

Motorless Flight—

A FUNDAMENTAL FOR AIR POLICY

The potentialities of gliding and soaring in a National Air Program have long been recognized by The Soaring Society of America and by most foreign countries—both now and before the war. However, these possibilities are not generally known in the government circles where our aviation policy is determined.

The Soaring Society of America, organized in 1932 for the furtherance of motorless flight in the United States, feels that it is its duty to do all it can to see that gliding and soaring achieves its rightful place in the National Air Policy now being determined.

Motorless flight's position in such a program is justified, not by virtue of its happening to be another type of flight, but rather by the definite contributions that it can make to (1) national security (2) safety in the air (3) scientific progress, and (4) society in general.

Unlike the situation in most other countries, where motorless flight is subsidized by the government, in the United States, The Soaring Society of America has had to struggle along by itself. In spite of this, it has progressed steadily and has made many contributions to aviation. It provided the know-how and nucleus of personnel about which the Army glider program in the last war was developed.

Perhaps the largest and most important benefit that motorless flight can give is to provide a medium through which the United States can build up a thoroughly trained civilian air reserve with the greatest possible safety and the lowest overall cost. It is mainly with this thought in mind that the program on the following pages is proposed.

An outline of the program has been brought to the attention of the President's Air Policy Commission, as well as the Congressional Air Policy Committee. With the immediate future of our present aviation structure at stake, it is quite likely that this glider program will be pushed into the background for the moment.

However, we feel the fundamental benefits of this program merit its implementation as an integral part of our National Air Policy. By bringing this to the attention of members of the Senate and the House of Representatives, Government officials and citizens, known to be interested in National Security and Air Progress, we feel we can aid them in seeing the advantages and wisdom of adopting such a program. It is our sincere trust that a National Glider Program will be accepted and put into being.

The Soaring Society of America stands ready to give further assistance in every way possible.

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