

THE PRESIDENT'S MESSAGE

Continued Effort Has and Will Merit Support

GLIDING AND SOARING'S JUST PLACE in the realm of national aviation seems well assured as a result of the many years of untiring efforts of enthusiasts who have had confidence in the activities worthwhile potentials in spite of America's colossal craze for power, more power — speed, more and more speed.

Success of the efforts of our leaders to point out the merits of motorless flight as a natural training medium and as a practical tool for certain basic aeronautical and meteorological research is being evidenced in many ways.

As a sporting activity and potential training medium, limited cognizance has prevailed over the years because of the wide reputation of the development of the Luft-waffe, by gliders and sailplanes into a powerful fighting force.

But it has almost required an American national tragedy to interrupt the quest for power and speed sufficiently to get serious consideration. The consideration, to date, is by no means sufficient, but as a result of diminishing interest of youth in the prospects of stepping immediately into great monsters of power and speed without a "build up," it is definitely existent and needs only wise and persistent pursuit to bring the results hoped for by all soaring enthusiasts and leaders of the past and present — *Recognition of and full use of, gliding and soaring as a first step in training for both civil and military aviation careers.*

It is not intended to say here that any such recognition has been gained, but that we have continually made progress toward that end and that our opportunity of real success is finally at hand.

Within our own organization, interest and activity has mounted to an all-time high. Individuals are working to increase membership, new clubs are being formed and older ones are expanding their membership and activities. Our national committees are now composed of people of avowed interest in the work of their committees and an increase of worthwhile accomplishments will result. Added scientific research projects are being announced. All these things indicate *the trend within.*

FROM WITHOUT: The great aviation magazines are publishing more pictures and articles on the subject, both involving interest of youth and research. To mention only one of many, an article of great importance to safety of flight, as a result of the Sierra Wave Project,



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conducted jointly with the University of Southern California and others, by the Southern California Soaring Association by use of sailplanes, is the principal article and predominates the November issue of "Flying Safety," a publication of the U. S. Air Force.

Students, educators, aviation officials and just plain citizens are querying the Society for information. One Director of Aviation Education for one Mid-West State has requested the Society's "Recommended Program of Youth Air Education" on three different occasions. One national semi-military organization strives for Air Force approval of a sailplane training program. Many, many others are interested and seek our advice and assistance.

Everything points to the fact that the ball is ours. Are we going to carry it to the goal? If the Society doesn't, some mercenary outfit will fumble it in an effort for personal gain.

How can we do it? In my opinion, we can do so by continuing our present pursuits of organizational improvement and by developing a practical and realistic program of gliding and soaring for use by public schools, CAP Units, Scouting groups, and clubs; and by providing, from our own membership, advisory assistance in its operation.

Of course, even thought of such a task provokes many questions — money, personal time, instructors, suitable equipment, methods, syllabus and a hundred others, but all together it is our problem and we should solve it.

A continued vigorous effort will merit assistance from the aviation industry and a bit of success will insure their substantial support.

THE SAILPLANE IN RESEARCH, TRAINING AND SPORT (continued)

less flight research will contribute toward better personal airplanes.

As we in motorless flight strive to lower the power losses of our sailplanes, we approach closer and closer to the point where man will be able to provide the power required for flight from his own muscle machine. Bird flight studies, which show the low power loading of birds, have already been made. Boundary layer control experiments have shown how man can lower the power required to sustain

flight. When we reduce the power necessary for flight to about one-half horsepower we will have reached a point where man is able to provide that power. The aerial bicycle will be here! Olympic competitions in the air will become a reality and the dream of Leonardo will have culminated in accomplished flight by muscle power alone.

In so short a time your speaker has been able to delve into many other aspects of motorless flight, although one in particular needs heavy con-

sideration. That is the inspiring influence of the motorless flight philosophy on college students and professors. In Germany this beneficial influence was a part of each of the institutes of technology where aeronautical engineering was taught. In America, unfortunately, there is only one college, Mississippi State, where research and development in motorless flight is being fostered. We would be most eager to help other colleges and universities take up this fascinating sport, science, and training medium.