

SSA TO SEND SIX TOP PERFORMERS TO SPAIN

Nation's Outstanding Pilots To Represent America At Madrid

By E. J. REEVES

The SSA's proposed team of pilots for participation in the World's Soaring Championships this year, to be held in Spain, July 1st to 14th, is without doubt the nation's outstanding proven performers and at the same time one of the most colorful sextets ever assembled for a soaring tournament.

Let's take them one by one—weigh them on the scales of past performance, measure them by the yard-stick of actual soaring experience and size them up as to how they may be expected to represent the world's greatest aviation nation, the land of the free—home of the brave, America—the United States thereof.

Starting with Seniority

First would be Stanley Smith, native and life-long resident of New York state. The absolute dean of American tournament soarers. Though still a man young in years, Stan is one of the oldest of the old-timers in our major soaring contests. He has contested each year in our National since the early thirties and won National Championships in the mid-thirties. A Gold "C" pilot with twenty-odd years of continuous competition and always finishing in the top brackets, finishing in last years 18th National in place two behind the great Johnson and his RJ 5.

We would mention second Mr. Paul Schweizer, junior member of that famous team of brothers, who probably more than any two since the Wrights have profoundly influenced American aviation. Paul is a Silver "C" pilot with two legs earned on his Gold "C". For many years he has been a prime mover in contest soaring and has personal experience with perhaps more such tournaments than any other living American. Just in recent years has the slackened pressure of his duties and devotion to the actual contest operations, permitted his participation as an active full-time contestant. Finishing no lower than sixth in our hard-fought Nationals and flying his firm's own designed and built 1 23, Mr. Paul will be a man to reckon with in the World's.

Richard H. Johnson, a graduate student at Mississippi State College, comes next in contest seniority. And here we can just about pull out all the stops as far as the use of superlatives are concerned. Dick is now 28 years of age. Getting a late start in soaring, building and flying his own machine at the age of 16, he did not venture into tournaments until the year following when he journeyed from his home in California to the Nationals at Elmira. There he literally stood a group of seasoned soaring men on their ear by finishing in third place. Henceforward Dick, with time out during the war years to fly the broad Pacific as a pilot for Pan American Airways, calmly set about the doing of those things which require the rewriting of the record books. Currently the John-

Industry, Publication, Aviation Enthusiasts Support SSA's Appeal

By JON D. CARSEY

Although necessary means for transportation of personnel and equipment are far from sufficient, it now appears that for the first time in the more than thirty year history of organized soaring, American ingenuity in the field of aerodynamics will be exhibited in world competition.

Friends of aviation have responded, to date, to such an extent as to make possible, on at least a minimum basis, the Plan II: "Minimum Respectable" described in a previous issue of SOARING. This very highly appreciated response has been to the many appeals made in our behalf by SSA friends and benefactors in powered aviation. First of these to intercede in our behalf were George Haddaway and Tom Ashley with a very wonderful editorial "A NATIONAL OPPORTUNITY" in FLIGHT magazine of April and again with a half page ad displaying a fine picture of Dick Johnson and the RJ-5 and proclaiming to industry and aviation enthusiasts "LET'S DO IT OURSELVES".

Following these generous contributions to our effort a very complimentary article appeared in the monthly bulletin of the Texas Private Fliers Association, then a request was received from Secretary Paul Faulks of TPFA for three hundred reprints of the FLIGHT editorial. These were mailed with another appeal to members to make generous contributions. Also anxious to help was the National Aeronautic Association. Their magazine, NATIONAL AERONAUTICS, edited by Keith Saunders has run two stories of the importance of support of the project. Most recent of those offering services of their mediums, at this date, has been Mr. Charles Parker, Executive Secretary of the National Aviation Trades Association, who requested and mailed fourteen hundred copies of the FLIGHT editorial and advertisement.

Many other magazines and publications have carried announcements and notices regarding the Internationals and our efforts to make the journey by our pilots possible. Reprints of the ads and editorial have gone directly to several hundred leaders in aviation and to all members of the Soaring Society. Many leaders of the Society have written to their Congressmen and others in a futile effort to gain Government assistance. Many letters have gone to large foundations, aviation organizations and important leaders in Government and industry.

All this has been done with the generous assistance and under the guidance of Julian Stag, writer and Public Relations Consultant, who has become aware of the great value of gliding and soaring to our own air age at home and particularly at this time to its potential for popular goodwill in strategic Spain.

The Society and all who are interested in advance-