



From the Editor:

The excitement is mounting surrounding the commemorative activities celebrating The Soaring Society of America's Golden Anniversary. Press releases regarding the various events have gone out in the mail and we continue to refine the remaining plans for 1982. We have a great photo in the Museum's Loomis Collection of the contestants of the 1st SSA sponsored National Gliding Contest and we are able to identify a few of the people. One Sunday a little gray-haired lady walked into the museum lobby and told us that she had read about all of the festive activities and she has, "but a single newspaper clipping", however, she'd like to donate it to the museum's archives, if we'd like to have it. That's right!!! — It was the same picture of the 1932 contestants with **ALL** of the people identified. A copy is shown on page 3.

Such a coup! — However, after thinking about the incident and putting it in perspective, I have to admit that with the National Soaring Museum being so new and its credibility just beginning to grow, — these type of incidents happen quite frequently. Today, I found Crew Badges on my desk from the 1937, 1938, 1939, and 1940 National Soaring Contests, left by a gentleman who just happened to be passing through the area.

What I'm trying to say, is that, exciting moments like this occur at the National Soaring Museum quite often and it is rewarding to all of us, that people feel secure in the knowledge that their contributions will be properly cared for and will help to round-out the history of motorless flight.

ON THE COVER:

A 25-foot sculpture of three soaring birds representing the three levels of achievement by glider pilots was dedicated Friday morning, July 8, 1982 on the lawn of the National Soaring Museum, Harris Hill, Elmira, NY.

The sculpture was designed by Ernest Schweizer; and, as a community gift to The Soaring Society of America, was sponsored by the Community Soaring Committee in honor of The SSA's Golden Anniversary. Photo by Dan Driscoll, Horseheads, NY.

Help Support The National Soaring Museum

- Capital Program
(Building & Exhibits Funds)
- Artifacts
- Collections
- Archives
- Membership
- Participation
- Attendance

NSM is a publication of The National Soaring Museum, Harris Hill, RD3, Elmira, New York 14903. Anyone is invited to contribute material and pictures with identification about historical soaring activities, renovation of old sailplanes, soaring pioneers, unusual uses of sailplanes, etc. Manuscripts are subject to whatever revisions, additions or deletions are necessary to make the material conform to the space limitations and standards of NSM. Material that is to be returned must be accompanied by a stamped, self-addressed envelope. No compensation other than credit will be made.

Publisher — National Soaring Museum
Director/Editor — Shirley Sliwa

CALENDAR

Date	Event	Location
June 6-12, 1982	National Soaring Week	United States
June 29-July 8	15m National Soaring Championships	Harris Hill/NSM (Sponsored by HHSC)
July 3	Lawn Party/Ox Roast	Youth Camp
July 9	Championship Awards Breakfast Dedication of Sculpture & Founders' Gallery Community Banquet Honoring SSA and the Founders SSA Directors' Meeting	NSM NSM Elmira College NSM
July 10	Dedication of National Landmark Plaque Glider Mail Flight (#2 in series)	Harris Hill NSM
Sept. 3-6	SSA's Sailplane Homebuilding Conference	NSM/Youth Camp
Oct. 9	Ralph S. Barnaby Annual Lecture and NSM Board of Trustees' Fall Meeting	Boulder, CO
Oct. 9-10	14th Annual Fall Foliage Festival	Harris Hill
Nov. 26-28	43rd Annual Snowbird Contest	NSM/Harris Hill

3rd Annual National Gliding and Soaring Contest - Elmira, NY - 1932



In this photo of nearly the entire personnel of the Third National Gliding and Soaring Contest, are included pilots, officials, state police, Scout orderlies and the radio crew.

Front row, left to right: Lyel Lutton, Roy Emptage, G.A. Vincentz, Helmuth Braendel, Robert Carey, Thomas Davey, B.E. Kilpatrick, Alcide Santilli, George Malouin, Robert Hyde, Floyd Sweet, Trooper Edward Maloney, Bryon Hardy.

Second row: Francis Parks, Lieut. Comm. Ralph S. Barnaby, Feliz Braendel, W.C. Decker, Walter Snell, Frank Titus, James Fletcher, Allan Rooke, A.L. Lawrence, Elgin Marshall, John Sanford, Joseph McGuire.

