

in Lew's will, was given to SSA by his family in 1948. **Richard C. duPont** and his wife Allaire, held Life Memberships then, too. Richard, the Society's third President, founded *Soaring*, SSA's first printed magazine which appears to be with us to stay—bigger and better! Richard was the father of the glider snatch pick-up system used successfully by the military during World War II and followed Lew Barringer as head of the Army's wartime glider program. He died in an experimental troop glider accident in 1943. The SSA's National Soaring Championship Trophy is the gift of Allaire duPont. Allaire was an active soaring pilot back in the Thirties and was once Women's National Soaring Champion. Her most recent publicity has been as the owner of the famous race horse, Kelso. There were Life Memberships also in the names of Henry Clifford and Mrs. Louise Catherwood about whom I have no data. And lastly there was myself, at that time President of the Soaring Society.



Photos by George Uveges

Howie Burr (left), the late Dr. Klemperer and Emil Lehecka. Howie is still active in soaring in the Southern California area. Emil, who was National Champion in 1938, currently lives in Long Island City, New York.

Other prominent members on the 1935 list were: **Ernest and Paul Schweizer**, now President and Vice President-General Manager of the Schweizer Aircraft Corporation.

Russell Holderman, one of the early glider pilots and a past president of The Early Birds. I remember him as one of the first casualties in the glider flying activities of the old New York Model Aero Club. In a too-fast landing in the club's hang-type glider in about 1913 or 14 he broke his collar bone. His wife, Dot, was the first U.S. Women's Champion—in 1931, I believe.

Jack K. O'Meara, whose soaring flights at Elmira in the early summer of 1930 clinched the decision to hold the First National Soaring Contest there. Jack became our second National Champion in 1932 at the first Contest held under SSA sponsorship.

Joe Steinhauser, still active in the Illinois area.

Wolf Hirth, the famous German pioneer soaring pilot and designer of high-performance sailplanes. One of his flights during the 1930 Contest at Elmira, and his later analysis of it, established thermal soaring as an important reality.

Michael Gluhareff, one of Igor Sikorsky's right-hand men. Mike has recently retired as Vice-President in charge of Engineering at Sikorsky Company.

Harvey Stephens, a well-known actor who collaborated with Harlan Ross in the design and construction of the RS-1 sailplane.

Howard (Howie) Burr and his wife, Carolyn, known to us all for their activity in behalf of soaring, especially in the Elmira area. Howie, was a young schoolboy in the Thirties and one of my crew members when I was flying the Alfaro Humming Bird at the 1932 Nationals. The Humming Bird was so named because, being wire-braced, its hum could be heard from 3000 feet in the air!

Jay Buxton, an early West Coast soaring pilot and glider designer and builder.

Edward F. Knight, who has spark plugged soaring activities in the Toledo, Ohio, area for years.

Names appearing on the 1936 roster included:

William C. Briegleb, father of the Briegleb soaring planes and of a second-generation soaring pilot, too.

Ben H. Cohen and **Ben Levine**, who helped form, and establish the policies of the Philadelphia Glider Council which has become one of the outstanding clubs in the country. It was the first club, I believe,

to require all its members to become SSA members. Ben Levine died in a glider accident in the middle Thirties. Ben Cohen, an SSA Director and a former Chairman of the Awards Committee, died recently of a heart attack.

Dr. Clark B. Millikan, a famous West Coast Aeronautical Engineer and internationally recognized scientist.

Dr. Irving Langmuir, a Nobel prize winner in Physics, was a frequent visitor to the Elmira contests in the early days and was a "C" pilot.

Melvin Gough, at that time one of NACA's expert test pilots. I had the amusing but successful experience of teaching Mel and his boss, Bill McAvoy, to fly gliders—by correspondence! I was in the Panama Canal Zone and they were stationed at Langley Field, Va. NACA had acquired two of the Navy's Franklin PS-2 gliders which had been used in the Navy glider training experiment. The correspondence course was successful and they acquired a lot of data on gust effects on aircraft of low wing loading using the gliders.

Dr. Wolfgang B. Klemperer who probably contributed more to the U.S. glider movement than any other one man. It was he, holder of the World's first C certificate, acquired in 1920 at the Wasserkuppe, who volunteered to visit potential soaring sites and select the best one for our contests. His selection of Elmira, quickly confirmed by Jack O'Meara's soar-