

that the United States Government—as embodied in the Civil Aeronautics Authority—know without any doubt that motorless flying has something real to offer for the Civilian Pilot Training Program and that thousands of citizens, young and old, feel it long past time that our government give us and our movement RECOGNITION.

Government recognition will reflect in real, tangible benefits to everyone actively or inactively associated with or interested in motorless flying. It is a matter of national preparedness. Ours is a democratic nation and we, as citizens with an earnest purpose, can take our story to our Government and can rightfully expect an open-minded reception to our suggestions—particularly at this time, when Civilian Pilot Training is not conversation, but a reality. All we ask is a chance to prove our point.

The *Soaring Forum* was drawn to a close by the Frankfort, Michigan delegation. Ted Bellak took his audience right into the cockpit with him as he flew the last leg of his Silver C, and a thrilling reel of color movies took everyone to the American Open Soaring Contest.

As the day's sessions ended, hundreds of guests of The Chicagoland Glider Council went forth to spread the story of the real soaring, and happy in the thought they, though far from Washington, can and are helping our officers present the case of the supreme accomplishment of man—to fly as birds.

REQUEST FOR INFORMATION

A copy of the following letter has been sent to all regional soaring associations. We ask each member who has not been approached by a regional soaring association to send the required information to the S.S.A. offices, 1909 Massachusetts Avenue, Washington, D. C.

TO REGIONAL SOARING ASSOCIATIONS:

You have read in the March issue of *SOARING* that

The Soaring Society is attempting to obtain governmental aid for gliding and soaring. One of our contentions is that the cost of training a pilot is lower when he receives his primary training in a glider than when he is trained entirely in a power plane.

We already know that the power time required in order to check out a glider pilot in a power plane is less than one half of that required for a non-glider pilot. We have no figures available to prove that the combined cost of teaching a pilot to fly a glider and then to fly a power plane is less than the cost of giving him all of his primary training in an airplane. We are asking you to help us obtain this information.

We would like to have a report on the operating expenses of the clubs in your organization, divided into two groups: 1. School and college groups—to include all clubs which are able to operate seven days a week; 2. Non-school groups—to include all clubs whose chief activity is on week-ends. We would like your report to include types of ships most generally used, if such generalization can be made; the most common way of obtaining these ships, i.e., home built, second hand, or factory built new; any typical expenses such as hangar rent, rent for field, transportation, etc. This information is very necessary, as we will be unable to convince the governmental agencies of the feasibility of our proposal unless we have it.

The success of the program which was adopted at the Annual Meeting depends on your cooperation!

Very sincerely yours,

THE SOARING SOCIETY OF AMERICA, INC.

Henry Wightman, *General Manager*

CHICAGOLAND GLIDER COUNCIL EXHIBIT

Foreground, Stan Corcoran's "Cinema"; immediately behind, South Bend Glider Club's Franklin; left rear, uncovered utility designed and built by Wisconsin Glider Club, Neenah, Wisconsin.

