

Soaring

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Contributions by MEMBERS

One of the greatest problems encountered in publishing a magazine such as SOARING is in the selection of material. There are always a sufficient number of interesting stories, club news, events, to fill up the space, but there are other sources of material which we have not, as yet, tapped to any appreciable extent. These sources are the various readers of SOARING and the members of the Soaring Society. Every day many pilots have interesting and educational experiences. There are hundreds of builders who have discovered novel and clever methods of accomplishing their purposes. There are countless numbers of occurrences which would be of interest to various readers. They may be old stuff to some of us; however, they might be entirely new to many of our members. Some may have questions which they are unable to solve, but which can be answered by other readers, or perhaps only by a few experts.

As an example, there is the familiar case of the student soaring pilot who is always unable to stay inside his thermals. Finally he looses his temper, winds his ship up in a vertical spiral, and discovers, to his amazement, that he can climb rapidly to great altitudes. This is not the experience of a veteran of many years, but of a newcomer to the field. Nevertheless, there are many others who have the same troubles, and many who have not progressed to the point of thermal soaring, who will devour such a story. No matter how much, or how little flying a person has done, there is always somebody else who has done less. There is always someone who can learn something from that person's experience.

There are cases which come up time and again for which there seems to be no reasonable explanation, or about which there are several conflicting theories. Why,

for instance, was a certain pilot able to remain aloft 8 minutes in a utility at an altitude of 200 feet over perfectly flat, treeless, country with an 800 foot ceiling and a fifteen mile wind. Why was another pilot able to ascend through a hole in the overcast and climb several thousand feet above the top of the layer of stratus clouds. Why do many pilots find more lift when flying into the wind than when flying down wind over areas theoretically unaffected by the ground. There are answers to these questions, but how many know them?

The same situation, only more acute, exists for the builder. Less information has been published in SOARING on methods of construction than on any other phase of motorless flight. What, for instance, is the best way to construct a simple, but rigid jig for a fuselage, or can one be constructed without a jig? Does the order in which parts are built have any effect on the amount of time required? What type of wing skid is most satisfactory for training purposes? What design features have been incorporated in trailers to facilitate unloading? We could fill up the rest of the magazine asking questions which designers and builders have been meeting and answering for years. However, we are now interested in what can be done about them and others like them by SOARING.

The solution, which has probably become quite obvious by now, is to devote a certain amount of space in SOARING to the problems of the pilot and builder; not to general or to hypothetical cases, but to the actual questions and answers of individuals. If anybody has a tricky problem, the rest of our readers want to hear about it. If somebody else has found a new method of doing something, it should be published. The form which such articles will take may vary. We can establish special departments, such as the well known "Question Box" or "Builders Corner," (using of course, more original names). We may devote a page, or part of one, to anything that comes in. This will depend entirely on the response that we receive from readers.

This editorial is the result of requests that such mate-
(Continued on page 9)



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