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A GENERAL ANALYSIS OF OUR *National Gliding and Soaring Problem*

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Along about 1928 and '29, gliding and soaring received a good impetus from the efforts of a few men imported to this country to show us how it was done.

The result was that from then until 1932, numerous people and some concerns surged ahead on the construction and operation of types, varying from the old "broomstick" Primary to some pretty good sailplanes. These activities were always without government aid or sanction, and in 1932 the rules pertaining to all phases of gliding were made so severe, that combined with the financial depression, this greatest and best of all sports virtually disappeared from the U. S. A. This last statement may seem a bit strong to those who have been to our National Contests in Elmira, but when you realize that this pitiful handful of poorly designed and poorly built ships represents the cream of our crop, and then compare them with the samples from even little Poland and Lithuania, it is obvious how far we have lagged behind.

So far we have only considered the progress of the sport; it is not necessary to go into the Military except to say that our Army took delivery of its very first glider on July 2nd of this year. What has been done in other countries, you have unfortunately been able to read in the papers many times.

BRIEFLY . . . it is high noon, August, 1941, and so far, NOTHING HAS BEEN DONE.

RIGHT NOW . . . The Soaring Society of America, original parent and sponsor of all healthy gliding and soaring in the U. S., wishes to offer a comprehensive program that will get the youth of America into the air.

The answer to the problem is not complicated. It all boils down to the good old American dollar. We must RIGHT NOW make available sufficient funds so that every glider club that shows reasonable evidence of leadership can exist and operate and train pilots continuously.

THE PLAN OF ACTION

It is not difficult to understand, nor need it be wrapped in red tape. The points at which the help is needed are:

1. Equipment . . . ships, hangars, and launching equipment.

2. Fields . . . either leased or bought.

Subsidy for the above can be allotted simply as follows:

To well organized clubs who present evidence of safe leadership and sufficient funds to pay for 25% of proposed equipment, the subsidy shall cover the remaining 75% of initial cost. It is understood that this arrangement has been in use in England with good success.

Fields used by recognized clubs, whether being bought on a time payment plan or leased, should be financed 50% by club funds, and the balance by the government.

In view of the present emergency there should be some provision made to prevent individuals from holding up progress in obtaining suitable fields.

A payment for each A, B, C and Silver C pilot's license obtained per the following summary of the British Subsidy to Glider Clubs is another potential solution to the subsidy problem. It is however rather obvious that the rate of progress we now need will require initial outlay along the lines previously mentioned, with perhaps this pilot point subsidy a continuance fund for clubs already operating.

We must realize that the English subsidy of about \$25,000 was divided among only 15 already operating clubs in 1939 and '40, whereas there are 140 so-called clubs existent in this country now. The following summary of the British Gliding Association is suggested as a good solution for continuance after clubs are operating.

BRITISH GLIDING ASSOCIATION SUBSIDY PLAN

"The government subsidy to Gliding in Great Britain,