

## Vacation

# GLIDER CAMP

by Elmer Zook

(EDITOR'S NOTE: Elmer Zook, author of the following article, was the instructor in the summer glider camp operated by the XYZ Club at Triangle Field.)

The idea of sponsoring a glider instruction camp first entered our minds last winter while reading accounts of the various training camps given by British glider clubs. It appeared to us that gliding activities are mostly confined to certain widely scattered centers while in other places there is very little activity. Why there should be half a dozen glider clubs in one city while other similar cities are totally inactive in this sport was not apparent. However, it did appear that if any one in such an inactive city tried to start gliding activities he would probably fail because they would lack the knowledge and experience which has been accumulated by the older groups. It is an easy matter for a group of fellows to buy a glider and learn to fly it if they can watch, and listen to the advice of several older clubs and if they can have experienced instructors, but how can we expect glider clubs to prosper if we let a group of boys out in Podunk buy a glider and then let them proceed to smash up the glider and themselves just because there was no one to tell them what is right or wrong.

The instruction camp seemed to us to be a good way to help relieve this situation and so advance the glider movement. We proceeded to advertise a two weeks' vacation instruction period for April, making no promises as to accomplishments, but hoped to give from seventy to one-hundred instruction flights to each one attending for the price \$50.00. We received considerable response from these ads, but couldn't sign up the eight students as we hoped and so decided to postpone it until after the national contest, when the chances for good weather would also be better.

When July 15 arrived we were disappointed in having enrolled only two students, but decided that a small beginning was better than none at all. Ernest Dawe, of Wellesley, Mass., arrived in Plymouth Friday, July 14, and promptly made himself at home in the hangar with an army cot and blankets along with about four of us who stay there regularly. Saturday morning Laurence Edgar, of Waseon, Ohio, arrived and we promptly went to work with the Franklin. Neither student had any flying experience so we started right at the bottom.

Every morning saw us up at 6:00 o'clock for a period of instruction before the wind had a chance to blow up. If the weather permitted, we usually had another period around noon and again another before sundown. If we had had our full quota of students as we hoped we usually could have flown all day. Most of our time between flying was taken up in reading various gliding, meteorology, and aerodynamics books and discussing them and studying the C. A. R. We visited various airports and other points of interest in the vicinity.

The weather through the two weeks was very good.

We flew every day except the last two which were rained out. All the others were almost ideal for training and the boys learned well. We took each step carefully and slowly and no one (even the instructor) got a grey hair during the entire period. I had planned to prepare both men for their C. A. A. license test, but we were forced to stop on account of rain after each one had done six 360 degree turns so that is as far as we could go. Neither one of them is an expert pilot, but they have a good foundation of knowledge and experience upon which it will be easy to build.

What we accomplished only time can tell. It is not important that two men were taught to fly and that with a very little more practice they can get a private glider pilot's ticket. Both boys live in communities where glider activity is low. If each one can create enough interest in his community to organize a club, or even just carry on himself, then I think we will have accomplished something. If these two students are only a sample to start with, and that next summer we may have a larger camp, then we will feel that our efforts were not in vain. If such summer vacation instruction camps can be made popular in clubs all over the country, we can teach a great number of people to glide, both directly and through the instructors that we turn out. When this is done there will be active glider clubs all over the country and the demand for new ships and instruments will increase with a considerable decrease in their cost. This first glider camp was certainly a small beginning, but if it can be fanned to sizeable proportions, then I believe that the X. Y. Z. Soaring Club will have accomplished something.

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## CRITIQUE OF NOMAD

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5. Takeoff and Landing Characteristics:—Worst of any flown. (No spoilers, no brakes, and wheel too far forward).

6. Controllability:—

a. Ailerons:—Best.

b. Elevators:—Good, like Minimoa and Wolf.

c. Rudder:—Like Minimoa, inferior to Ibis or Lawrence.

7. Aerobatics:—About like Wolf.

8. Stall:—Like Minimoa, excellent.

9. Stick Forces:—Exceptionally low due to aerodynamic balance and 100% ball bearing support.

10. Cockpit Comfort:—Fine for small men only.

Recent European design trends are back to lower wing loading. High wing loadings will inevitably permit higher speeds and greater distances on ideal days, but it is rare that ideal weather is synchronized with the days we can devote to soaring. For the average pilot in the average weather, the Nomad's design seems well suited.