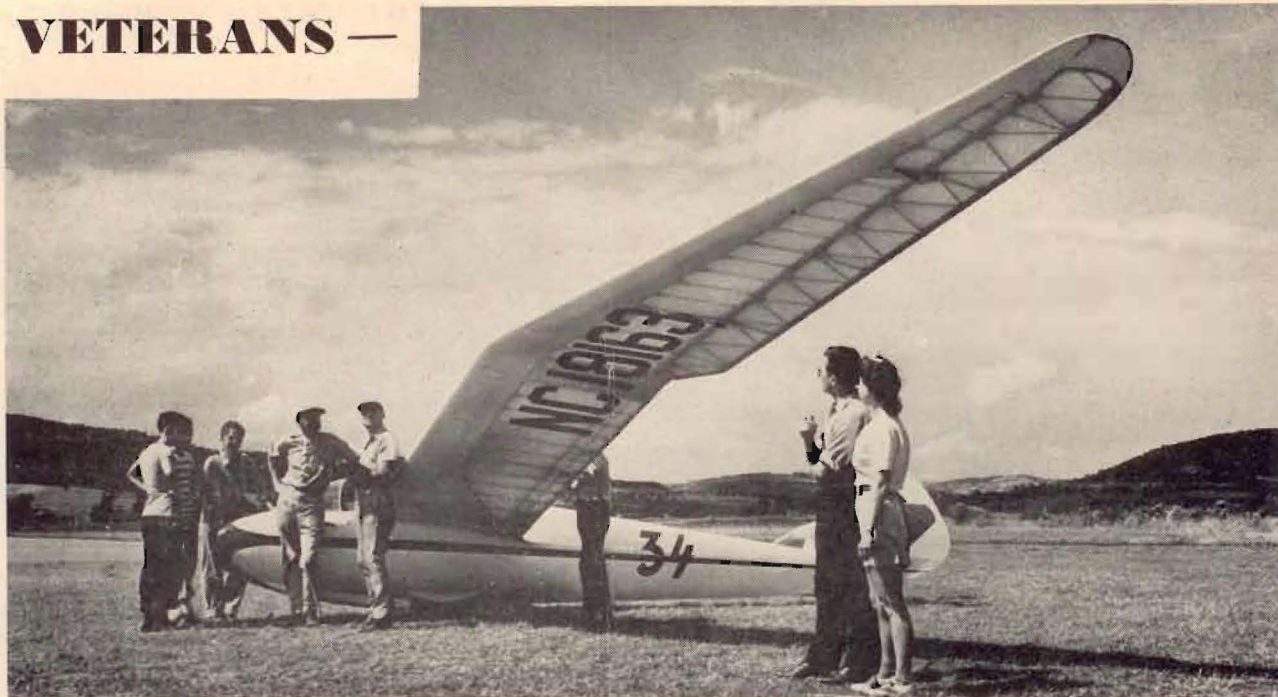


VETERANS —



A group of Veterans inspect a "Minimoa" sailplane.

Martin and Kelman

While it lasts the glider phase of the G.I. Bill is, in effect, a miniature National Glider Program. Those who participate are receiving invaluable training and are greatly augmenting the number of glider instructors available for any future full-scale National Glider Program. In this article Mr. Hallstead outlines the effect of the G.I. Bill on motorless flight and tells how eligible individuals may take advantage of the opportunity available. Ed.

THE approval of glider pilot training under the G.I. Bill through the Veterans Administration may well prove to be the clincher in the campaign to make gliding and soaring a nationwide sport and an important part of United States aviation.

Members of the Soaring Society are acutely interested in the art of motorless flight, but many have not had the opportunity to try it. Here, then, is the chance for those members eligible under the G.I. Bill to secure financial backing from the Government in the pursuit of a CAA glider rating.

Pilot members can point out to veterans that a glider license can be the start of an aviation career and many veterans, discouraged by the relatively huge output of power flight schools, will find their calling in soaring, an aviation activity still in its preliminary growth stages.

An aspect to consider is that of the power pilot wishing to supplement his power rating with a glider rating. He will find a phase of aviation that will prove to be new and challenging, and the soaring movement will have gained a valuable ally for there are no stronger backers of gliding than power pilots who have made soaring flights. It should be noted that such outstanding sailplane men as Comey, Charles, Johnson, Compton and many more, hold power ratings.

True, some power pilots regard gliding with what may at best be termed an air of detachment, but it will be found that almost all of that opinion have never been in a motorless ship, and certainly none of them considers a thermal to be much more than rough air. The great majority of power rated pilots, nevertheless, is genuinely interested in augmenting ratings presently held and improving flying technique through varied flying experience. This group is large and professionally interested in soaring.

Because of the G.I. Bill, a commercial glider school that formerly depended upon a small group of cash customers can now seek as students both veterans who wish to get into the flying game, and vets with power pilot ratings who want additional flying experience. With increased business will come increased facilities and service.

If demand for gliding training is great enough in areas not adjacent to commercial gliding schools, it seems logical to assume that such soaring schools will be organized or that operators of approved fixed-base power operations will seriously consider the addition of a glider program to their present curriculum.

The addition of glider training to the VA's approved list will not inhibit present club activity. In fact, it will no doubt prove a club booster by supplying instructors and new licensed members. In addition, some clubs may find it practical to convert to a commercial operation.

With such a conversion in mind, club officials would do well to get in touch with their state aeronautical officials and their regional Civil Aeronautics Administration representative. Some states administer the G.I. Flight Training Program through State Boards of Education and the set-up in various states may usually be determined by writing to the local CAA office.