



*Herald-Times Photo*  
The Wolf sailplane taking off at Bolling Field.

outstandingly successful year for the Society, and that he was heartily in favor of the proposed expedition to Texas and the new American Open Soaring Contest to be held in Michigan next fall. Following the reading of this message, Lewin made several announcements of interest. First was that he had just received a letter from Mr. Wilburn Page, Manager of the Wichita Falls, Texas, Chamber of Commerce, saying that they would put up \$500 toward the expenses of the expedition, for bringing a high performance sailplane, winch and mechanic to Wichita Falls. An effort is being made to raise additional funds for the expedition, as well as substantial cash prizes for goal flights of two hundred miles or more, to induce other soaring pilots to bring their high performance ships to join the expedition. He also mentioned the recent solution of the mystery of missing S.S.A. mail, which had caused a number of members to feel that matters were being run inefficiently in the Philadelphia office. His suspicion that the mail was being stolen somewhere en route was confirmed when, in the middle of January, the Post Office detectives caught the thief, who was an employee of the office building. Now that this unpleasant trouble has been cleaned up, things should go along much more smoothly.

Charlie next introduced Dr. Karl Lange, Chairman of the Contest Board, who gave an interesting talk on last year's contest and plans for the National Contest this year. He made it clear why the S.S.A. has stepped up the requirements and transferred the points award system to the secondary contest at Frankfort. Both contests are open to any type of licensed ship, although the higher requirements at the Ninth Annual National Soaring Contest will make it difficult for the utilities to compete for more than endurance. However, he felt that many pilots owning this type of ship will come to the National Contest anyway, to do some soaring, as well as to learn from the experts with high performance sailplanes. He also said that he expected a number of pilots to bring their high performance ships to the Michigan sand dunes, where they would have little if any advantage over the utilities, for which this part of the country is peculiarly suited. In winding up his remarks, he made what was probably one of the most important announcements of the whole conference, if not the year, the establishing of the Warren E. Eaton Memorial Trophy, which we hope will become the most valued and sought

after trophy in American soaring. It will be given each year for the most outstanding achievement. So it may be won by a pilot who has made a remarkable record flight, a designer who has produced a fine new sailplane, or even an inventor who has made an instrument which will greatly help soaring flight.

After Karl, Charlie introduced Jack Sommers, of the Bureau of Air Commerce, who is already well known to a lot of us by his work as the Inspector in charge at Elmira during former contests. He told us why some of the things we had been asking of the Bureau have been so slow in being accomplished, that the manual on glider construction submitted by the S.S.A. has been approved and the contracts will soon be forwarded for its publication. He also mentioned that the serious problem confronting numerous active groups, who are prohibited from flying because of being located along an airway, is being straightened out with certificates of non-application. In addition to being a good pilot and inspector, Jack is a graduate aeronautical engineer, so he is in a position to help us with our problems of getting ships and pilots licensed. Lately, much of this work has been placed in his hands in Washington.

Lewin Barringer next introduced Mr. Roy Barrette, of Parker and Company, Philadelphia, a pioneer in the field of aviation insurance, who gave a talk on insurance for sailplanes. He showed how such unfortunate losses as resulted from the serious damage to three sailplanes at the last National Contest could be avoided. The number of questions asked by the audience showed that the subject had already been in the minds of quite a few pilots. It looks as if the Contest Committee may work out an arrangement whereby all pilots in the contests must carry liability insurance, a requirement that has been in effect in past years in both England and Germany.

The shortest and probably most exciting talk given was by Major Walter Williams, Director of Aviation for the State of Tennessee and Commanding Officer of its National Guard unit, who flew up from Nashville to attend the Conference. He told us what happened while on a return flight in an Army observation plane from the All American Air Races in Miami last December. He had as his passenger the Adjutant General of Tennessee, when he encountered very bad weather with icing conditions near the southeastern corner of the state. Things got so bad that he told the General to jump. As he himself was struggling with the cockpit cover to get out, the ship broke through the clouds only about 500 feet above a mountain, on which he saw an open field. Without a moment's hesitation, he landed the heavily loaded ship, which jumped a ditch and ended up in an apple orchard. After he got out he noticed that this field was right on the edge of a mountain which dropped off steeply 1000 feet or so to the valley below. It occurred to him that, although he knew nothing about soaring, this might prove a valuable site and that he would be able to have a substantial sum of money spent on its development if a representative of the Soaring Society could come down and pass on it. This looks as if it might be a nucleus for a new center of regional activity. Following Major Williams, a few remarks were made by Dr. Eastman Jacobs of the N.A.C.A.

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