue of *The American Magazine* appears the article "Cloud Rider" by Webb Waldron. In this excellently written story about Richard duPont's activities in gliding and soaring, Mr. Waldron has caught his great enthusiasm for this marvelous sport. The article was not submitted for correction and as a result contains a few incorrect statements which will mean nothing to the average layman who reads the article, but President duPont is extremely anxious that those who know the facts will not misunderstand or feel that he is claiming what is not his due. He naturally rather deplores the whole over-flattering tone of the article and particularly wishes to correct the inference that he made the S.S.A. what it is, when in reality most of this credit should go to the late Warren Eaton, and the statement that he made the first thermal soaring flight in this country. The flight in Miami to which the author refers was made by Jack O'Meara and we all know that the first thermal soaring flight was made by Wolf Hirth at Elmira. There is no question, however, that such an article will do a great deal of good, as it will be read by millions, and we are delighted to see the interest shown in the sport by our great national magazines.

AIR TRAILS

The January issue of *Air Trails* contains, in addition to the regular department on gliding and soaring edited by Alex Dawydoff, an interesting article entitled "What I've Learned About Gliding" by Pete Bonotaux. In it Pete endeavors to give some advice to beginners, the best of which is encouraging groups about to build their own ships to construct two-place utilities. There is no doubt that this type is rapidly gaining favor both here and abroad, as it offers such great advantages for increased safety for instruction as well as the opportunity of selling prospects by taking them on soaring flights.