Third row: Mrs. Ralph S. Barnaby, Martin Schempp, Jack O'Meara, George Stead, Charles S. Gale, Earl Southee, Warren E. Eaton, Elizabeth Dean, Asbury Meadows, Stanley Smith, Franklin Wood, James Wieberg, William Sullivan, Frank Wickham, A.E. Clark, William Tower.

Back row: Clinton Bernard, Trooper Arthur Whirt, Sergeant Charles A. Roche, state police; Dana Darling, Clarence Webb, George Slade, C.J. Hochreiter, N.H. McDowell, E.W. Lewis, Franklin K. Iszard, Martin Bystrom, Walter Blose, Ellsworth Boyd, Larry Dunn, Roy Dahlhaus, Trooper Dave Soule.



In the cockpit of the first glider to go aloft was Warren E. Eaton of Norwich, NY, President of The Soaring Society of America. Standing about Mr. Eaton from left to right, are Charles W. Perry, President, Elmira Association of Commerce; Elmira Mayor W. Glenn Sweet, Assistant Secretary of War, F. Trubee Davison and Edward P. Warner, Chairman of the Board of The SSA, and former Assistant Secretary of the Navy in Charge of Aeronautics.



Assistant Secretary of War, F. Trubee Davison gives the START for the Contest.



FOUNDING FATHERS OF THE SOARING SOCIETY OF AMERICA

By Floyd J. Sweet

Chairman of the Board	Edward P. Warner
President	Warren E. Eaton
Vice President	Augustine C. Haller
Secretary/Treasurer	Arthur L. Lawrence

Ralph S. Barnaby
Ephraim W. Cleveland
William R. Enyart
Roswell E. Franklin
Charles H. Gale
Albert E. Hastings

Russell B. Holderman
Franklin K. Iszard
Wolfgang B. Klemperer
Earl R. Southee
Sherman P. Voorhees

Editor's Note: The National Soaring Museum is so pleased with its new **SSA FOUNDING FATHERS GALLERY** with illustrations by Gerald C. Pomeroy, Mercer Island, WA; that, this NSM issue is devoted almost entirely to this new exhibit. Floyd Sweet's text is excerpts from his speech at the Community banquet honoring The SSA's Golden Anniversary. There will be more relative news coverage in the next NSM.

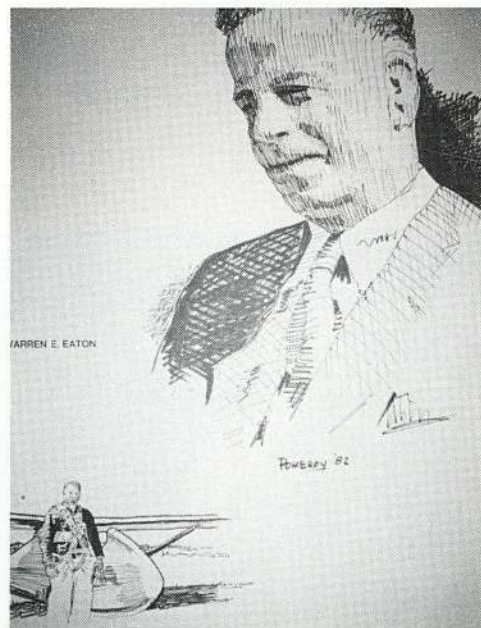


EDWARD P. WARNER, BOARD CHAIRMAN

Dr. Edward P. Warner was a man of great technical vision and an aeronautical leader both here and throughout the world. He was the recipient of numerous national and international honors. In 1919 he was Chief Scientist and Director of Aerodynamics Research at Langley Research Center, Hampton, VA.

Dr. Warner became vice-chairman of the Civil Aeronautics Authority and then Chairman of the Civil Aeronautics Board.

The Society was indeed privileged to have had such a preeminent person as its first Chairman of the Board.



