

(Continued from Previous Page)

out that an instructor would fly twice with each of his students, then stay on with his students acting as ground crew for the next four flights, and then would be off duty for the next four flights. This worked out at roughly four hours on the flight line and two hours off. Extreme flexibility was possible since all three instructors were also towplane pilots, and other club members who could either fly the Stearman, or direct the flight line were available at least part time at the field. A major part of the success of the camp was due to Ed Fox's direction of the flight line. Ed did not fly the entire week but made himself available to direct the ground operations. Due to his suggestions much time was saved returning the ships to the starting line, and planning lunch hours and breaks to prevent interruptions. It was found that the man on the ground has the key job in keeping a high density operation of this sort running efficiently.

The early part of the evening was spent getting dinner. With all of the students and camp personnel living on the field, many informal picnics resulted. After dinner, ground school was held, starting the first night with an illustrated talk about the history of gliding given by Capt. Ralph Barnaby. On succeeding nights Civil Air Regulations, soaring safety, meteorology, and aerodynamics were covered. Each day ended with the common "Bull" session with many of the students' questions being answered.

Towards the end of the week the students were coming along nicely. In spite of the varied experience and background of the students, the spread of learning rates was very little. Below is a list of the students in the order in which they soloed and the number of flights before solo.

McKee	5*
Koerner	18
Pierce	20
Athis	20
Bumburs	20
Norris	20

Future Plans

We at PGC feel the camp was a success. We learned much running this first concentrated week of training at our field, and much of this experience will help us with our year-round operations. While many of the details apply only to our particular operation, some of the general improvements suggested are:

1. Instead of letting the students

*Power experience.

provide their own shelter, we now feel much could be gained by dormitory type quarters to allow a more free exchange of flying experience between students.

2. At least provide breakfast and lunch at the field to expedite operations.

3. Provide tiedowns at the ends of the runways to minimize the hauling of ships to the hangar areas at night or during windy weather.

4. Mark off runways (turf at PGC) to allow parallel landings and take-offs to increase the density of operations.

5. Have better organizations of staff for camp, and more definite plans for nonflying activities.

6. Have more activities for families of students. The playground area and the swimming pond helped greatly this year but more thought along these lines makes flying much easier for father.



Photo—Art Millay

The swimming pool built by PGC members provides entertainment for the wives and kids.

7. Handle as much of the paperwork (student permits, ident. cards, etc.) ahead of camp as is possible to prevent loss of flying time.

The Summer Training Camp was a cooperative effort involving all PGC personnel. While a list of those involved would be a roster of the membership, a large share of the credit belongs to: Lynn Dagget and Art Millay, instructors; "Jed" Jednaca and Jack Roach, towplane pilots; Ed Fox, Harold Davis, Ben Cohen, and Stan Lutzkowitz, ground crew. A special thanks for extra duty belongs to wives and mothers who sheltered, fed, and generally looked after a mob of hot, tired, but happy glider pilots.

New England Soaring Meet

The Fourth Annual New England Soaring Meet opened on Saturday, June 19, at LaFleur Airport, Northhampton, Massachusetts, with hot, hazy weather and a few high clouds. The wind was off the ridges both days but there were weak thermals which enabled the more skillful pilots to get in some good flights.

There were eight ships at the meet including the Connecticut Valley Soaring Association's newly acquired 1-19. The other sponsoring club, MIT, was present on Sunday but without a ship. (Their 2-22 is having the wings recovered.)

The outstanding flight of the meet was a three and one half hour thermal flight by Hal Boverkirk of the Mohawk Valley Soaring Association in his and Francis Bunday's 1-23D. He released at 2400 feet and reached an altitude of 6,600 feet. Don Taupier in his smoothed-up 1-19 made an hour and a half flight to rank number two for this year's meet (he was first last year).

Other ships present were Luke Newcombe's BG-6, Chuck Kerr's newly acquired L-K, Earl Brooks' L-K, and Dana Darling's L-K. Chuck Kerr has been doing amazing things with his L-K since he obtained his glider rating, going to Wurtsboro for the Memorial Day Meet where he got his duration and altitude legs for a Silver "C."

Many thanks are due to Chuck Kerr, the SSA Governor of Maine and New Hampshire, for his generosity in letting the MIT boys and girls fly his ship. The MIT girl, incidentally, is Simone Oudot, a "C" pilot from France. Chuck also gave 14-year-old Walter Cannon his first glider ride.

The airport operator allowed the normal student traffic of the field to continue all through the meet and even added to the confusion by giving passenger rides continuously all day long in a Tri-Pacer. The power plane approached low above the end of the field very close to the gliders and pilots. Also the continuously varying wind conditions made for confusion of the runway in use and at one time an Ercoupe and a BG-6 were landing on the same runway, at the same time, but in opposite directions. But there were no mishaps and, as the old saying goes — a grand time was had by all.