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Henry N. Wightman, Editor

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Our National **PROGRAM**

Before lapsing into the use of the editorial "we", I want to take this opportunity of speaking as person to person to each member of The Soaring Society. I fully realize the responsibility of the position with which our directors have entrusted me. It will be my duty to keep our president and directors informed on all phases of our activities, so that they will know that their decisions are supported by our entire membership. Through my office, the work of individuals and groups must be organized into a unified program toward the advancement of gliding and soaring. I give you my assurance that I will fulfill these tasks to the best of my ability. With your cooperation and help, I am certain that we can go far toward attaining our rightful place in the field of aviation and of sport.

Let us review the present status of the soaring movement in this country and the steps being taken to improve it. During the last few years, interest in motorless flight has spread rapidly. Whereas in the past, the popular conception of a glider was anything from a porch swing to a free balloon, at the present time, it is rather uncommon to find a group of five or six people in which there is not at least one who can explain the elementary principles of soaring.

The Soaring Society's office receives enough inquiries to start a new glider club every day of the week. However, in spite of this increasing interest, no certificated gliders have been produced commercially for several years. Those few potential pilots who have been able to discover usable craft have been stopped by the lack of instructors. With no instructors and no gliders, what can we do about "the new glider club every day"?

The report of the Annual Meeting, published in last

month's SOARING, shows what we plan to do about the situation in general. We intend to enlist government aid toward the training of new pilots, thus stimulating the activity of both pilots and manufacturers. The interest thus aroused is expected to aid in making both clubs and manufacturing self supporting.

How will we accomplish this without gliders? As long as none are certificated, we can't. However, before the summer is over, we expect to have several such craft on the market. After several years of negotiating, we now have the draft of C.A.R. 05, the airworthiness requirements for gliders. These were prepared by the Civil Aeronautics Authority, in cooperation with various members of The Soaring Society, and are now being submitted to designers and engineers for criticism. We have good reason to believe that, in the immediate future, these requirements will form a working basis for builders to go on. Since The Soaring Society's offices will henceforth be in Washington, we will be able to cooperate much more closely with the Civil Aeronautics Authority on this matter than has been possible before.

How are we going to train students without instructors? This is a problem which can be solved only by you who are experienced pilots. There are enough of you to train several thousand students, but in the past you have found it more enjoyable to soar than to train the neophytes who followed you. This is what you have worked for and it is what you are entitled to. However, if you want more soaring with less trouble, you still have work to do. If you want gliders available at reasonable prices, you will have to go out and show people how to fly them. If you want a soaring site near your own home, instead of miles away, you must do your part to create the demand for that soaring site.

What we have been able to do by our own efforts to date is highly regarded. Among the individuals in the Civil Aeronautics Authority who are convinced that soaring deserves a boost are two founders of The Soaring Society. Edward P. Warner, a former director and present chairman of the Eaton Memorial Soaring Trophy Board of Award, is Technical Advisor to the Authority. Earl R. Southee, who has worked for the soaring move-

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