

CLUB OPERATION



Hangars at Triangle Gliderport

Schultz

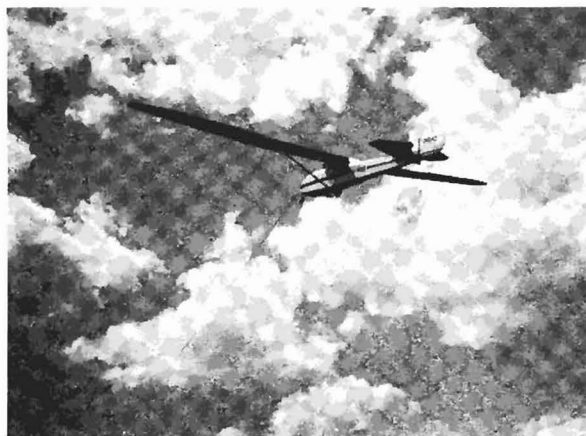
In addition to our \$60.00 membership fee, we charge each member \$1.00 per month dues which we apply on the hangar rental on the ships. This has always proved to be more than adequate, giving us a little surplus. The Detroit Glider Council charges \$5.00 per month on ships set up and \$3.00 on those kept on trailers at Triangle Gliderport. Obviously flight costs, maintenance costs, etc., vary with the different clubs, but we find that the more flights we make, the less these items cost. Our flight fee for a winch or auto tow is 15c. We immediately pay out 10c of this amount for the use of the winch or the tow car (both of which belong to the Detroit Glider Council), leaving a margin of 5c per flight for maintenance on the ship, the purchase of tow ropes and incidentals, accident costs, and insurance costs. The more flights we make, the more margin we have for these items, for they do not increase in direct proportion to the number of flights made.

A good financial setup in a club is of prime importance and cannot be too carefully considered by those about to organize one. However, HUMAN BEINGS must be dealt with, and it is the human element which is responsible for running the club smoothly on the limited finances available. As the keynote to all successful club operations the HUMAN ELEMENT cannot be overemphasized. By this I mean that the success of the club depends on the careful selection of those persons comprising the membership roll. The magic word (if there be one) to successful operation is COOPERATION—cooperation from every single individual member. Be painstaking and deliberate in selecting members for your club. XYZ has found it worthwhile to place would-be members on probation for one month, during which time they work on the ground crew, soaking up as much information about this business of gliding as possible and demonstrating in general their aptitude for flying before we ever give them a bit of training.

Another very pertinent factor in the success and continual long life of a club is the addition of new members

at a pretty regular rate. We have observed that it is usually the newer member who is very enthusiastic and desirous of adding to the club's laurels and accomplishments. He is the one who works from daybreak to sundown. His kind is the youth and the life-blood of the organization. It is desirable to keep some students at all phases of training and at all stages of flying progress. This way the instructor is never overworked, but just manages to be pleasantly busy. It just doesn't work to close the membership roll as soon as every pilot reaches the advanced stage, for they soon lose interest. They will either become inactive in flying or extremely persnickity about the weather, flying only when ideal conditions prevail and expecting flights to be served to them on a silver platter. Too many clubs have dried up and blown away because of their failure to keep injecting young-blood into their organization. Obviously, no member should expect his flights to come easy or to be given to him because he is an ace or a big shot or anything else. Whenever a flight is made, several persons work in order to make it possible. Someone operates the winch; someone drives the retriever car; someone assists on the takeoff; and probably someone keeps the time sheet. Therefore, since it takes four or five persons on the ground to make one flight in the glider, the pilot should be willing to assist other members of the club four or five times for each flight he makes. You have to work for what you get, and if you are a willing worker, you will probably be rewarded by some very successful flights.

If you are planning to organize a glider club, be sure to include in your plans some arrangement for getting instruction from a reliable and capable commercial glider pilot. Don't pin the slightest hopes on a commercial airplane pilot or don't even trust him to fly your glider unless he is also a licensed glider pilot. Build your club around your gliding instructor and follow his instructions to the nth degree. Don't get discouraged if things don't seem to be going right early in the organization of the club. Perseverance will iron out a lot of difficulties.



XYZ Club's "Wolf"

Schultz