

Soaring

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Ralph S. BarnabyPresident
Robert M. StanleyVice President
J. Shelley CharlesVice President
Floyd J. SweetSecretary & Editor
Chester J. DeckerTreasurer

Office of the President:

1902 Ringgold Place, Philadelphia, Pa.

Office of the Secretary and Editor:

P. O. Box 71, Elmira, New York

Office of the Treasurer:

366 Lincoln Avenue, Hawthorne, New Jersey

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Controlled Flight Training

A recent perusal of CAA reports has brought out a point which might well be taken seriously by the gliding fraternity. The comparison of fatal accidents in non-air carrier operation for the month of September, 1940, with that of September, 1930, showed that there was one fatal accident for every 2,779 private fliers whereas that of 1939 showed a fatal accident for every 3,155 persons engaged in private flying. This shows a marked improvement over the preceding year, but the most astounding fact is that for September, 1940, there was only one fatal accident in the controlled or Civilian Private Training group which constituted 17,000 pilots whereas there were thirty fatal accidents in the non-controlled group which totaled 67,500 pilots. Now, how does this apply to gliding? Just this, in the beginning, when the controlled flight plan was first organized, a group of experienced instructors compiled a flight manual which contained the complete outline of a course of pilot training which would lead to the thorough competency of each pilot turned out.

With this as a guide and a thorough rerating of instructors the C.P.T.P. has established an enviable record of safety in student pilot training. Why wouldn't a similar manual for glider flight instructors produce equally satisfactory results for the gliding movement. From observations of the operations of glider clubs and groups of owners it is obvious that many potential glider pilots are discouraged early in their training because of the frequent crack-ups of the club's or group's flying equipment. An analysis of these accidents brings out one salient fact, which is, that with very rare exceptions, each accident was avoidable and never would have happened had the instructor in charge been properly informed on how to instruct. Unfortunately a glider will forgive much abuse and mishandling in the air and, for this reason, many pilots stretch their luck beyond that of common sense with the result that they either overshoot, under-shoot or crackup in the middle of the field because of a low turn. One could go on at great length criticizing

the pilot training technique which has resulted in the disorganization of more than one promising group of glider enthusiasts.

How about it you commercial pilots who have had considerable experience in instructing students? Send in your ideas and rough drafts for a prospective glider pilot training manual. Don't you think it would be a great step forward?

What About Glider Training?

During the past year or so the Government has been pouring increasing amounts of money into the training of civilian pilots in airplanes of the light weight classifications, as a means of building up an air reserve.

But what about glider training? Aren't we overlooking a potent source of airmanship training by doing nothing along this line? It is a matter of common knowledge that Germany's present pilot force is being recruited, or perhaps we should say drafted, from the reserve of thousands of glider-trained youths, built up through an intensive program of training during the past years. Reports indicate that Russia is doing the same thing. Why is this phase of aviation training not at least being given a thorough study and trial?

We know all about the twenty or so glider students trained a year ago last June under the Civilian Pilot Training Program. Crammed, practically, down the throats of the glider people with a "take it at our price, or leave it" warning, and with insufficient time allowed either for preparation or conduct of the course, the experiment was practically doomed to failure from the start.

Several years ago the Navy purchased some gliders and conducted what was to be a comprehensive test of the value of glider training. What has happened to the report on this training which covered a period of more than a year? What were the conclusions drawn? Have they been submitted to those charged with the civilian training program?

This we do know: Germany has been using glider training for years. Russia is using it. We know also that the methods and equipment developed in this country for gliding training are superior to any others in the world, and that there are plenty of qualified glider instructors available who are anxious to do their bit.

Let us make use of these facilities at this time, if for no other reason than to give this glider training business a comprehensive and fair test.

Courtesy—"U. S. Air Services"

Progress

The issuance of Type Certificate number 6 to the Briegleb Aircraft Company, Inc., on their utility glider, Model BG-6, marks another step in the advancement of gliding and soaring. There are now being produced in the United States a two-place all metal sailplane, manufactured by the Schweizer Aircraft Corporation, and the Briegleb utility single place trainer. These two production models which are eligible for airworthiness certificates lay a splendid foundation for an approved glider school using ships of American manufacture.