



Youth and a taper-wing "utility" at Harris Hill, Elmira, N. Y.

Martin and Kelman

The United States is the only major nation that has never had a real youth aviation program. The need for some such national program to "air condition" the youth of America is vitally important to the future of this country.

The question of just what form this program should take is the basis of much study and thorough investigation of the various youth programs in existence now and before the war in the many countries of the world. This survey shows a most complete use of glider programs—the Air Cadets of Canada, the ATC of England, the national glider program in Russia, France and the Scandinavian countries, as well as in many other smaller nations throughout the world. An extensive program by Germany, Russia and Poland before the war where thousands upon thousands of pilots were trained in gliders and sailplanes has established gliding and soaring as being ideal for a youth program.

Programs starting with the basic rudiments of flight (gliding) working up through sustained soaring flights are strongly recommended.

There are many reasons why motorless flight has been used and is being used so successfully for youth glider movements. The most important advantages are that:

- (1) Gliding offers an inexpensive and safe way to learn how to fly when done in properly regulated groups.
- (2) Motorless flight is a medium that gives the real feel of flying and so is the best basic training.
- (3) Based upon group participation, gliding encourages teamwork, sportsmanship, and general good fellowship so desirable in youth movements.
- (4) Soaring is the supreme sport of the air which makes it so appealing to the youth and which encourages continued participation after the initial training is completed.
- (5) Gliding and soaring is ideally set up for recognition of progress. There are

PSYCHOLOGY AND SOARING

Gliding and soaring should become part of the accepted sports program of high schools, a noted psychiatrist of the Mayo Clinic suggests, in order to prepare youths emotionally for jet-propelled and rocket plane flight.

Writing in a recent issue of *THE MILITARY SURGEON*, Dr. Maurice N. Walsh declares, "It would seem evident that the time has arrived when competitions in gliding, soaring and light plane flying between high schools and colleges should take their places as sponsored activities besides football, basketball and similar endeavors.

"Selection and training of the men to fly these new (jet and rocket) planes, which make such excessive demands on their human pilots, should be carried out on a long-term basis and should begin in the high school and continue through the university.

"It is probable," Dr. Walsh continues, "that such a program could also serve the valuable purpose of increasing the anxiety tolerance of the young fliers participating, by permitting them to experience fear and apprehension in small doses, thus preparing them emotionally to meet major anxiety situations in their later military and commercial flying careers."

Dr. Walsh also urged that the construction of gliders and sailplanes be made a part of the high school curriculum.

established pins and certificates for each step, from a simple glide of forty-five seconds to a prolonged soaring flight of five hours. These rewards for achievement are important incentives for further effort.

- (6) Motorless flight is also ideally adapted to competition. The ability with which a pilot handles his ship and harnesses the energy in the atmosphere is directly reflected in the duration of his flight, the altitude he gains, and the distance he travels. Comparison of results is a

(Continued on Page 15)