WARREN E. EATON, PRESIDENT

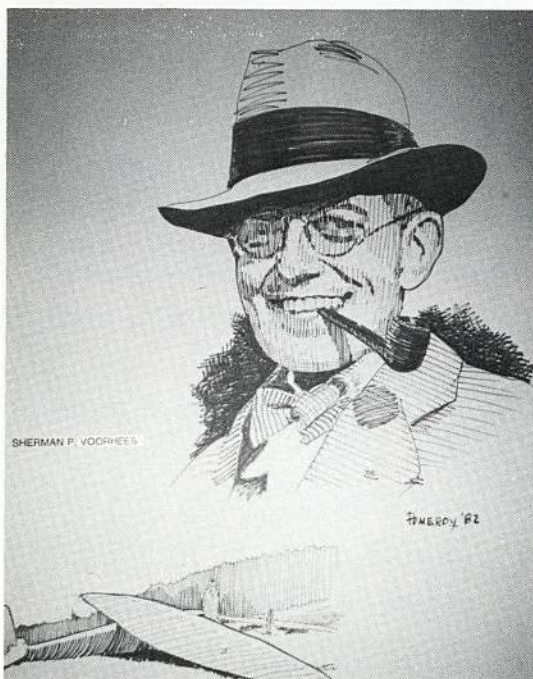
Warren E. Eaton was indeed an exceptional man: aviator in WW I, excellent administrator and a great humanitarian. His enthusiasm for gliding resulted in his exploration of a suitable site near his home in Norwich, NY, where the art, sport and science of soaring could be practiced. Elmira was selected. His untiring efforts resulted in the founding of The Soaring Society of America on 11 May 1932.

The Warren E. Eaton Trophy, SSA's highest award, was donated to the Society by Mrs. Eaton in memory of her husband.



AUGUSTINE C. HALLER, VICE-PRESIDENT

"Gus" Haller is one of two living members of the Society's first Board of Directors. He competed in the 1930 and 1931 National Contests, establishing a distance record of 21.1 miles. It was "Gus" who proposed The Soaring Society of America as the name for our organization after it was determined the acronym for the American Soaring Society would be socially unacceptable. He served on the SSA Board for 5 years.



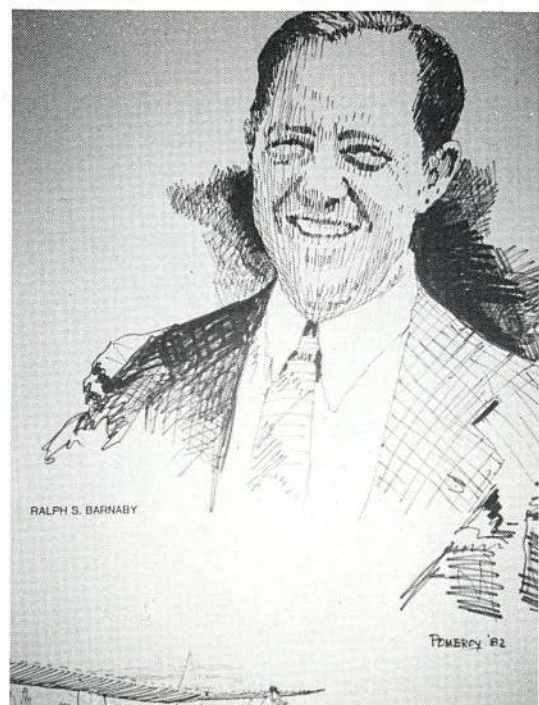
SHERMAN P. VOORHEES, MEMBER

"Sherm" Voorhees was manager of the Elmira-Caton Avenue Airport in 1930. His interest in soaring was immediate and he recruited Jack O'Meara to come to Elmira. Jack's soaring flight on 2 July 1931 from South Mountain sparked the decision to hold the first National Soaring Contest. Sherm did much to organize the first contests and retained a life-long interest in soaring.



ARTHUR L. LAWRENCE, SECRETARY/TREASURER

"Larry" Lawrence hailed from Providence, R.I. where he had become interested in gliding. He wrote the first SSA Training Syllabus. "Larry" served as an Officer and Director for 9 years, was several times Director of the National Soaring Contests, and is best described as "the great motivator of soaring".

