

SPAATZ VIEWS 1-21

General Carl A. Spaatz, chief of the United States Air Force, saw the Schweizer 1-21 flown in a special exhibition at Elmira, N. Y., on February 27.

Visiting Elmira for ceremonies marking National Security Week, General Spaatz took the opportunity to visit Harris Hill where Franklin Hurtt flew the sailplane which won the national championship last summer at Wichita Falls, Texas. Other pilots participating in the exhibition were Howard Burr and William Frutchie.

The Society welcomes endorsements and constructive criticisms of the National Glider Program presented on these pages.

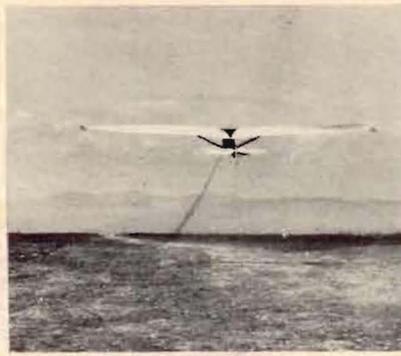
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THE COVER

A "Kirby Kite" takes off Sams Point 2000 ft. above the town of Ellenville, N. Y.

This site is typical of the many excellent undeveloped soaring sites in the United States. At the moment it is rough swath routed out by a bulldozer, barely large enough to launch a sailplane. Potentially it is a great soaring site, but the work still to be done exceeds the resources presently available.

An excellent example of a government constructed soaring site exists at Harris Hill, Elmira, N. Y. It has done much to promote the advancement of motorless flight. The need for many more such soaring sites is great.

WE NEED GLIDERPORTS

Gliding and soaring are popular and will gradually become an essential part of flight training in civilian and military life. However, in my opinion, glider training at the present time is greatly curtailed because of the lack of suitable available gliderports in America.

Operators of power plane airports are not in favor of allowing gliders on their premises because of their own activities. Therefore, the glider pilot is unwelcome and homeless. To remedy the situation glider sites should be established in every county (if possible) whereby schools and clubs may operate. When suitable gliderports are available, the glider training program will take care of itself under the guidance of properly trained supervisors, etc.

There are many surplus army airfields available for lease to a tax agency such as state, county or an incorporated city. Said fields may be located in the area close to training groups residing in towns or cities of that particular county.

Wallkill Army Auxiliary Airfield, Wallkill, N. Y. is a case in point. I learned that the field has been declared as surplus by the Air Force. It would be ideal for glider training.

Every effort should be made by the government, local communities and glider enthusiasts to make as many of these unused fields as possible available as gliderports.

To encourage the formation of glider clubs, it is necessary to tell the prospective members where the nearest site for operations is located, preferably within a distance of at least fifteen miles and not over twenty-five miles from any town in which a club is being formed.

There are a number of gliderports scattered throughout the United States, but they are few and far between and often groups must travel over a hundred miles to do a bit of gliding or soaring. This is very discouraging and soon the group gives up, the glider is put up for sale and the problem of encouraging the formation of glider clubs becomes more difficult.

As soon as a group is approached on the subject of forming a glider club, the question "Where can we fly?" arises. If this can be answered without hesitation or scratching the head, there will be little or no trouble in getting the gang started.

When gliderports are established in all areas in America it will be an easy matter to sponsor the formation of glider clubs and schools throughout the country.
Douglas Warner

RENEWAL NOTICE

Several people whose memberships expired in Dec. 1947 will receive a complimentary copy of this issue. They have previously been sent renewal notices. It is hoped this will remind those who have not already done so to send in their 1948 dues immediately.

The Fifteenth Annual
NATIONAL SOARING CONTEST
June 30th thru July 11th
Elmira, New York