

# YOUTH GETS AN OPPORTUNITY

## In a Realistic Youth Program at Mississippi State College

by GUY STORER

The Mississippi State College Glider Club was organized to give actual flight experience to as great a number of students as possible. By using a simple and inexpensive means of training it was felt that a large number of youths could be introduced to flying for a small expenditure. Thus the enthusiasm of our youth for flying would be satisfied.

The entire program of this unit is aimed at providing inexpensive but absolutely safe flight training to college students. At the same time some experiments are being conducted on younger students with a view of extending the training to high school students as young as 13 years of age.

A study of various training methods and equipment showed that the auto tow method using a Schweizer 1-19 training glider could be done for about \$1.20 per hour during which

which two bucket seats are mounted, the driver in a normal forward facing manner and the instructor facing aft. The instructor sits back to back but displaced laterally to the driver. In this way, the instructor can easily communicate with the driver.

The communication of the instructor with the student during tow is easily done by using arm signals similar to those used by signal officers aboard carriers. These are actually internationally accepted signals.

A most fundamental definition for single-place training has been developed during this program. When the student makes his first 360° turn, he is out of communication with the instructor. This is defined as the solo stage in the student's training.

The importance of close communication between the instructor and student cannot be overemphasized. It is

this communication method which the single-place instructor must learn to use effectively if he is to run a successful program. This together with the control the instructor has over the student through the tow car operation constitutes a very safe and effective instructional method.

Prior to his first run along the ground, the student is acquainted with use of controls and their effects, and the arm signals are explained. At the end of each run any explanations necessary are given and a thorough understanding attempted. Each stage of training is preceded by a discussion of the new procedure and the past problems.

The results of the first seven months of operation, in which 1385 tows were made, are as follows:

318.....	ground tows
452.....	straight air tows
109.....	90° turns after release
14.....	180° turns after release
492.....	360° turns after release

During the 360° stage of training, all flights conform to the standard rectangular pattern.

The averages per student are as follows:

Number of ground tows.....	10
Tows prior to 90° turn.....	22
Tows prior to 360° turn.....	34

The spread between 90° and 360° turns may appear unduly large for two very closely related maneuvers. However, it is here that the student practices co-ordination. He becomes accustomed to making a well executed turn by using a wool-tuft — the oldest known, simplest, and still nearest fool-proof slip-skid indicator.

We have more students than our facilities can manage yet we will invite local high school students to participate to fulfill our objective of "getting the teen-ager into the air."

We hope that our program will be one, which because it is working and can be seen in action, will encourage others to do likewise.



Club members assemble for a Saturday of instructions

approximately eight landings and takeoffs could be made.

Prior to actual ground towing, the student has been given approximately three hours of Link time. However, the necessity and advisability of using the Link has not yet been fully established. The large difference in control feel between a Link set up as an AT-6 and a glider rather mitigates the glider flight simulation by the Link. However, the Link does familiarize the student with the controls.

Following the Link, the student is given ground tows using a tow car consisting of a Ford V-8 chassis on



SOARING