

Edmonton, Alberta.

"The last few issues of "Soaring" have been terrific! The ever increasing quality and quantity of material represent a very noteworthy and magnificent effort. The photos, graphs, and odd cartoon, are worthy of high praise.

BUT, (the inevitable "but") it sez here in small print, "The official publication of the Soaring Society of America and Soaring Society of Canada." This should mean that "Soaring" is a joint publication with pictures, news, contributions and letters in approximate equal quantities from each country. Okay, so (at a ruff guess) there is only one S.A.C. subscriber to every nine or ten S.S.A. subscribers. Then, by this modified reasoning, about one tenth of the pictures, news, contributions and letters should be of, by or from, Canadians.

So what happens? Only about two or three tiny wee pictures, a letter and occasionally a quarter page of news of Canadian interest appear in each issue. As a result, the S.A.C. bulletin, "Free Flight," turns into a kind of "Soaring" counterpart publishing articles and pictures. 'Taint fair! We want our share of space—ruffly one-tenth. And shouldn't every tenth issue have a Canadian cover scene?

The problem may arise, naturally, when Canadian contributions, letters, etc., are insufficient. In the case where articles are lacking it is conceded that this space be lost in favor of U.S. material. Photos can always be printed larger to fill up space. Anyway, these rules should apply over a period of, say, one year so that problems of material and news surges can be minimized. However, I am hopeful that such problems will not be encountered to any great extent. I do not want to discredit Jack and Betty Flemming's wonderful job of editing "Free Flight," but I do think that the kind of articles, news and pictures appearing therein would be better appreciated by many more people if they showed up in "Soaring." It would certainly make "Soaring" far more popular in Canada.

All in all, I believe S.S.A.-S.A.C. relations and cooperation could be a lot closer. For instance, an S.S.A. membership application form has been included in recent issues of "Soaring." Why couldn't this be a combined deal with the name and mailing address of each organization on the form? On the credit side, it is commendable to see a combined soaring directory with both U.S. and Canadian clubs and facilities listed in the same book. This is co-operation.

Well, so much for all the grumble grumble. Since this job with Spartan carries me coast to coast, north to south, I am able to gather first hand news and views from all over."

CHRIS. B. FALCONAR
% Spartan Air Services Ltd.
No. 9 Hangar, Municipal Airport

(Mr. Falconar, in the first sentence of paragraph 4, you state the cause of lack of Canadian news, etc., in "Soaring." However, recent communication from Canada advises that your Vice President, Dick Noonan, has appointed Max McConnell as Canadian correspondent for "Soaring." Future issues will carry the items and photographs Mr. McConnell can produce, provided they reach this office not later than the 12th day of the month preceding the date of issue, which is the 1st of every second month.—Ed.)

LOOKING BACK

A comparison of the 21st National just concluded in California, with the 1st National held in New York in 1930—reveals some interesting figures.

Best distance flown in the 1st was 21 miles.

Best distance flown in the 21st was 323 miles.

Best altitude attained in 1st was 2,928 feet.

Best altitude attained in 21st was 14,000 feet.

Number of soaring craft entered in 1st was 54.

Number of soaring craft entered in 21st was 36.

A check of the old entry lists in some of our early contests shows names of pilots, observers and officials who were also participants in the 21st National. Paul Bikle, Emil Lehecka, Vic Saudek, and F. J. Sweet, were competing in the 8th National at Elmira in 1937.

Delbert Reed, then of Akron, Ohio, won his "C" Badge during the 1935 National at Elmira.

Lt. Col. Floyd J. Sweet, new SSA President, was a leading contender in the 1933 National at Elmira (Pres. Sweet's home town) winning 3rd place honors in the utility class—for duration 155 minutes and altitude 892 feet.

Capt. Ralph S. Barnaby, the SSA's second President, was active as a con-

testant or official in all of these early National competitions.

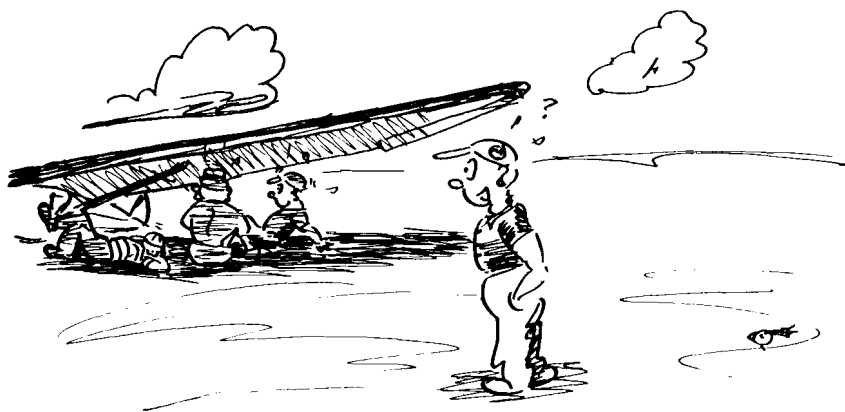
Pilots in the 1937 National went on strike and set up picket lines—striking for higher winds, not higher wages (those were the days of exclusive ridge soaring). Placards carried by these pickets read—"We Want Bigger Wind Storms," "We Want More WIND and Less Heat," and "The Weather Men are Unfair to Glider Pilots, Local 67 1/4."

The July 1938 issue of NATIONAL GEOGRAPHIC carried an interesting story "Men-Birds Soar on Boiling Air." This was one of the more authoritative articles on the subject, after the advent of thermal soaring. It refers to parachutes as 'silken life preservers' sailplanes as 'streamlined birds,' and a 'aloft—on the breath of a city' when Peter Riedel soared his Rhönsperber over New York City.

Way back . . .

The October 1909 issue of the magazine FLIGHT—published in England, carried a red-hot news story, an account of the flight by Wilbur Wright around the Statue of Liberty. The flight occurred "... on Wednesday last, those who were returning from America on the 'Lusitania' had an experience which will no doubt live ever in their memory. As they were leaving the harbour Wilbur Wright rose in his aeroplane from Governor's Island and passing over the ship, made straight for the Statue of Liberty, circling round it before flying back to his starting place a mile away."

This may well have been the world's first 'buzz job.'



McCarthy? What Contest did he fly in?