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## **Hattie Meyers Junkin Papers - Journal articles about Hattie**

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Soaring April-May, 1940  
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Eastern States  
Soaring Association

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The first regional organization of the Eastern States Soaring Association has been formed by the four largest gliding and soaring clubs in the metropolitan area, to stimulate interest in the sport.

Its members are considering a program of three regional contests near New York City this year in addition to the national meet at Elmira, N.Y. To help overcome the difficulties of operating and maintaining glider clubs near big cities, the association plans to organize a clearing house of information. It also hopes to encourage formation of new clubs by providing instruction within the financial reach of beginners and by developing soaring cities.

The Eastern States Soaring Association has been formed to carry on and extend the soaring movement in the region. It is believed that the policy best suited to carry out these aims is one which will build and strengthen the foundation of this movement, that is, the clubs. The first point of the program is the organization of many meets throughout the year at the home fields of the affiliated clubs. This will arouse interest and enthusiasm in their localities, which will be reflected in increased membership and in co-operation from the non-flying members of the community.

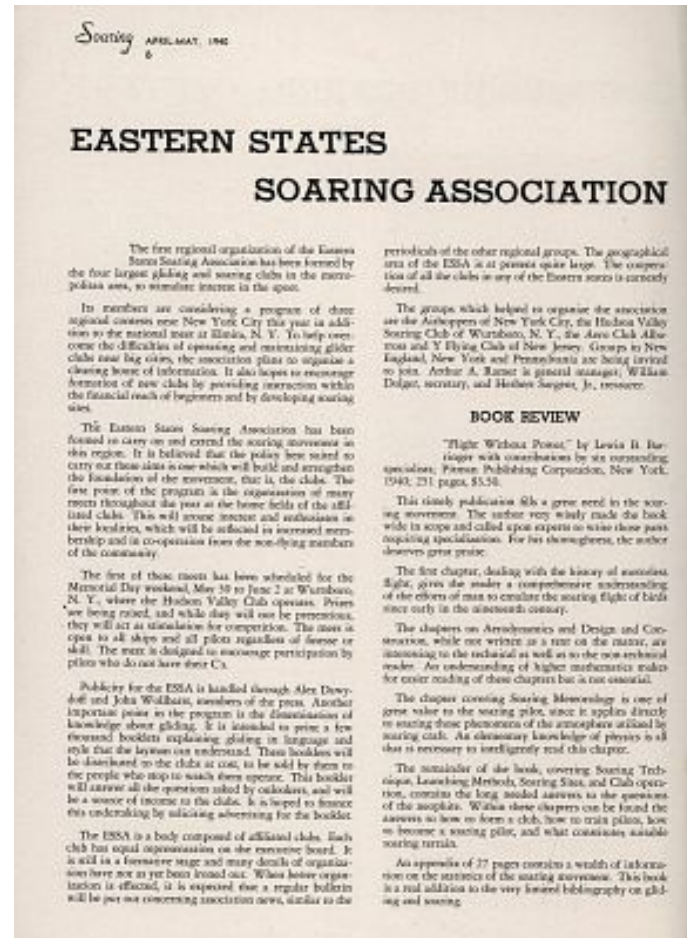
The first of these meets has been scheduled for the Memorial Day Weekend, May 30 to June 2 at Wurtsboro, N.Y., where the Hudson Valley Club operates. Prizes are being raised, and while they will not be pretentious, they will act as stimulation for competition. The meet is open to all ships and pilots regardless of finesse or skill. The meet is designed to encourage participation by pilots who do not have their C's.

Publicity for the ESSA is handled through Alex Dawydoff and John Wollbarst, members of the press. Another important point in the program is the dissemination of knowledge about gliding. It is intended to print a few thousand booklets explaining gliding in a language and style that the layman can understand. These booklets will be distributed to the clubs at cost, to be sold by them to the people who will stop to watch them operate. This booklet will answer all the questions asked by onlookers, and will be a source of income to the clubs. It is hoped to finance this undertaking by soliciting advertising for the booklet.

The ESSA is a body composed of affiliated clubs. Each club has equal representation on the executive board. It is still in formative stage and many details of organization have not yet been ironed out. When better organization is effected, it is expected that a regular bulletin will be put out concerning association news, similar to the

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periodicals of the other regional groups. The geographical area of the ESSA is at present quite large. The cooperation of all the clubs in any of the Eastern states is earnestly desired.



The groups which helped to organize the association are the Airhoppers of New York City, the Hudson Valley Soaring Club of Wurtsboro, N.Y., the Aero Club Albatross and Y Flying Club of New Jersey. Groups in New England, New York, and Pennsylvania are being invited to join. Arthur A Ramer is general manager; William Dolger, secretary, and Herbert Sargent Jr., treasurer.

#### BOOK REVIEW

"Fight Without Power," by Lewin B Barringer with contributions by six outstanding specialists; Pitman Publishing Corporation, New York, 1940, 251 pages, \$3.50.

This timely publication fills a great need in the soaring movement. The author very wisely made the book wide in scope and called upon experts to write those parts requiring specialization/ For his thoroughness, the author deserves great praise.

The first chapter, dealing with the history of motorless flight, gives the reader a comprehensive understanding of the efforts of man to emulate the soaring flights of birds since the early nineteenth century.

The chapters on Aerodynamics and Design and Construction, while not written as text on the matter, are interesting to the technical as well as to the non-technical reader. An understanding of higher mathematics makes for easier reading of these chapters but is not essential.

The chapter covering Soaring Meteorology is one of great value to the soaring pilot, since it applies directly to soaring those phenomena of the atmosphere utilized by soaring craft. An elementary knowledge of physics is all that is necessary to intelligently read this chapter.

The remainder of the book, covering Soaring Technique, Launching Methods, Soaring Sites, and Club operation, contains the long needed answers to the questions of the neophyte. Within these chapters can be found the answers to how to form a club, how to train pilots, how to become a soaring pilot, and what constitutes suitable soaring terrain.

An appendix of 27 pages contains a wealth of information on the statistics of the soaring movement. This book is a real addition to the very limited bibliography on gliding and soaring.

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