

**Lewin B. Barringer, Editor**

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Some weeks before the story came out in the papers, we were consulted by officials of the CAA about the plan to train a large number of pilots to form a reserve that could be drawn on in case of national emergency. As outlined to us, the plan to do the training through existing educational facilities in schools and colleges seemed to be a sound one. It is especially sensible in view of the fact that forty-two of our glider clubs are in schools and colleges.

Everyone familiar with problems of student pilot training realizes that to turn out twenty thousand pilots a year is a very large order—in fact an impossibility with existing facilities. What will probably happen is that perhaps a maximum of five thousand will be turned out the first year the plan is put into effect and that this total will gradually rise in succeeding years until the desired total is reached.

How are these thousands of pilots to be trained? The only reasonable solution not involving colossal expenditures is through the use of gliders and light planes. We know that an army pilot, graduated from Randolph and Kelly Fields, has had \$25,000 or more of the taxpayer's money spent on him. If this training were given to 20,000 pilots a year the cost would reach the staggering total of half a billion dollars, not including a sum perhaps equally vast to pay for many hundreds of new training planes and other facilities needed.

The answer is plain. The training must be given with low cost gliders and light planes using the facilities

of existing airports, hangars and dormitories and employing capable instructors now available. The chief immediate obstacle is lack of flying equipment. The few hundred light planes owned by commercial operators are hardly enough and the even smaller number of gliders available are woefully inadequate. It is comparatively simple to increase the supply of light planes as we have at least three manufacturers set up to turn them out on a real production basis. However, there is no production in the glider industry at present and it will be necessary to provide increased facilities for our few established manufacturers or give them sufficiently large orders to enable them to do their own expansion. New, standard designs are not necessary, with the exception of two-seaters, as the best of our present utility gliders are excellent training ships. Also, they cost little more than one-third as much as a light plane.

We hear that the plan is first to be tried on a small scale in a few colleges. This is the only sensible approach and we suggest that the CAA make sure to give gliders a real test to prove themselves as invaluable aids both for preliminary pilot training and for a means of keeping up flying skill by soaring. We also suggest that two logical colleges where the plan should first be tried out are the University of Michigan and Cornell University. In the former we have the long established and soundly operated U. of M. Glider Club, which has turned out many capable pilots. At the latter we have the active Ithaca Gliding Club mentioned in this issue with the unsurpassed facilities of the Warren Eaton gliding and soaring center at Elmira, only thirty miles distant.

We have been assured by the CAA officials in charge of this important project that no steps will be taken without consulting the SSA. If they will take our advice and try out the preliminary training of a number of new pilots by experienced and qualified instructors, according to the tried and proven procedure described in our Gliding and Soaring Manual, they will come to learn as we have long known, that gliding and soaring offers the safest, most thorough and most economical way to learn to fly.

*Officers*

**Arthur L. Lawrence, Secretary  
and Chairman of Contest Board**