

## CAA ADMINISTRATOR APPROVES SSA OBJECTIVES

Address by  
Mr. Charles F. Horne at  
SSA Mid-Winter Meeting

For several reasons it is a most pleasant experience for me to be here at your meeting and to talk a little, and listen a lot on the subject of soaring.

There is no doubt that I am among people who *like* flying, and people who *do* fly. There are many times when my work in aviation seems to have no very close connection with the business of going through the air like a bird. Much of aviation today consists of big pieces of machinery, big groups of people, and big operations of all kinds.

My knowledge of soaring, I must admit, needs a lot of improvement. Your president astonished me with several facts in his letter inviting me here, and in some material he sent to bring me up to date on your activities. Today's records, 535 miles for distance, 42,100 feet for altitude and 50 hours for duration do indeed surprise most anybody when they first encounter them. Although I've flown quite a few airplanes — particularly light planes — I'm one of those who wakes up *quick* if an engine stops. Maybe next summer I can learn more if I can take time out to watch the annual meet at Harris Hill.

It was less a surprise, however, to find that your program for advancement of personal flying coincides so closely with what the CAA is trying to do. I can, and *do* strongly endorse your five-point program:

*Financial assistance through a Foundation for worthy boys and girls who want aviation education; development of a glider or sailplane suitable for construction in high school manual training shops; use of the sailplane in improving flying techniques; recognition of the sailplane for pilot training; and development of a practical method of providing every American boy or girl with the opportunity to study and master flight.*

Should you have reasonable success in that kind of a program, we would be far along the way toward the goal the CAA has in mind in its plan to revive interest in personal flying. That brings up immediately the pro-

## ing Society of America



Paul A. Schweizer    Jon D. Carsey    Ora Young    Chas. F. Horne    Gill Robb Wilson

gram which we are about to lay before representatives of the aviation industry in our effort to do something for personal flying, called in a recent speech by Grover Loening, "that weaker sister" of the aviation family. I do not have to put in a plug for acceptance of any such program with you soaring pilots, because I know you see the need and agree that any frontal approach to solution of the problem is to be commended. You would rather hear about your part in such a plan, when and if we can get it under way.

Briefly, our idea is this: We believe that during this year when we are celebrating the fiftieth anniversary of powered flight, with the whole industry capitalizing on the public attention that can be aroused, the pleasures, advantages and opportunities in personal flying ought to be praised. We are convinced through experience, and through many studies that we have made, that the only substantial base for a truly large aviation industry must be the use of the airplane for personal transportation, and not solely the manufacture of fighting planes and transport planes important though they are at certain times.

There are disturbing figures which indicate a skidding downhill of the activity of personal flying. We read the same statements which the editorials in your magazine have been stressing lately, such as "Has Aviation Lost American Youth?" "Youth Must Fly." "Air-mindedness Must be Concentrated in Youth."

Alongside these items, the CAA is convinced that we Americans have a positive flair for going places. Amer-

icans seize and develop and use any new form of transportation that is anywhere near within our reach. Therefore, I am convinced that many more Americans will take up the airplane, if a few obstacles are removed from their path.

And so, with these thoughts foremost, I have proposed that the whole aviation industry collaborate in lending aid to this very important segment of aviation, personal flying.

The form of that aid can be widely varied. It seems to me we have a chance here to "sell" an attractive product to our nation, and we Americans certainly know all the methods for such a job as that. Already we have at the CAA a thick file of ideas ready for consideration, when the proper time comes, and I'm sure this audience here could give me dozens more. We have the *need* for the job, we have the *know-how* to do it, we have the *enthusiasm* necessary — all we need is the financing. Ideas are not enough.

The government obviously cannot do the whole job. It requires the cooperation of everyone interested in aviation and presents a great opportunity to the industry. For that reason, we are proposing a year-long trial run of personal flying promotion, directed by industry representatives — with groups like yours, and the CAA, cooperating to the fullest extent of their abilities, authority and finances.

As for financing such a program, I am hoping that our big manufacturing companies — our airlines, our aviation accessories manufacturers and any and all companies directly

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