

In Memoriam

by EARL SOUTHEE

The soaring fraternity called him Bill - christened William R. Enyart, born 7 October, 1901 at Connersville, Indiana.

Was graduated from University of Illinois in 1924 and became interested in aviation. Previously (1923) appointed a Reserve officer, Air Service (Aeronautics), in U. S. Army; thereafter devoting thirty years of his life to aviation; pilot, journalist, public servant and industrialist.

With seven years of executive experience acquired by 1931, he became Secretary of the National Aeronautic Association, Editor of NATIONAL AERONAUTICS Magazine, Assistant General Manager of N.A.A., Vice Chairman of the N.A.A. Contest Board and National Contest Board Representative for the National Air Races, All American Air Races, James Gordon Bennett Balloon Race and International Air Races.

In one of his capacities, Vice Chairman of the N.A.A. Contest Board, one of his first assignments was to organize and coordinate the thinking and doings of a "star studded" staff for the National Air Races in 1931 at Cleveland, Ohio.

The Air Races Contest Board was composed of individuals whose names continue in print as "pioneers;" e.g., "Pop" Cleveland, Eddie Rickenbacker, Bill Young, "Zip" Zistell, Carl Schory, Ray Collins, Frank Burnside, Ray Brown and others. It raised quizzical eyes at this soft-spoken comparative newcomer to the "trade."

'Twas while serving with the above group that our paths first crossed and Bill became a frequent counselor and advisor on aviation, gliding and soaring, in general, and the SSA in particular. GLIDING AND SOARING BULLETIN Number One, 1932, predecessor periodical of our present SOARING magazine, was captioned, "TO ALL WHO BELIEVE IN THE FUTURE OF MOTORLESS FLIGHT IN AMERICA" and heralded the fact that, "there will be a 1932 Soaring Contest!"

Bill was one of eight, "soaring pilots and persons vitally interested in soaring flight," meeting in New York City who made the foregoing decision. Thus he became one of the first Directors of SSA and so served

until 1941, then again as Director-At-Large from 1955-1956.

A couple of quotes from the BULLETIN mentioned above will serve to illustrate how a really big guy, such as Bill, took care of small items that looked big to our early day contestants. In June of 1934, M.I.T. staff wrote, "The M.I.T. group has again been authorized by the N.A.A. to calibrate barographs. (Note-previously they had to be sent to Washington.) This is a wonderful favor conferred on us through the efforts of our genial N.A.A. representative, Bill Enyart."

Another quote from the BULLETIN of June, 1935, "William R. Enyart, Contest Secretary of N.A.A. and a Director of S.S.A., is again making it possible for all contestants to obtain C certificates and N.A.A. Annual Sporting Licenses at a reduced rate during the time of the Contest."



William R. Enyart

While active in over thirty organizations concerned with aviation, Bill's prime interest remained with youth and the importance of their becoming air-minded; both at the school and college-university levels; e.g., Academy of Model Aeronautics, Intercollegiate Flying Clubs and Air Youth of America.

The language of the pilot was always talked by Bill, as he was possessed of a Transport Pilot Certificate of Competency and a C soaring badge of the F.A.I., U.S. number 67.

From 1940 to the time of his death, he had been President and General Manager of Simmonds Aerocessories, Inc., of Tarrytown, New York.

All the above ended when Bill was killed in the crash of an Air Force

KC-135 Stratotanker taking off from Westover Air Force Base, Massachusetts, on an attempted record non-stop round trip between New York and London.

Assignment? Official Observer and Timer representing the N.A.A. and F.A.I.!

As one of his colleagues has said, "He gave his life as he lived-heroically fighting to extend the bounds of man's mastery of the air."

DR. EDWARD P. WARNER

Early day soaring enthusiasts will be saddened to learn that Dr. Edward P. Warner died recently, of a heart attack at Duxbury, Mass. Some of his contributions to soaring have been listed by Earl Southee, as follows.

In 1931, he was one of three judges to determine the winner of a contest sponsored by the National Glider Association for the club, firm or individual making the most valued contribution to the science of soaring flight, in the form of a written, illustrated thesis.

Also in 1931, he was a vice chairman on the committee for the 2nd Annual National Soaring Contest at Elmira.

In 1933, as editor of AVIATION magazine, he announced a prize of \$200.00 for the first soaring flight from Elmira to within 25 miles of the Mc-Graw-Hill Building in the Times Square section of New York City, a distance of 160 miles.

In 1934, as an SSA Director he was the official serving at the first sailplane launchings from "Glory Hill," which overlooks O'Brien's Steak House near Elmira.

Also in 1934, as Vice Chairman of the Federal Aviation Commission, he made possible the appearance of the late Warren Eaton before the Commission on behalf of SSA. In connection with this, flight demonstrations were made for F.A.C. at Bolling Field, which included flights by Dr. Warner in one of the Franklins owned by Eaton.

In addition, NATIONAL AERONAUTICS magazine credits him as being one of the founders of the International Civil Aviation Organization, president of the ICAO Council until his retirement last year, one-time assistant secretary of the Navy for aeronautics, and vice chairman of CAB for four of his six years with that organization. His numerous honors included winning of the FAI Gold Medal in 1952.