

Soaring

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New Glider Schools

Two new glider schools have recently been started. They are located at Lockport, Illinois, and Elmira, New York.

The school at Lockport is located at the Lewis School of Aeronautics whose facilities have been combined with those of the Frankfort Sailplane Company, Joliet, Illinois, and it is known as the Frankfort-Lewis School of Soaring. Three courses will be offered. Two of the courses will lead to a private glider pilot's license. One is for beginners and the other is for pilots with previous power experience. The third course will lead to a commercial glider pilot's license. All three courses may be taken either on a continuous residence basis, wherein the student attends the school daily, or the course may be taken on a series of week-ends. In both cases, students are required to take ground instruction in connection with the course. Stanley Corcoran will be in charge of the soaring school and Arthur Hoffman chief instructor.

The Elmira school is sponsored by the Elmira Area Soaring Corporation of which Robert Lancraft is general manager. John Robinson, the present national soaring champion, is the instructor. The complete facilities of Harris Hill, the site of many national contests, have been made available for this school through the cooperation of the Chemung County Board of Supervisors.

Dual instruction will be given to both novice pilots and pilots with previous glider or power craft experience.

Other schools which are in operation are the Motorless Flight Institute headed by Joe Steinhauser and operated from Rubinkam Airport, Chicago, Illinois; and the Briegleb Soaring School operated by "Gus" Briegleb of the Briegleb Aircraft Company, Van Nuys, California. Reports from all the schools indicate that enrollments are picking up daily and the school facilities will be operating at capacity by mid-summer.

Army, Navy, and Congressional Leaders See Glider Demonstration

High ranking officials of the Army, Navy, House Naval Affairs Committee, Civil Aeronautics Administration, as well as state Congressional leaders journeyed to Elmira, New York, on April 26, to witness a special National Defense glider demonstration. Besides taking some of the delegation aloft for short rides in 2-place gliders, a special triple tow of two-place sailplanes was put on.

Those taking part in the tow were Youston Sekella of Elmira, with John Robinson as passenger; Stanley Smith with Robert Lapp of Tonawanda, New York, as passenger; Joe Steinhauser of Chicago, with Commander Ralph S. Barnaby of the Naval Aircraft Factory of Philadelphia, and President of the SSA, as passenger. The sailplanes were towed aloft by Peter Yeager of Newark, New Jersey. They were towed to 1600 feet where they cut loose and lazily circled the field in formation and landed in the same manner to demonstrate the possibilities of formation glider flights with passengers.

At the demonstration, which was sponsored by the Elmira Area Soaring Corporation, were Congressmen W. Sterling Cole of New York, M. J. Maas of Minnesota, Wm. W. Blackney of Michigan, and Wm. S. Jacobsen of Iowa, members of the House Naval Affairs Committee; State Senator Chauncey B. Hammond of New York; Commander Ralph S. Barnaby and Lts. R. J. H. Conn and F. Massey of the Navy; Maj. F. R. Dent and Lt. Bruce Price of the Army Air Corps, Wright Field, Dayton, Ohio; Earl R. Southee, Chief of the CAA's Standards Division of the CPT Section; Ernest Hensley of the CAA General Inspection Division, and Milton Girton, CAA inspector.

Congressman Maas, after having had a short flight with pilot John Robinson, declared, "I did think the potential value of glider training had been exaggerated, but I don't now. The potentialities of using gliders in training power pilots seem unlimited; the silence should also make them valuable in scouting work." Congressman Jacobsen said he was as enthusiastic about gliders now as he was when he first saw the Navy's mosquito fleet of torpedo boats. "I would like to have our committee recommend to the Navy that preliminary glider training be given cadets before they are sent to Pensacola," he said.

Mr. Hensley was favorably impressed with what he saw and he felt that a national glider training program would be studied seriously. Major Dent was likewise much impressed and while he did not think that the Army was contemplating an immediate glider program, he said that preliminary steps were being taken to be ready for any eventuality.

Four other sailplanes and two gliders which took part in the demonstration were piloted by Donald Lawrence of Newark, New Jersey; Richard McGrath of Elmira, New York, Emil Lehecka of Long Island City, New York; George Law of Nutley, New Jersey; Ed Quarterman of Poughkeepsie, New York; and Jack Brookhart of Brooklyn, New York.