



The Schweizer 1-21 Sailplane, by Emil Lehecka

A NATIONAL GLIDER PROGRAM

The Soaring Society of America, upon due consideration of its Board of Directors, recommends that:—The Air Policy of the U.S.A. should include a program of gliding and soaring. This program is necessary:

FOR NATIONAL SECURITY

FIRST, gliding creates an "air-conditioned" youth, since it is the natural stepping stone between model planes and powered aircraft, and it is a group activity well adapted to schools, colleges, and clubs. The great disparity between the numbers active in the model plane field and the numbers that continue on to powered aircraft shows clearly that such a stepping stone is necessary.

SECOND, gliding and soaring will maintain an active civilian air reserve through its tremendous appeal and by virtue of its ability to satisfy the desire to fly when the expense of power flying is beyond the average man's means.

THIRD, motorless flying can be an excellent and very economical means of maintaining the flying proficiency of our present Air Force. The courage, flying technique, and ability to make quick, sound decisions required in advanced soaring, make it a great asset in the training of future combat flyers.

FOURTH, it will develop an industry that can act as a standby to the aviation industry, which would be of incalculable value to the country in time of emergency.

FOR SAFETY IN FLIGHT

FIRST, gliding is recognized by many as the ideal training medium for indoctrinating the youth of the nation with the basic principles of safe flight. Since a glider pilot has no throttle to cover up his mistakes he learns early and thoroughly, accurate piloting techniques.

SECOND, it is an important supplement to power flight training inasmuch as it develops good judgment, alertness, and confidence, developing much safer pilots for our Services, our commercial airlines, and our

civilian planes. A large proportion of present day air accidents occur during landings and forced landings. Every landing in a glider is a "forced" landing. Because of this, glider pilots learn to treat as routine many situations which are normally considered to be emergencies in powered aircraft.

THIRD, it develops a better knowledge of, and keener interest in, meteorology and general flying conditions, which makes for much safer flying. In soaring a pilot flies "because of," rather than, "in spite of" the weather.

FOR SCIENTIFIC PROGRESS

FIRST, motorless flight is a basic form of aviation, and it has contributed—and can continue to contribute—much to the advancement of aviation and the associated sciences. Many accepted features of present day airplanes originated in early glider designs.

SECOND, gliding offers a proven test medium uncontaminated by slip stream, torque, vibration, weight variation—the absence of which simplifies and improves flight testing and research. There is also a great saving in cost as a result of using gliders, which are much simpler to build than airplanes.

THIRD, many new fields of research, which until now have merely been touched upon, could use gliders to advantage, particularly high altitude investigation, and more advanced meteorological research.

FOR THE BENEFIT OF SOCIETY

FIRST, gliding offers red-blooded outdoor activity that is based upon group participation, which develops teamwork and a cooperative spirit so desirable in a democracy.

SECOND, it will develop a new industry that will include many varied phases.

THIRD, an active glider program soon will result in bringing many international records back to this country, give us the No. 1 standing in gliding and soaring, and add to the prestige of the United States in the Air World.