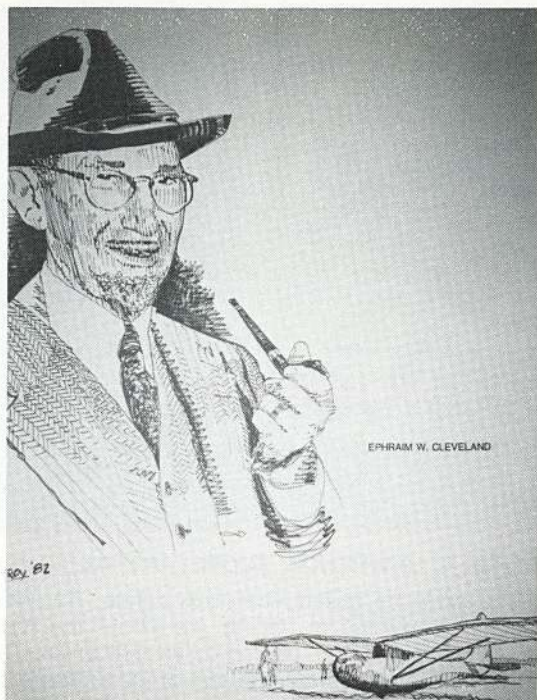


RALPH STANTON BARNABY, MEMBER

Ralph Barnaby is definitely "Number One" in the U.S. soaring, having earned the first soaring license by flying for 15 minutes, 6 seconds at Cape Cod in 1929. He is a man of many talents: Naval Aviator; aeronautical engineer; artist; choir director; aviation history authority, especially on the Wright Brothers; author of several books and many articles on soaring; and is a sculptor of note.

Ralph did the bas-relief of the Wright Brothers which The SSA erected at Kitty Hawk, N.C. in 1963. The caption, "They Taught Us to Fly" is a memorable tribute.

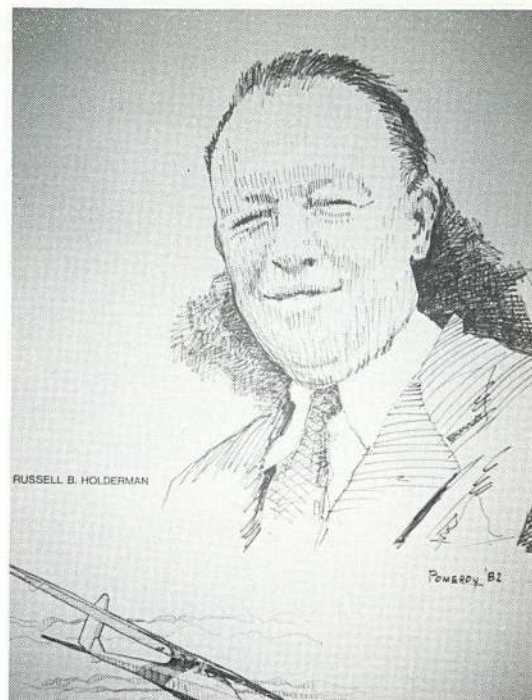
Ralph served 4 terms as SSA President and 7 terms as Vice-President and is an Honorary Vice-President of both the Society and the National Soaring Museum.



EPHRAIM W. CLEVELAND, MEMBER

The name is meaningless unless you call him "Pop" Cleveland and then he is the well-known director of the early Cleveland Air Races (named for the site, Cleveland, Ohio.)

"Pop" Cleveland was a great contributor to aviation development during the '30s and '40s, but we will remember him best as a member of the first SSA Board and the instructor who soloed "Gus" Haller in an OX-5 J-1 Standard in 1919.



RUSSELL B. HOLDERMAN, MEMBER

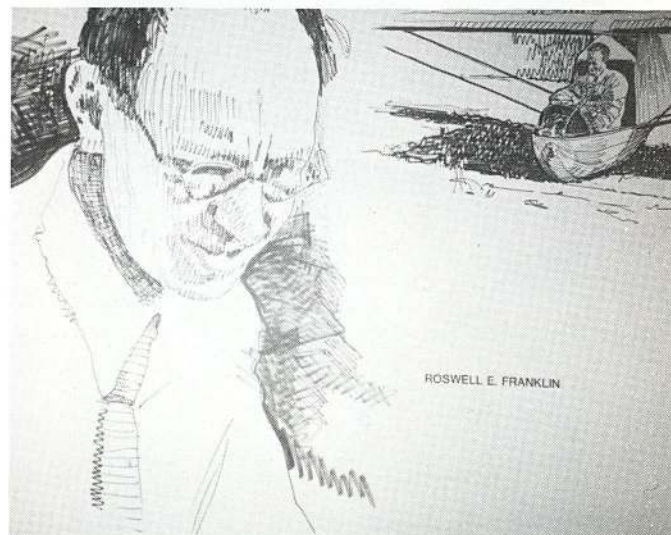
"Russ" operated the D. W. Flying Service in up-state New York and first saw the potential of a soaring school. Both he and his wife Dorothy, were qualified soaring pilots (#27 & 39). When "Russ" became chief pilot for Gannett Newspapers, he became a pioneer in business aviation and extolled soaring in his travels. "Russ" had a great interest in our Museum and contributed to its growth.



