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ANOTHER GLIDING *Boom?*

by Ralph Barnaby

Those of us who have been taking active interest in the welfare of gliding and soaring over the past few years cannot fail to have noticed the increased interest in this phase of aviation which has developed in the past few months. This is evidenced by the articles on gliding which have appeared in several of the popular type of magazine of large national circulation, by editorial mention in leading newspapers and last but not far from least, the interest being shown in our National Congress, which now has before it three bills pertaining to gliding, one in the Senate and two in the House of Representatives.

This renewed interest has, of course, been stimulated by the war in Europe and our own resultant rearmament and training activities. It has been known for years that Germany had been building up a reservoir of airtrained youths through glider training, and the seemingly unlimited supply of German aviators and the prodigality with which they are expended indicates in some measures the success of the system. Another stimulant to gliding has been the much talked-about air invasion by means of troop-carrying gliders.

Regardless of the reasons, the fact is that gliding is now in a better position to take its place as an active part of aviation than ever before. This places before The Soaring Society a tremendous responsibility, for it is up to us to guide this new interest in proper channels to prevent the repetition of earlier fiascos.

With the renewed interest, come the swarms of bandwagon hitchhikers who for hope of personal gain, whether financial or glory, are always ready to climb aboard, and separate from those are a goodly number of persons desiring to help by showing a genuine interest, but who through lack of knowledge of the background of gliding in this country, are likely to be misguided.

It is The Soaring Society's job to endeavor to separate the grain from the chaff, and to guide the former and discourage the latter, and at all times to see that gliding and soaring get the consideration they rate.

Earlier, we mentioned the bills in Congress. The first,

chronologically, was S-290 introduced in the Senate on January 10, 1941, by Senator McCarran. This bill was printed in full in last month's SOARING. The second, H. R. 3300, was introduced in the House of Representatives on February 12, by Rep. Hamilton Fish. This is a companion bill to that submitted by Senator McCarran, the only difference being that Mr. Fish added another zero to the proposed authorization, making it \$5,000,000.

Frankly, these bills, as introduced, do not stand the chance of the proverbial snowball of getting serious consideration, much less of being passed. First of all, they attempt to cram down the CAA's throat something about which the CAA had not been consulted, and in a form in which it is not in sympathy. The bill tops this off by setting up a couple of jobs at a salary higher than those being paid at present to men working for the administration in positions of equal if not superior authority and responsibility. We understand that there is already considerable scramble over who might be the lucky recipients of the \$8,000 and \$9,000 jobs if and when!

These two bills are principally the work of Mr. Charles F. Malone of Washington, D. C., an aviation enthusiast who learned to fly with the French during the World War. Mr. Malone falls in the class of those genuinely interested persons whose efforts have been somewhat misguided. For instance, he is the founder and president of a newly formed American Glider Association, "a non-profit organization, under the laws of the District of Columbia, to do everything in its power to promote gliding and soaring in America, both as a National Defense measure and as a sport." While Mr. Malone states that he feels his organization will not be duplicating the work of The Soaring Society, since he plans it to be a trade organization to represent the glider and sailplane manufacturers, we note that at the time of incorporation, the American Glider Association had not circularized these manufacturers to find out whether they wanted this representation. The Association is also soliciting individual memberships

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