

The C.A.A. Soaring Training Program

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Although it will make no claims, the Soaring Society is hoping that some of the boys can make their silver C's.

Besides the flight instruction, all phases of service, maintenance, and repair will be thoroughly covered. Since, if soaring is included in the future C.A.A. programs, the present students will hold responsible positions, they are being prepared to be completely self-sufficient in all matters pertaining to gliding and soaring. They will do all the assembly and disassembly work required for flying operations, and will retrieve the ships on cross-country flights. Lectures and demonstrations will be given on the minor repairs and other problems encountered in average operation.

Naturally, a full course in meteorology will be given. It is necessary that a soaring pilot know not only the atmospheric structure at the time and place where he is soaring, but also the conditions in the area to which he is planning to fly. He must be able to forecast the weather in order to know when soaring will be possible. This means that he must have a complete and thorough knowledge of the weather and all its peculiarities.

It is the purpose of the course not only to prove that soaring training will improve the flying and aeronautical knowledge of licensed pilots, but also to show just what will be involved in providing this training. The boys who complete the course will be able to furnish the proof that we desire, and will also be competent authorities on all phases of gliding and soaring.



DICK RANDOLPH

It is with sincere regret that we learn of the death of Dick Randolph of Akron. Dick was working in his shop on his new Laister Sailplane when stricken with a heart attack.

Dick has thrilled thousands by his skillful glider stunting exhibitions, and was known to soaring pilots throughout the country as a good friend and a good fellow. The soaring society and its members extend their deepest sympathy to his family.

OPERATIONS MANUAL

Many readers have been wondering why they have not yet received their copies of the "Gliding and Soaring Operations Manual." The Soaring Society was supposed to receive 800 free copies from the publisher, which would have been sufficient to supply our membership at the time the agreement was made. Unfortunately the publisher has encountered financial difficulties, and was unable to furnish more than 200 copies. They can still be obtained from the Stone Aircraft Company, Detroit, Michigan, for \$1.35 each.

The Soaring Society will publish a mimeographed pamphlet on the subject, similar to those prepared by the N.A.C.A. for their technical reports. The new pamphlet will be different from the present operations manual in that it will contain more information on approved equipment and practices, and the problems encountered by instructors. No decision has been made as yet on the price.



Government Training

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will be studied and evaluated by the Civil Aeronautics Authority. What happens thereafter will depend on the recommendations made by the Civil Aeronautics Authority board charged with the task of passing judgment.

It is needless to add that the progress of the Experimental Soaring Training Program will be followed with keen interest by all soaring pilots as well as by all those persons interested in the development of private flying in the United States. The Soaring Society has a job to do, in the meantime, and this is being done to the best of the ability of all concerned.

Late News Flashes

ELMIRA

On Wednesday, June 28th, Robert Stanley soared his sailplane, Nomad, into a small thunderstorm and ascended to 13,400 feet above the point of release. He was prevented from going higher because of the fact that the ice, which completely covered his ship, prevented his instruments from functioning properly. He estimated that he could have made 10,000 feet more if he had not been forced to leave the cloud.

During the flight the extreme accelerations encountered caused him to black out momentarily, on several occasions. The seat was damaged and the rudder cables required four turns on each turnbuckle to take up the slack.

Early this month Bob reached 22,000 feet while soaring in Florida. Unfortunately, he had no barograph and there was no official observer present to witness the flight, so the record could not be made official.

In the same storm in which Stanley made

his contest flight, Parker Leonard, in his Wolf, reached 9,000 feet, on his first thunderstorm flight. Both his and Stanley's feats exceeded the American record.



ARIZONA

During his transcontinental soaring trip, Peter Riedel took off for a ten-minute observation flight in Winslow, Arizona, and landed three hundred miles away, in New Mexico, after attaining an altitude of 17,000 feet.

Peter has been very modest about his venture and requested that nothing be printed about it until after he started. He left San Francisco during the second week in June, intending to fly as far as he could each day, until he reached New York. He is using automobile tow launching and flying his Kranich. A complete account of the whole trip will be published when he arrives in New York.