

# Eyes to the Future

We have just weathered a trying period. The war years, in various ways, both delayed and accelerated our progress. While our prewar gliders were all bought up by the Army and later destroyed, they have been in a measure replaced by several hundred surplus certificable two-place sailplanes. Many of our members joined the services in one capacity or another and those who did not were fully occupied in essential positions. Active clubs were broken up and training by clubs was completely disrupted. This was offset by the great numbers who were trained by the Army, many of whom have caught the spirit and will continue their glider flying in private life. All in all the progress of the Soaring Society has suffered extensive disruption and it will require our best efforts to gain back the ground we have lost.

There is much to be done. We must revitalize our dormant clubs and organize many new ones. We must exert renewed effort towards staging numerous regional meets. Some of the CAA regulations need revision in the light of the improved type of pilots and ships now prevailing. The sport of gliding and soaring must be coordinated with various youth organizations.

The recent meeting of the Board of Directors indicates a trend in the right direction. The National Contest for 1947 is to be held more nearly in the geographic center of the country. This will not only provide more equal coast-to-coast attendance at the meet but will engender more national unity. The announcement of a winter regional contest in Florida, assurance of a big Elmira Soaring Contest, at least two regional contests in southern California, and numerous Decoration Day and Labor Day events presage strong regional activity. We already have a very well thought out CAR 05 and the Regulations Committee, headed by Bob Stanley, already has prepared suitable revisions to CAR 20 for recommendation to the CAB. Plans are under way for support of a paid manager who can devote his entire time to the fostering of the aims and purposes of your Society.

We've had a hard time of it. The spark of life has been kept alive by a few untiring souls who devoted time and effort to SSA work when they could ill afford it. A solid block of about six hundred SSA members have stuck with them to keep SOARING, our common bond of interest, published bimonthly in spite of all our difficulties. We have been operating on an annual budget of approximately \$2700, of which about \$2100 was spent in publishing and mailing SOARING. The balance went to a small amount of paid secretarial work and to answering a never ending stream of inquiries about gliding. But we've made the grade.

In addition to having a paid manager, we want to get SOARING out to you every month. There's a wealth of articles you all want to read and pictures to make you yearn to get into the air. Our present budget, however, does not allow twelve issues per year. We must have at least twice as many members. If every member will go out and get a new member it can be done. Your interest in having a better SOARING must be gauged by your individual response.

The coming year will mark a full fledged return of active interest in gliding and soaring. Help your officers and directors make it so by cooperating in every way you can!

ART SCHULTZ

# SOARING

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