

How Does Gliding Experience Affect Power Instruction?

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pilots at the controls of the gadget. From where we sit, the powered pilots will react in the glider as they should in a powered plane, but in a glider, this reaction is very bad form. They are subject to overconfidence and are rather reluctant to take instruction from a glider pilot. This momentous statement no doubt proves that pilots of all sorts are just people after all.

If it is absolutely necessary to draw some sort of conclusion or moral from this feeble tirade, here it is. We have watched the University of Michigan Glider Club do their daily dozen for ten years now; we have scrunched, cringed, and ducked; we have cussed and laughed; and in that time, we have met some fine fellows and have had a small part in the developments of their flying experience; we have seen several go to the Army Air Corps, into Naval aviation, and with the airlines; all have acquitted themselves with honor. We believe that four to six hours of proper glider training would reduce the average powered time necessary to solo safely to six hours. This, of course, based on the average trainer type of powered plane.

We really would like to see glider pilots and powered plane pilots look at each other's problems with a more open minded attitude. We believe that each has something in technique that the other fellow could use to advantage, if he would only admit it.

Licensing of Foreign Ships

The answers to the letters sent out by the Soaring Society regarding licensing problems have shown, among other things, that the procedure for licensing ships of foreign design is not clear. The five requirements listed below apply to designs which are approved by a foreign government with which there is a reciprocal licensing agreement with the United States. In the case of designs from any country not included in the above category, the procedure will be the same as for a new American design.

The requirements are as follows:

- (1) A copy of the record of approval by the foreign government.
- (2) Affidavit by the designer that the drawings used for the ship in question conform to those which were approved by his government.
- (3) Complete set of drawings for Civil Aeronautics Authority files. (Photostats may be made to obtain duplicate copies.)
- (4) An affidavit from builder that ship was built in accordance with plans furnished and that the quality of materials used is equal to, or better than those required.
- (5) Inspection by C. A. A. inspector both before and after covering.

In the case of a factory built foreign ship, it is wise to be sure that the manufacturer has taken care of these items before the deal is closed. The buyer will thus be assured that no unforeseen complications will occur.

In the case of homemade ships built to foreign plans, item number four must be checked carefully. A record of the materials used must be kept. The best procedure is to consult the local inspector as to just what type of record will be satisfactory to him.

Regarding item number five, much trouble will be saved if the work is continually checked and approved by a licensed mechanic whose work is well known to the inspector. An inspector will place more weight on the opinion of a trustworthy mechanic, who is familiar with the work in question, than he will on his own examination which is, of necessity, rather limited.

The most important thing to remember is that the C. A. A. should be approached before construction is begun, so that all questions peculiar to each individual case may be straightened out before it is too late.

In conclusion, it should be remembered that the chief interest of the C. A. A. is only in keeping unairworthy ships out of the air. They are willing to go as far as possible in accepting any reasonable proof of airworthiness, but at the same time, this proof must be absolutely certain. If this is kept in mind, and if the spirit of the law is remembered, rather than the letter, much trouble can be saved.

New Record

News has just arrived that two Germans, Brautigam and Meyer, pilot and passenger, respectively, have established a new world goal flight record in a Kranich of 225 miles. (Goal flights were not officially recognized before April 1, 1939.)

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