

YOU AND A TG-2!

by THOMAS M. TOBIN, D.D.S.

Only too often the groups of glider enthusiasts forming the clubs and associations throughout the nation have become, in function, social organizations or small groups of private owners. This could be the result of their purpose in organizing—to fly gliders. They fly either their own private ships or they finance a club-owned glider. This is fine, but this ship will probably be just adequate for the membership, leaving the newcomers with but a small chance to fly. This situation can directly account for the agonizingly slow growth of soaring in this country. Without the government subsidies enjoyed by the sport in Europe, we must rely on individual initiative and the groups forming the SSA. Newcomers and the uninitiated have difficulty in taking an active part in these clubs, and often have little chance for instruction. Without these new people, how is our sport to grow? As with any hobby or sport, the life blood of soaring is in the new people it attracts.

Thinking along the above lines, the Associated Glider Clubs of Southern California (AGCSC) were prompted to organize a special pilot training program. Prior to the operation of this program, of the new members of AGCSC for the previous year, 80% had no flight time whatsoever, 15% had instruction in the glider and only 5% had soloed. It was evident that something must be done. It was on this premise that AGCSC organized its pilot training program. Its aim is to make the new member feel at home, as well as to make known to him the techniques of the "difficult art of soaring." Our previous activities at Elsinore, both in private and student flying of club equipment, suffered the ills of sporadic organization. The work falling too often on the same heads. Under these circumstances the same old work horses soon falter and the flying dwindles. It was necessary then, to harness the enthusiasm of the neophytes into their own program. Again at Elsinore, with airplane tows and soaring, conditions were not suited to primary instruction. There only a few students could be accommodated each day. With a lot of driving and little flying, too many were being discouraged. Torrey Pines

solved many of these problems. Utilizing the new people as their own training program personnel solved one problem. Using a location readily available to the public solved another.

In June 1957, our training group was organized as a club within a club. Its members being AGCSC's newest and older non-solo members. The group is headed by a chairman, appointed from the board of directors of the association. He is assisted by a secretary and monthly rotating "flight leaders." These people are all taken from within the training group itself. At its inception, the program was endowed with a power winch and a Schweizer TG-2 and two daredevils for the rear cockpit; John (suede shoes) Swinson and Art (Ding-a-ling) Daegling. This manpower and equipment, intended solely for training, all revolved around President "Deak" Ratty's own child, the training manual. The Training Manual is the backbone of the organization in that it impersonally establishes the groove through which each student will move on the way to his private ticket. The manual is an instructive text, as well as a record of the stu-

dent's accomplishments. With the manual as a guide, each training group member becomes versed in the handling of the glider and the winch, as well as just shaking a control stick. In it are detailed instructions covering the assembly and disassembly of the glider, the operation and maintenance of the surplus type power winch, the ground handling of the glider, as well as additional information on obtaining a CAA student license. The student learns these techniques in conjunction with his flight training. In this way the new people quickly take over the running of their own program, needing only qualified flight instructors from the association. In turn, the association benefits by being able to accommodate, in good faith, a greater number of new members, and by gaining a roster of experienced pilots and ground crews.

In order for you, the reader, to more thoroughly understand the working of our operation, let us follow a hypothetical student through the program. Our Torrey Pines Gliderport is located, as many of you know, just north of San Diego off the Pacific Coast hi-way. Here we enjoy soaring in a beautiful setting of wind and waves. The attractiveness of the area and the sight of the big birds pacing up and down along the cliffs attracts many motorists from the nearby city. During our

COMPLETION LIST

PRE-FLIGHT CHECKS

After the individual check list requirements have been met, have the last authorized check-out person sign off this item on the completion check list below.

	Completion Date	Signature
1. Ground Handling of Glider
2. Car Retrieve of Glider.
3. Reo Truck and Winch Set-Up.
4. Car Operation During Wire Retrieve.
5. Winch Operation During Wire Retrieve.
6. Winch Operation During Glider Tow.
7. Glider Pre-Flight.
8. Assisting Pilot for Tow.
9. Glider Assembly.
10. Coordination of Aircraft Controls.
11. Secure CAA Student Glider Pilot Certificate.

After each of the above items are signed off and *shown* to the instructor of glider, student can then start flight training. Since instructors will change, *always* have this notebook and check lists with you.

This is the check list which must be signed completely before the student is allowed to solo.