

LICENSED AIRMEN OF AMERICA ENCOURAGE SOARING

Sponsored by the LICENSED AIRMEN OF AMERICA, a movement is under way to get thousands of American boys into the air on their own initiative. Unlike the present government sponsored C.A.A. pilot training program the Licensed Airmen plan applies without restriction to all boys between the ages of 16 and 21. While a number of character-building "Air Youth" programs have been undertaken by various organizations, they have all stopped with encouragement of model plane flying and none has undertaken actual flight training operations. The Licensed Airmen plan, under the direction of Paul W. Hairgrove, and with the cooperation of the Southern California Soaring Association directs the efforts of the boys towards the construction and flying of sailplanes and gliders. The result is a relatively safe low-cost training program which should develop thousands of pilots as a reserve for military and commercial needs. The program has particular significance because it applies to boys in the "break-a-way" period between 16 and 21 years when the influences of the Boy Scout program, church, and Sunday School, and even the home are weakening but before the boy has reached maturity. It is during this period that most crime careers start. It is believed that no other activity holds such universal appeal for older boys and young men as the sport of motorless flying. In view of the accomplishments along such lines in Germany it is believed entirely possible to build up a permanent corps of a million or more glider pilots in this country.

ACTIVITY ALREADY STARTED

Already two active units have been formed under the name Junior Airmen of America. The first of these was organized in Van Nuys, California, under the leadership of H. B. Powers. This group meets in a former chicken house which has been rebuilt and fitted with tools and benches as a glider shop. The boys are well advanced on the construction of a new type training glider designed by Felix W. A. Knoll, noted aviation engineer. A second group sponsored by C. E. Line, a manual-training instructor at Leuzinger High School, Hawthorne, and himself a private pilot, is constructing a glider in the school shops with the full cooperation of school authorities. This group has the active cooperation of Jay Buxton, pioneer American glider builder and pilot.

The wide-spread between the facilities of these two groups illustrates the possibilities for conducting this activity under almost any circumstances to be found anywhere in the country. Such groups are always to have the active cooperation of Licensed Airmen which will assure the excellence of work done by the boys under this supervision.

THE CHICAGO-LAND AIRBUBBLE

(Continued from page 10)

BIG HAPPY EVENT was Harold Krueger's marriage on December 30 to Dorothy Krueger (no change of name involved in this case) in Glen Ellyn. Harry

nearly always showed up for soaring events with Dorothy close at hand and enthusiastically willing to help both with work in the shop and work at the airport. We welcome her now as Mrs. Krueger into the soaring fraternity. May happiness and "high performance" be theirs.

BIG SAD EVENT was the automobile accident which caused severe injuries to George Hall, member of the Boley Albattross-Gage Park Club. George, in a cast, is recovering, luckily, and no doubt dreaming of the comfort and safety of the cockpit of the "Boley Alby." We all wish George a speedy recovery.

JOHNNY NOWAK of the Detroit Glider Council suggests a standardization of trailer hitches for all tow cars. The standard ball-and-split-socket hitch is excellent, he says, but differences in sizes often lead to hardships during contests and other get-togethers. If everyone used this hitch in the 1 3/4" (ball diameter) size, flight activities would be easier and fewer delays would occur. We think this idea should be picked up by the entire country.

GOLEN ASHER and his men will be showing completed portions of their wooden 2-place. Hurry up, fellows, we all want rides!

COUNCIL MEMBER HARRY AS-

ALTOSAURUS GROWS UP

TRAINING AT NASHUA

Our recently completed first season prompts a progress report on the Altosaurus. See SOARING, July, 1939, for the account of our infancy.

Nashua, New Hampshire proved to be an unusually satisfactory training field. Its three-quarter mile long macadam runway and relative freedom from obstructions around the edges made the field easy on glider and tow-car. Week-day evenings while daylight saving was in effect we'd speed up from Boston and vicinity for a few training flights. Saturdays and Sundays were spent in long practice sessions, enlivened by the necessity of dodging coveys of gas models. We found that a 900-foot rope was the longest feasible, enabling us to get 800 feet of altitude.

The Club's seventeen members made 870 flights in the beloved Pterodactyl (Schweizer Utility). Prexy Eliot Noyes and C-Licensee George Foote did the initial instructing. Of the seventeen, nine have done innumerable 360° turns to spot landings and are ready for slope-soaring and C-licenses; five are still in the straight-glide or 180° class; three are groundlings.

Our program was twice interrupted by mishaps, both of which sent "Ptery" to Peekskill for repairs, but left pilots unscathed.

We have traveled a bit. George Foote flew our bird at Elmira during the meet, soared 45 minutes in a thermal, bagged a C-License. Three of us journeyed to Elmira over Labor Day and George rode a stormy slope-wind over ridge South of Harris Hill for 30 rough minutes. Harris Hill, by the way, was almost entirely devoid of gliding activity, except for our attempts, for five days over that weekend.

CHOFF has promised to take motion pictures of the FLIGHT DEMONSTRATIONS on FEBRUARY 11. He will doubtless be joined by professional news photographers, but we doubt that the latter's skill will exceed his own. His films are already famous among amateur cinematographers, and we look forward to many unique recordings of Chicagoland soaring.

THERE IS TALK OF A NEW CLUB'S forming in Chicago with eyes toward purchasing a 2-place ship this spring. All in all, next summer should see lots of fine flying with a high-performance, two 2-place, and several intermediate sailplanes in our skies.

THIRD ANNUAL SOUTHWESTERN SOARING CONTEST

Things have started rolling on the 1940 meet and things look pretty good in the way of a good contest.

We plan to hold the meet fifteen days with five rest days for the pilots. This gives ten days of actual competition for each pilot. The dates so far as I know will be June 9th to June 23rd.

Will give you more dope later.

NORTH CONWAY SITE

September 16 and 17, we tried auto-towing at our proposed soaring site in North Conway. We found difficulty in determining whether tow-car or glider spent more time in the air, agreed that only by winch could we reach the soaring ridge to Southeast and East of field. No notable flights recorded despite Alan Bemis' capable piloting.

Lew Barringer joined us in North Conway to feature the Eastern Slopes Region's "Fall Foliage Frolic," the week-end of October 7 and 8. The Tech winch, their Franklin, and the Harvard Baby Albatross supplemented the Pterodactyl to give the White Mountain Airport a preliminary gliding meet. But even Barringer couldn't sniff out an updraft, so we spent two days in circling about, giving many motorists a brilliant spectacle of launchings and landings. The Tech boys drew a double penalty for slaloming too close to some pine trees; a fragile rope tried our patience; in all, it was a classic and memorable event. North Conway will in 1941 be the soaring center of New England.

After this we continued all fall in Nashua, but couldn't better Foote's field record of 4 minutes, 26 seconds. As snow reports began to filter down from the mountain country, we birdmen retro-metamorphosed into ski-bugs and began to think of descents in terms of schusses and christies rather than spirals with a 30° bank. So the Pterodactyl retired into hibernation on November 26. We'll start later next spring than most glider fans, because our skiing season extends throughout April. We're already grinning over the possibilities of combining spring skiing on Mt. Washington with soaring at our adjacent site.