

The C.A.A. SOARING TRAINING PROGRAM

EDITOR'S NOTE: Unfortunately, as we go to press, we have received no information on the progress of the Frankfort unit of the government training program. However, under the able direction of Stan Corcoran and Ted Bellak, we have every reason to believe that it will be successful.

The C. A. A. Soaring Training program commenced operations on Tuesday, June 20th. The first student at the Elmira unit, Harold Pollacek, of North Carolina State College, arrived at 3 P. M. That evening Pollacek and Ed Errickson, of Purdue, were shown through the Elmira Aviation Ground School, in which various types of gliders were under repair and construction. They were shown about the facilities on Harris Hill and given a general picture of gliding and soaring.

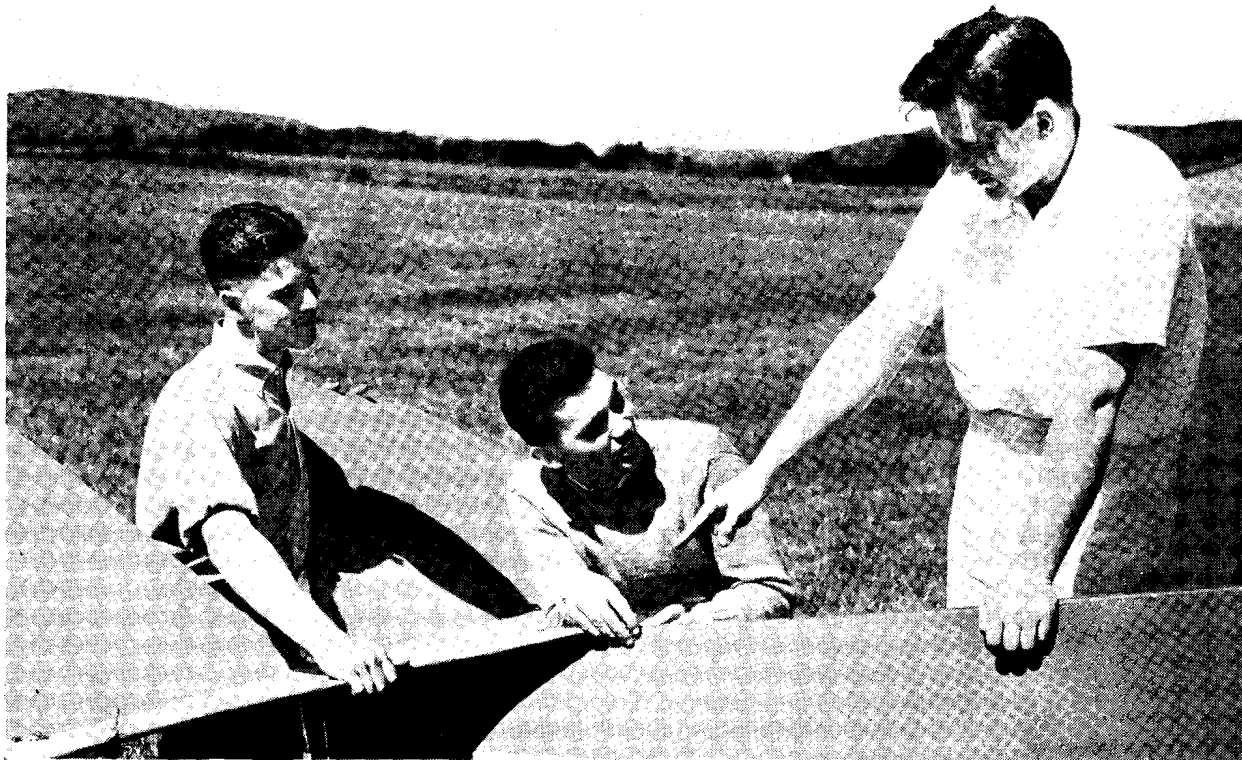
The next morning, after the various formalities of licensing and registration were observed, the students assembled the Franklin Utility Glider that will be used for primary training. That afternoon the actual flight training began.

The training will be very rigid and thorough. It is a recognized fact that airplane pilots often have some difficulty flying gliders for the first time. Therefore, the instruction will begin with straight tows along the ground as is done with new students, and the pilots will be checked out on all of the steps taken by those who have never

flown. Already the boys have learned that flying gliders requires a skill and knowledge not obtained in airplanes. The following is the syllabus on flight instruction provided for the course by the C. A. A.:

1. Ground Skims.
2. Straight Tows—10', 20', 50', 100' altitudes.
3. Straight Tows—gentle "S" turns.
4. 90° turns.
5. 180° turns.
6. 360° turns.
7. Slips—Fish tailing.
8. Precision Landings—Into Wind, Down Wind, Cross Wind.
9. Rectangular Flight Path.
10. Figure 8 Flight Path.
11. Glide from Ridge.
12. Half Hour Soaring.
13. Ridge Flights with Landings Back on Ridge.
14. Airplane Tow Flights.
 - a. Duration.
 - b. Altitude.
 - c. Distance.

Primary training is being done in the Franklins, and soaring and airplane towed flights will be made in the Schweitzer Sailplane of the Soaring Society, and the Airhoppers' Schweitzer Sailplane.



Ed. Errickson, left, Harold Pollacek, and Henry Wightman attempting to look as though they are not posing.