

Soaring Schools Prosper

During the past few months, the glider movement has taken on the proportions of a boom. Unlike the early boom of 1929 and 1930, gliding and soaring in the United States finds itself well prepared to handle the hundreds of persons seeking glider training. At the present time, there are four competent schools offering a wide variety of courses to the would-be glider pilot.

Under such competent guidance, it is anticipated that gliding and soaring will prosper soundly, due to the ground work which has been laid in the intervening 12 years. With this background of experience, this boom is not expected to suffer the severe set-back of that a decade ago.

The Briegleb Soaring School started its flight operations on May 25, at a commercial airport, in Los Angeles. At the present time, there are about 14 students using the school's two Briegleb BG-6 utilities, and a specially designed ground trailer.

The field at which the school was originally scheduled to start was eliminated by the heavy rains (southern California dew) this spring. It is expected that the school will make one more move in a few weeks to a larger field, since their present field of operations is rather small.

Gus Briegleb, head of this school, states that his biggest problem has been with power pilots. He is experiencing difficulty in convincing them that they must keep the nose down and not reach for the throttle to get out of trouble.

The Briegleb school offers five courses of instruction. The first course is unique in that it is relatively inexpensive and is designed for the benefit of individuals who have never before handled the controls of an aircraft, either sailplane or glider and who wish to satisfy themselves as to their ability and aptitude in learning the technique of gliding and soaring.

The second course leads to the A, B, and C certificates, the third to a private glider pilot's certificate and the fourth to a commercial glider pilot's certificate. The fifth course is run on an hourly basis.

The Briegleb soaring school is the only school offering glider training commercially on the West Coast.

The Elmira Soaring School was started early this spring under the sponsorship of the Elmira Area Soaring Corporation. The school's equipment consists of a Schweizer two-place sailplane, a Franklin utility and a tow plane, and its base of operation is Harris Hill, the site of many national contests.

The courses offered are primarily designed for power pilots or persons with previous glider experience and most of the instruction is carried on in the two-place glider. However, courses are also offered for the novice pilot.

The flight instructors for the school are John Robinson, national soaring champion, Raymon Parker and Parker Leonard. Jay Buxton is in charge of ground operations. The school finds a considerable source of students from the Metropolitan area who spend their week-ends at Elmira receiving glider instruction. Living facilities for

the students are provided in the bunk houses and administration building on Harris Hill for those who wish to take up residence during their course of instruction.

Just recently, the school participated in a three-weeks' training program for officers of the Army Air Corps.

Operations will be temporarily discontinued during the period of the 12th Annual National Soaring Contest.

Another school which opened recently is the Frankfort-Lewis School of Soaring, which operates from the airport of the Lewis School of Aeronautics, Lockport, Illinois. This school is a joint venture of the Lewis School of Aeronautics and the Frankfort Sailplane Company.

The school has for its equipment two Cinema two-place sailplanes, which have recently received their type approval and a Franklin Utility glider. Three single place Cinemas will be commissioned as soon as the CAA approval can be secured. They have two 220 h.p. airplanes for glider towing, as well as winches and tow cars. The shops and classrooms of the Lewis school are used for ground instruction and the dormitory and dining facilities are also available.

Three courses of instruction are available; one for the novice to prepare for a private glider pilot's certificate, another for certificated power pilots preparing for the same glider pilot's certificate and a third course for either the novice or power pilot preparing for a commercial glider pilot's certificate.

Instructors at the school are Stanley Corcoran and Arthur Hoffman, both well known in glider circles. Robert Blaine, registrar of the Lewis School, is also registrar of the the soaring school.

The school's enrollment is rapidly reaching capacity, most of the students coming from the Chicago area.

One of the oldest glider schools from the standpoint of continuous operation is the one conducted by Joe Steinhauser at the Chicago Gliderport. This school is known as the Motorless Flight Institute, Inc. The school was originally located at Rubinkam Airport and it is still affiliated with that airport. However, glider traffic became so heavy that it was necessary to seek a new field of operations to avoid serious conflict with power flying.

Joe Steinhauser at the present time is handling all of the instruction with six field assistants, and he has 50 students enrolled. However, it is anticipated that additional instructors will soon be necessary.

The school's equipment consists of two Schweizer two-place sailplanes, a Rhonsperber sailplane, a Wolf intermediate sailplane, and a J-5 Travelair for towing.

For slope soaring, the MFI has a site on the sand dunes of Lake Michigan. The Chicago Gliderport consists of 635 acres of land located 20 miles south of Chicago's business district. The school offers courses for the novice pilot as well as power pilots and those with previous glider training. In all, eight courses are available.

It is interesting to note that one of Joe's requirements is that his students become members of the SSA. He has sent in at least a dozen active memberships in the last few months.