

bers next below to fill in any "fall outs." None however fell out—if we do not count an ill conceived turn in the glider now and again, at the beginning.

Familiarization is about the only thing possible of accomplishment with a novice in the rear seat of the machines being utilized here. The vision of the student is severely restricted and then, too, command of the aircraft is far less felt in the rear cockpit position. The trainee was therefore moved to the front seat after the first flight when his training started in earnest. During each trip aloft the student followed the standard sequence of manoeuvres. At the earliest time possible the manipulation of the aircraft was left exclusively to the student, the instructor talking him up, around and down.

When conditions permitted, these students were kept aloft in thermal soaring for half hour periods. Fortunately our weather conditions this

tests. A charge of 50c for the winch fee and 50c for glider maintenance—making a total of \$1.00 per launch, has been our schedule of charges. This same rate is charged our regular members for their flying.

It will be seen from the above that we have been able to solo a student for an average cost of about \$13.50, and this will easily cover our immediate out of pocket expenses. We would not contend, however, that our adoption of these costs are altogether realistic.

Our agreement with these students was that we would attempt to carry them through the solo stage, and then six solo flights, after which they would be on their own. They are check ridden first flight each Sunday and then make two solo flights immediately afterwards. This constitutes their basic training, after which they are charged the same rates as our club members if they wish to continue fly-

THREE UNIQUE CLUBS

In the United States there is a variety of gliding and soaring clubs of which at least three are unusual enough in their organization and purpose to make their stories very interesting.

One is SAIL FLIGHTS, Inc., of Wurtsboro, New York. It is a New Jersey Corporation with offices in Jersey City, N. J., and operates at the Wurtsboro Airport, Wurtsboro, N. Y. It is the only motorless organization in the East which operates commercially.

At its recent annual stockholders meeting the following were elected officers and directors: William B. Terry, Jr., President; Byron C. Baker, Vice President; Steven Phillips, Treasurer; John Milton, Jr., Secretary; Stephen J. Bennis and Alexis Dawy-doff, Directors.

The sole purpose of this club is to own and operate aircraft, sailplanes and a tow plane, commercially, for the benefit of soaring enthusiasts.

Another is the ELSINORE GLIDER CLUB of Elsinore, California. One of the principal original purposes of this club was to provide an operating base for sailplane owners. Its more than thirty members banded together and leased a complete flying field at Elsinore, determined what the cost would be to each of the members based on the services and benefits each would derive from operation of the field, and made that their annual dues.

Of course the club has expanded its scope and it has become one of the leading clubs of the country and this year it is one of the sponsors of the coming 21st U. S. National Soaring Competitions.

Its current officers are: L. A. Pete Bonotaux, President; John Williams, Vice President; Warren Yenny, Treasurer; Earnest Shattuck, Secretary.

A third and most unusual club is the SAN GABRIEL SOARING GROUP. Its stated purpose, as best we can learn, "is strictly social, we have no officers, no business, no nothin', just fun." It meets regularly at the home of one of its members. Their programs just occur, it seems, and consists of telling each other tall tales, none of which are believed, viewing movies and enjoying the labors of their hostess in the form of her best refreshments.

This may be the best sort of club after all!

Student pilot Gerald Coffee in front cockpit, prepares for take-off with his instructor Jock Forbes.



winter have permitted our giving these youngsters soaring flights on perhaps one third of total launchings.

Our class of youngsters have met in nine flight training sessions as of the date of these writings. At least two of the days were unsuitable by reasons of high winds, for proper student instruction. But they were carried on flights all the same in order to observe the skilled handling of the craft under adverse conditions.

Our first solo went off after nine launches. From thirteen to eighteen launchings have enabled three more to check out solo. The remaining four lads are all to the point of being near ready and will go it alone before we go to press.

The costs of this operation have been borne by our Youth Training Fund which has been accumulated mainly from contributions and profits in connection with our sponsorship of National and Regional con-

ing. So far each student has joined TSA as soon as he has soloed.

When this programme started it was purely of an experimental nature, and nothing was decided beyond the completion of the first class. Because of the success we have had, however, it was decided at the last TSA monthly meeting to make youth training a regular feature of our flying activities throughout the year.

Our experience, the same as that of Guy Storer at Mississippi State and other groups carrying on similar programmes, demonstrates most conclusively the easy safe and efficient way in which youngsters can be taught to fly by the use of motorless aircraft. While it requires some effort of the adult members of our groups, it has proved altogether enjoyable, and can anyone think of a more satisfying contribution to the art, sport and science of flying?