WILLIAM R. ENYART, MEMBER

Whenever and wherever a racing event or soaring meet took place, there, in the front rank, was "Bill" Enyart checking, advising, and always alert to promote the welfare of the pilots and the sport of aviation.

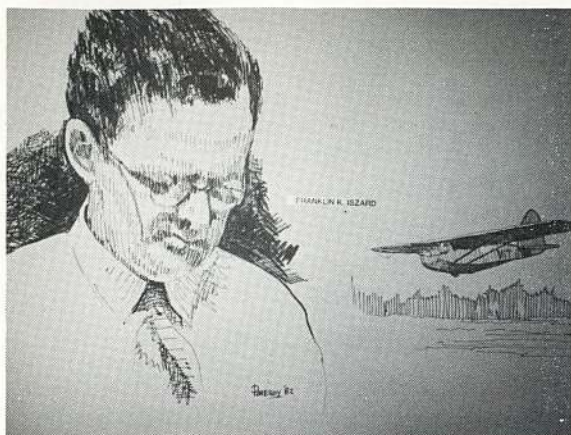
"Bill" Enyart was so active in aviation, both here and internationally, it is not possible to do him justice in a short space. Of particular importance to us is that he served on The SSA Board for 10 years. He thoroughly loved soaring and drew up the first NAA agreement in 1940 which ensured that SSA would be autonomous in its control of soaring activities in the United States.



ROSWELL E. FRANKLIN, MEMBER

R. E. Franklin will always be remembered for having designed and produced the Franklin PS-2. Hundreds of fledgling pilots were trained in this fine aircraft. It was flown by the pilots who won three of the first four National Soaring Championships. He is also remembered for his considerable assistance at contests and freely giving of his advice and guidance to the pilots.

R. E. was a very innovative person. When crews were scarce to man the shock cord for launching, he promptly hooked up his car to the bungee cord and operations proceeded. He served for 12 years on the SSA Board.



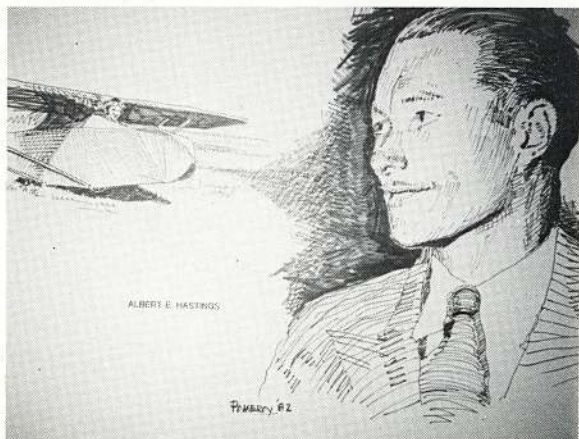
FRANKLIN K. ISZARD, MEMBER

"Bud" Iszard was an Elmira business man who liked airplanes and was a ready recruit when soaring started here. He helped organize the first gliding club in Elmira and was instrumental in getting community support for the national Contests. "Bud" was instrumental in locating the present site and at his urging the Chemung County Supervisors proceeded with the development of Harris Hill and the Warren E. Eaton Motorless Flight Facility.



CHARLES H. GALE, MEMBER

Charlie Gale was an aviation writer who worked as Associate Editor of Aviation magazine. He was twice Vice-President of SSA and the first editor and publisher of the Soaring Bulletins, predecessor of SOARING Magazine.



