

# AT LAST-- A SCHOOL

*Complete Training Leading To Private or Commercial License. Classes To Start This Summer.*

*Maurice Waters To Head Instructors.*

FOR the most part, those who learned glider flying in the past, did so through hard work, perseverance, good luck and the too-often non-appreciated help of the self educated pioneers. Under these conditions the average student required three years' time to acquire a commercial license. During those years, he usually ate, slept and breathed gliding with no spare time for anything other than to earn a living. Three years is used here as the average time—some of the wizards became passable pilots in one season; but, many have been flying for years and haven't yet acquired the confidence and ability to earn a commercial. Everything considered, this method of training was a long drawn-out, costly affair. It didn't seem costly at the time; but, if each individual who learned this way, should take an honest inventory of the time element alone, he would realize the terrific cost per hour in the air. This slow method also caused some of the less hardy to fall by the wayside—many who would have become excellent pilots but who could not spare the necessary time.

To build up to its proper place in the flying world, gliding must modernize and get on a business basis—of course, without neglecting its present place in the sporting world. In looking forward to that proper place, the first thing to be done is to give enthusiasts a chance to learn gliding—in other words, train more pilots. *Other branches of gliding will benefit because of the demand of those pilots.* Keeping the "first thing" in mind, an Eastern survey of prospective students in the late summer of last year, showed that the time was at hand to do something. The most important items in the set-up of a training school are (a) type of program, and (b) policies. To iron these out, representatives of the Soaring Society of America, the Elmira Area Soaring Corporation, The Elmira Gliding Club, and Schweizer Aircraft, Inc., met at Harris Hill for a general discussion. The resulting consensus was sensible—to start a training program leading to qualification for Soaring Society A, B or C certificates and to the Civil Aeronautics Administration private or commercial license. At a later time, when the demand is great enough, ships will be available for rental and for additional training to the Silver C stage or for refresher courses. The type training to be used will be identical with that used by the US Army Eastern and Gulf

Coast Commands in training civilian instructors for their glider corps. The financing will be entirely private.

As for the policy and moral conduct of the school, they will be dictated by these same organizations. You may ask "How can private investment be subjected to the policies of public organizations?" The answer is simple and logical—the combined experience and existence of these organizations is well over 40 years. The experience and the knowledge they have gained, should not and cannot be set aside—private investment must adhere to their better judgment or their sponsorship will be withdrawn; and justly so.

The following is an outline of the school that evolved:

*Two weeks' private course.* (three weeks between registration dates) The third week will be used to catch up should the regular schedule be interrupted because of weather or illness.

The two weeks' course will make a student eligible for the SSAC certificate and the CAA private license. The cost for this course is \$150.00 and includes housing.

*Commercial Course.* Registration is made at the same time as registration for the standard 2 weeks' course but requires attendance for at least 3 weeks. This course makes a student eligible for the CAA commercial including the instructor's rating. Includes airplane towing. Total cost of the commercial course is \$275.00 including housing.

All students and equipment will be fully covered by insurance. The courses will be given on an guaranteed pro-rata basis. e.g. Should a student for any reason be unable to complete a course, he will be charged only for that portion he did complete. All courses include membership in the Soaring Society of America.

The School terms will start at Harris Hill on the following dates:

May 19th	June 30th	August 11th
June 9th	July 21st	September 1st

In accordance with the expressed objective of the Society to help glider schools get started, the Society will act as a registrar and accept enrollment for any of the above sessions. Write to Ben Shupack, 949 East 29th Street, Brooklyn 10, New York, enclosing a 10% matriculation fee for the course desired.