

The Schweizer Aircraft Corporation, County Airport, Elmira, N. Y., has also made available a guide for the establishment of a G.I. Approved glider school. Interested clubs and individuals may obtain this publication upon request.

Enrollment procedure in an approved school is essentially simple, yet many eligible veterans are passing up short term training because of unfamiliarity with the governing regulations. First, the veteran should write the school of his choice to make sure it has been G.I. approved, and to obtain information on courses, etc. He then should make application to his Veterans Administration Office, preferably to the officer in charge of flight training, if one is available.

If the veteran is making application for educational benefits for the first time, he does so in person and with his military discharge or full sized photostat thereof. If the veteran has obtained previous schooling under the G.I. Bill, yet has additional eligibility he wishes to utilize, he may make application by mail to the VA office in possession of his records by letter:

"(Name), C. No. (Case Number), hereby makes application for a Supplemental Letter of Eligibility to be used for a (Private or Commercial) course in glider flight training at (Name of school)." This letter should be in his own handwriting and most assuredly signed with name in full, and must include, of course, proper address. The applicant should bear in mind that he can take only one course of training under the G.I. Bill at a given time.

After he is assured he is eligible, the veteran should obtain accommodations in advance of enrollment, either through the school or independently, to ensure himself living quarters throughout his training period. He himself will have to bear the brunt of much of this cost, because, although the VA pays for all tuition, books and studying equipment necessary for a flight course, subsistence is only one quarter to one half of full monthly subsistence, even though the flight student is spending most of the daylight hours at the airport, and many evening hours in ground school. Application for subsistence is made after enrollment on the forms provided with the Letter of Eligibility.

To comply with existing Civil Air Regulations, an applicant for a glider certificate or a glider rating "shall have no known physical defect which renders him incompetent to pilot a glider, and shall so certify," meaning: no physical examination report is necessary. This also applies to the Commercial Glider rating. Such certification as mentioned will be made by the applicant at the glider school.

The veteran's VA records will be automatically sent to that VA office in the school's area and will remain there until the vet undertakes another course in a different region or until the records are returned to his home office at his request.

Each member of the SSA now has a chance to boost soaring by interesting all his acquaintances, who are eligible, in the advantages of glider training under the G.I. Bill. The government is supplying financial backing; the members of the Soaring Society should utilize it to the utmost.

(G.I. Glider Schools are listed on Page 18. Ed.)

CAA CERTIFICATION NEEDED

In January of this year William C. Lazarus, State Aviation Supervisor of Florida, wrote Mr. William S. Moore, Director of Airman Service, CAA, Washington, urging that a provision be made in Manual 50 for the issuance of air agency certificates to glider schools.

Mr. Moore wrote back to the effect that this matter had been carefully considered by the CAA and had been discussed with members of the CAB and the general consensus of opinion was that there would not be sufficient demand to warrant it.

In spite of the benefits that the individual gliding school would derive if a set of standards were established for glider schools and CAA certification were made possible, the CAA did not feel justified in proposing the necessary amendment to the Civil Air Regulations at the present time.

All this brings to mind that not so many years ago you could count the number of CAA approved flight schools (power) on the fingers of your two hands, yet the CAA had provisions for issuing air agency certificates to them.

At the present time there are approximately twelve gliding and soaring schools in the U. S. Three of these have been approved under the G.I. Bill of Rights. Certainly anything that can be done to aid these struggling schools that represent the training nucleus for civilian motorless flight should be done.

The Civil Aeronautics Act of 1938 charges both the CAA and the CAB with the responsibility of fostering aviation in all its forms. Certainly gliding and soaring is one of those recognized forms.

The Soaring Society of America urges the CAA and the CAB to reconsider this matter and take immediate steps to establish requirements and otherwise provide for the issuance of air agency certificates to glider schools.

PERTINENT COMMENTS ON A NATIONAL PROGRAM

"Glider is not toys. Flights up to 467 miles, 22,000 feet, and fifty-two hours have been made. U. S. pilots have soared over 300 miles, climbed 19,000 feet, and stayed aloft over twenty hours."

"Soaring can be done over flat and mountainous terrain wherever there are sufficient landing fields."

"The tremendous strides made in aviation in the last few years have convinced educators that some form of aircraft training must be included in high school and college curriculums. Although the basic structure of the aeroplane and glider is quite similar, the low cost and comparative simplicity of glider construction kits make them ideal for instructional purposes. By constructing a glider in the school shop and utilizing the resultant product for flight instruction a well rounded course in aircraft construction, maintenance, and flight is possible."

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