

the CAP Cadets have been given flight training. Ninety-two Cadets, coming from every state in the union, participated. Sixteen took the full soaring course, 64 the soaring-indoctrination course, and 12 a full-power course.

The encampment was a success, not only because of the enthusiasm of the cadets, the perfect safety record and the effectiveness of the training, but because the top CAP and Air Force personnel became sold on the value of soaring and flying training for the Cadets. As a result the program for 1966 has been tripled, with encampments scheduled at Lawton, Oklahoma (Sailplanes Inc.), at Chester, South Carolina (Bermuda High Soaring), in addition to the second encampment at Elmira. Tentatively planned for next year's project are encampments in each of the seven CAP Regions.

This program has demonstrated what has been known by soaring people for years and what has been proven over the last 30 years in Europe, that soaring is an ideal means for introducing young people to flying.

In addition to the National Encampment the EASC ran a one-week-long indoctrination program for the New York Wing of the CAP which involved about 40 Cadets and 10 Seniors. Each Cadet paid his own way, although the Wing did subsidize it to some extent. Each Cadet received a daily indoctrination soaring flight as well as ground school. Soaring films, sports activity and discussions filled out the day.

This same idea can be carried out by any club or operator by getting local business—industries, service clubs and the like—to sponsor such programs. It is an excellent way to build up the interest of youth in flying. A program such as this can also be done with the Air Scouts or with any group of young people. Getting young people interested in soaring is a much-neglected part of SSA activity but should be encouraged. All CAP Cadets who took up soaring at the encampments became SSA Student Members. In this way the SSA Student Memberships can be built up steadily.

During the encampment two films were made. One by Douglas Aircraft, called *The Wings of Youth*, is available at all CAP Wing Headquarters and a copy has been ordered for the SSA film library. An Air Force Film Unit also made a film and this will be available later this year. Both of these will help to popularize soaring among the young people.

The Chemung County Airport was a busy place during the encampment. Although the Cadets were billeted at Harris Hill, the flight operations were at the SAC Soaring School and Elearco at the Airport. With three airlines and local training flights in addition to the CAP activities, the movements per day exceeded 1,000, putting Chemung County Airport in the same activity bracket as the country's top airports. This clearly demonstrated that gliders and power planes can live together even at a busy airport. The FAA-tower personnel involved were given awards by the FAA in recognition of the fine job they did.

The Schweizer Soaring School had a 25% increase in activity in 1965. With over 400 students it didn't have one unintentional landing away from the airport. A new Soaring School Manual was introduced and worked out very well, and is to be expanded this year.

Schweizer Aircraft Corporation, working with Holiday Soaring School, conducted a "No Engine" Course at the AOPA Plantation Party in Las Vegas. This is the first time that sailplanes were officially included in the AOPA Flight Safety Clinic Program and 45 AOPA members took the course, with 23 going on to obtain their glider ratings. The AOPA is interested in expanding these courses and a number will be held at the AOPA Clinics around the country.

We were quite surprised to read the report on page 31 of the April issue of *Soaring* about the proposed new quality and flight-test requirements that the German sailplane manufacturers may have to meet since we had assumed they were already doing this. Such rigid quality inspection and flight-test requirements are standard procedure in any U.S. aircraft plant that manufactures FFA-approved aircraft on a production basis. At SAC all our production sailplanes are manufactured under an FAA-production certificate. They are produced alongside tail surfaces for the Gulfstream I, fuselages for the Piper Navaho, cabin and tail booms for the Bell 47J2 Helicopter, and other commercial aircraft and military work. They are built to very strict standards which require complete control of material from time of purchase to assembly into complete sailplanes. Throughout the manufacturing process there is inspection of quality and uniformity of each part assembled. Production tools, jigs, fixtures, and checking jigs are required to be inspected to assure interchangeability of spare parts.

Finished sailplanes are given two complete separate inspections, one by SAC inspection and the other by the FAA-designated inspector. Then they are weighed, the weight and balance calculated, and given a rigorous test flight before being turned over to the customer.

The 2-32 production continues at the rate of two ships per month. The ship has proven itself in many fields and has become an attraction at commercial soaring schools. Les Arnold's first 2-32 logged almost 500 hours in the first year. The ability to give two passengers a ride at one time has proven to be a very popular feature. Many times a newcomer wants to go up with a friend. The 2-32's have proven excellent for wave flying and wave checkouts and are used for this at Tehachapi, Colorado Springs and Sugarbush. The ship has recorded potentialities as is demonstrated by the new U.S. 100-km.-triangle record recently set by Ross Briegleb and David Nees.

The 1966 production line-up at SAC includes the 2-22E the 1-26, the 2-32 and the 1-23H and H15. The 1-26, for 1966 includes a new adjustable seat which results in better seating comfort and visibility. The 2-22E also has a new front seat and new control positions for greater flying ease.

One product that has become very popular is the 1-26/2-22 combination trailer that was introduced two years ago. This will fit either ship and reduces investment necessary for clubs or operators by enabling one trailer to handle either type.

We continue development work on our small airplane which will fit into soaring as a tow plane. Here again it is the economics of the situation that sets the pace.

We believe that 1966 will be another growth-year for soaring in America.