ALBERT E. HASTINGS, MEMBER

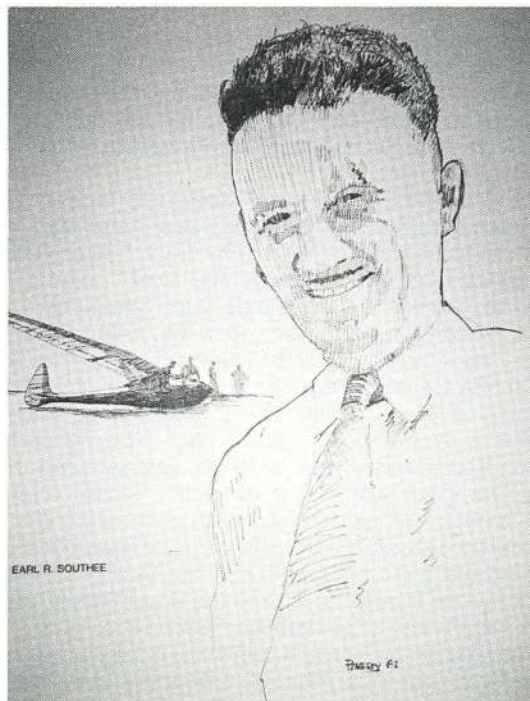
Al Hastings travelled from California to participate in the first National Contest in 1930, which he won. He stayed a year to run a glider training school and won the 1931 contest. Al Hastings wore his laurels with dignity and contributed much to the early soaring movement.



WOLFGANG B. KLEMPERER, MEMBER

Dr. Kelmperer was already a well-known name in soaring when SSA was formed. The search for a U.S. championship soaring site in 1930 led to a visit with Warren Eaton. Together they flew the area and when "Klemp" saw Elmira he found it comparable to the Wasserkuppe where he had flown in his native Germany.

"Klemp's" contributions to soaring are well known and his many achievements deserves a full article in the NSM. He was a Board member for 23 years and served 9 terms as Vice-President.



EARL R. SOUTHEE, MEMBER

Earl Southee was a WW I instructor pilot and aviation was his life. When Warren Eaton became concerned with the safety of running soaring contests, he called on his friend Earl for help, a wise choice. No pilot will ever forget the discipline Earl brought to the contests.

Earl was on the Board for nine years and served one term as President. He was the first General Manager of the SSA and when funds ran out, he continued to serve and to publish the Soaring Bulletin. He was the bond which held the Society together for its first decade.

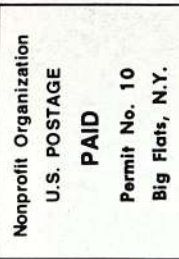
Stan Smith remembers the 30's

Editor's Note: Stan wrote this article for the souvenir program sold at The SSA National Convention held in Houston, TX last March.

It was August 7th, when I found myself sitting in the open cockpit of a Franklin PS-2 on South Mountain overlooking Elmira to the North, awaiting the imminent "swoosh" of a shock cord launch, my first. The day before I had had three short auto-towed flights on the old Caton Avenue airport to qualify for my "A" and "B" license, a requisite procedure before being permitted a shock cord launch from the hilltop. The thrill of this moment was one that I shall never forget and one that is, unfortunately, no longer available, at least in this country. Well, the "swoosh" came and suddenly I had seven hundred feet of instant altitude as I headed, as directed, straight for the airport below. It was all over in three and one-half minutes, but the tingle of the excitement lasted a lot longer than that.

As I recall that marvelously exciting day, I think of the names and see the faces of two men who were most influential in moulding the Soaring scene in those days. One was **Professor R.E. Franklin**, designer and builder of the famous Franklin Utility. "R.E." was not just an ordinary, run-of-the-mill College Engineering Mechanics professor. He was a man of vision and of action. He made a tremendous contribution to the Science and Sport of motorless flight. Besides, he is the one who took the responsibility that day and gave me the opportunity for that first flight from South Mountain. He stands tall in my book. Let's not forget him.

The other name is not as well known to today's Soaring Society membership. Yet, in many ways, he made a greater contribution to Soaring in those early days than any other. He ran, directed, managed, and was the chief "honcho" for all of the early "thirties" Glider Meets. I am speaking of **Earl R. Southee**, soaring's promoter, advance man, Glider Meet manager, right hand man to Warren Eaton, the Soaring Society's first General Manager, and member of its Board of Directors. Earl was often gruff, demanding, terse, and sometimes a very difficult man to deal with. He demanded perfection and honesty. But once he was satisfied of one's sincerity, he gave everything he had of time, effort, and support to help. Earl was a flight instructor during World War I and suffered a serious injury when one of his students froze on the controls and a crash resulted. He carried a silver plate around in his head after that until the day he died. Although he never mentioned it, I sometimes think he lived in continuous pain, which may have contributed to his brusque manner. He was a revered and loyal friend to Soaring and to me. There aren't enough of us still around who knew him to do much about it, but I feel that Earl's name belongs in his own little "1930's Hall of Fame" and we must not fail to recognize him in this Soaring Society Anniversary year.



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