

DUPONT FOUNDATION AIDS SSA

Most SSA Members are aware of the important role played in the founding of the Society by Richard C. duPont, who was one of the most active members of the soaring movement until his untimely death in World War II. His memory has been perpetuated in our organization by the Richard C. duPont Memorial Trophy which is awarded each year to the National Soaring Champion. Meanwhile, the Chichester duPont Foundation, Incorporated, of Wilmington, Delaware, a philanthropic organization supported by the duPont family, has been a Sponsoring Member of the SSA.

When plans were formulated this year for our reorganization of the SSA and provisions for the office of a full time Executive Secretary, it was realized by the SSA Directors that there would be a period of several years before it would be possible to increase our memberships as



Photo: Lloyd M. Licher

The Richard C. du Pont Memorial Trophy.

a result of these new services to the extent that it would be possible to pay for them from our current income. At that time, in addition to our appeals for additional support from our members, we asked the duPont Foundation if they would consider assisting us over this hump.

On November 25, 1957, we were informed that the trustees of the Chichester duPont Foundation, Incorporated, had approved for the year 1957 a contribution to the SSA of \$10,000 toward our budget to facilitate the establishment of the office of Executive Secretary. They further approved contributions for the same purpose of \$8,000 for the year 1958, \$4,000 for 1959, and \$2,000 for 1960. The decreasing amount of these annual contributions is logically timed to have the maximum benefit now, when we need it most, with a decreasing amount as we are more able to support ourselves from our regular income from Members.

Every Member of the SSA should be proud of the fact that the duPont Foundation, as well as all of us, recognizes the importance of the goals in our program to make this valuable form of aviation activity more widely available to coming generations of what must be an air-minded America. It will facilitate greatly the services we can render in fostering and encouraging new soaring clubs and the design of new sailplanes. Our plans for the expansion of SOARING magazine and increased emphasis on youth activities through colleges and explorer scouts, etc., will also be greatly aided.

In addition to this general support for the SSA, the duPont Foundation also has donated to this Society \$5,000 as an endowment of the Richard C. duPont Memorial Trophy. This sum is being invested so as to provide income for the maintenance and upkeep of the trophy as well as a cash award for the winner each year. Thus the Richard C. duPont Memorial Trophy has become a real perpetual award along with the Larissa Stroukoff Memorial Trophy which is similarly endowed.

For additional comment on the duPont Foundation support, see the editorial on the inside front cover of this issue of SOARING. —H.S.

A SOARING AUTOBIOGRAPHY



JOSEPH G. ANTHONY
SSA Regional Director, Region I

As far as an autobiography is concerned, I am just the ordinary "garden variety" of soaring enthusiast. Having acquired a family along with a receding hairline, my soaring aspirations, like passions, have had to be subdued.

In any event, it all began when in my early days at M.I.T., I wrote to and asked my Dad if I might join a "soaring" club, he having forbidden me to spend his money on learning to fly airplanes. Not knowing the meaning of the term, perhaps, he consented. That was in 1938 and I promptly won my wings in the old AES Franklin which had been the mainstay of the Club. I won my "C" on Harris Hill in 1939 and joined the SSA the same year. I have attended many of the contests on the Hill as a "contestant" but never have competed in one. Like that of so many others, my soaring activities during the war were nil, there being neither equipment nor facilities in the Pacific environs.

Following the war, what with setting up residence on a more or less permanent basis, the extra funds for a sailplane were never quite realized. For a while I did manage to keep current by flying with the M.I.T. Club, alternating between the 2-22 and the tow plane. Since I did hope to acquire a sailplane, I completed the structures design of the old 1935 M.I.T. "super sailplane" design project in 1949. However, I found the cost of materials to be far beyond my budget. As this was just about the time that Irv Prue's 215 design