

**W**HETHER OR NOT youth is really interested in flying constantly crops up in discussions regarding aviation's appeal as a career or avocation.

Response to local training programs conducted by both powered and motorless flying clubs of the country should prove that the answer is definitely — *YES!*

Proof? Here are a few examples:

1. Announcement by the Seattle Glider Council that ground school and flight training would be provided for a limited number of Air Scouts brought several times as many applicants as could be accepted. Interest continues high even among the many boys who could not be included, and those who were fortunate in being selected, seriously guard their place in the program with faithful attendance and hard work.
2. More than a year ago when the Texas Soaring Association presented drawings and materials for the construction of a sailplane to a high school for a class project, only fair interest was evident until it was announced that flight training would be given on the basis of 15 minutes dual for each hour of work in class. The clamor to get into the class astounded school officials. Interest and hopes also remain high among those left out.
3. A gliding and soaring club organized by soaring enthusiasts at Mississippi State College, with assistance of the Mississippi Aeronautics Commission, for the purpose of offering flight training, started with a waiting list greater than its original membership. Now a second sailplane is sought to provide training for some of those on the waiting list.
4. Max Conrad's recently announced "Winona Experiment," which is very similar to the Texas Soaring Association's plan, has proved to be very popular for

the same reasons that the others have: The kids can see an opportunity to *really get into the activity*.

5. A very small advertisement in a single issue of a big circulation aviation magazine calling attention to the possibility of an *opportunity to fly* through gliding and soaring, has produced hundreds of new enthusiasts.

These opportunities to *really get into flying* are eagerly sought by the boys and girls. Under present circumstances, they can only be provided in a very limited way by the ingenious flying enthusiasts and by a few of the larger soaring clubs because even the cost of gliding and soaring is high and certainly above the youngster's own means — but, for a price that he can pay, made possible by soaring enthusiasts who enjoy teaching him, he will do ground school work, handle the ships on the ground, help repair and clean and polish them, get dual instruction when he can, and seek an *aviation education*. The number of present day aviation leaders who followed this route into their careers and the number who are still doing it in spite of the difficulties would be surprising.

*Are these things* not proof enough that a little assistance from an industry — one of whose members can spend more than \$18,000,000 on an experimental aircraft — would enable organized gliding and soaring to supply a very substantial portion of the needed interest in aviation?

For each soaring club, along with the many other worthwhile programs being conducted, to be able to own more gliders and sailplanes and to be able to tell the kid that says, "Ha! Ha! how can I learn to fly one of *those?*", that he can learn simply by joining the club and paying an amount that he can earn himself, if necessary, would improve the situation in a surprisingly short time.

— Jon D. Carsey, President — SSA