

which were the prelude to their successful powered flights on December 17, 1903.

The accomplishments of Orville Wright at Kill Devil Hills in 1911 are less well-known. He spent a month there that year making numerous extended glider flights, 103 in all. The three man-carrying gliders are faithfully depicted on Capt. Barnaby's plaque.

On October 24, 1911, Orville Wright soared for 9 minutes and 45 seconds, an international record which stood for 10 years. It was exceeded first by Dr. W. B. Klempner, now SSA Honorary Vice-President, on August 30, 1921, when he flew his "Blue Mouse" for slightly over 13 minutes on the Wasserkuppe in Germany.

As a U.S. record, Orville Wright's flight was not exceeded by an American pilot until Ralph Barnaby soared for 15 minutes and 6 seconds at Cape Cod on August 18, 1929, for which he received U. S. license Number One from the National Aeronautic Association. The Society's members are indeed fortunate to count as one of their own Ralph S. Barnaby, pilot, scientist, sculptor, and one dedicated to the cause of soaring.

(Note: See *Soaring*, Mar.-Apr., 1954, for SSA participation in 1953 50th anniversary celebration at Kitty Hawk.)

Magazine Mailing Date

For readers concerned about how long it takes *Soaring* to reach them, the February issue was mailed on February 9th. At the time of this writing it appears that this issue, for March, will be mailed on March 5th.

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IN MEMORIAM

Youston Sekella

Youston Sekella, active in soaring during the period when the activity grew up in America, passed away on September 12, 1963. The following information is taken from a tribute to Youston by his good friend, Earl Southee.

Youston was a pioneer volunteer of gliding and soaring in Elmira, New York, who helped organize the first National Soaring Contests which started in 1930. Active in local affairs, he was president, CFI and mechanic for a club that flew Franklins. In the mid-30's he supervised expeditions to explore potential soaring sites in Virginia so that the activity might grow.



An old photo of Youston Sekella as he prepared for flight in a Franklin PS-2 glider. He is about ready to have the top cockpit cover put in place.

In 1936 Youston was elected a Director of SSA. He flew in the 1936 and 1937 Nationals, using a German sailplane owned by the Elmira Association of Commerce. In 1937, the Elmira Area Soaring Corporation was formed and Youston was one of its first Directors. He helped conduct EASC's first annual Snow Bird Meet in 1939. His many-faceted promotion of soaring helped Elmira to become known as "The Glider Capital of America."

Subsequent years found Youston assisting in the war effort and community affairs of all types. However, to the time of his death, his number one urge was gliding and soaring, and aviation in general. He was a man who loved his fellow men.

Leslie Howard

We regret to report the death of Leslie Howard while flying a 1-26 at Elsinore, Calif., on February 19th. He had taken off about 5:00 P.M. and was observed to spiral down and crash near the top of the big ridge west of town a half-hour later. An autopsy revealed that Howard had choked to death trying to avoid vomiting after becoming airsick while flying. He was 29 and a member of the 1-26 Club of AGCSC. His unfortunate demise has greatly saddened his fellow club members and all who knew him.

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