

Students Will Try Aerial Acrobatics In Lightweight Army Trainers Soon

Secondary Course Will Be Offered In Summer School

Almost any kind of aerial nip-ups may be expected in the Chapel Hill sky this summer as some of Carolina's CAA students climb out of their flying diapers and start secondary training in the more versatile light army trainer.

They have been lazily landing, taking off, and buzzing around over the campus in the slow, relatively fool-proof Piper Cubs in which they took their primary training. They have been ducking hastily into the field at the slightest sign of rain, or when the wind velocity topped 18 miles per.

Weighing 900 pounds, the Cubs do not demand the flying ability that the 3,500-pound trainers call for—nor do they allow flying ability to be used in as many kinds of stunts or in as adverse weather conditions.

SIMILAR COURSES

These extra acrobatics and the added weight of the plane are the chief differences between the primary and secondary courses. In both programs about the same number of hours of instruction are offered and landings, take-offs, maneuvers and cross-country flights account for about the same proportion of flying time.

The advanced course, like the primary one, begins with about eight hours of dual instruction, mostly in landings and take-offs after which the student solos with nearly the same thrill as the first one.

The differences are reflected in the type of licenses awarded. Graduates of the primary course are given "1 land" ratings which entitle them to fly any ship weighing less than 1,300 pounds with a full load of non-commercial passengers—one person.

Advanced graduates get "2 s" ratings which show that they can be trusted in heavier planes. "One land" pilots may fly 2 s ships solo, but not with passengers.

When they finish the course, advanced students will have about the same amount of flying instruction that they would get in the first three to five months in the army air corps and will really have earned their wings.

FINISHED PILOTS

They might almost go so far as to call themselves "finished pilots" if the time were the early 1920's instead of the '40's. But science and the government have extended the things that a pilot may learn about the airplane and there are still other ratings.

At the end of the advanced course, a student pilot will have a total of from 80 to 100 hours of flying time in his log book. When this has grown to total 200 hours he may apply for a commercial license and if he can pass the flight test he will be allowed to fly any type of land plane for money.

He then can get an instrument rating for blind flying which will allow him to climb into any cloud he wants and with a little experience with seaplanes, he may fly any type of ship under any weather condition.

Puzzled? Here's Your Solution

To the eyes, the Horace Williams airport is a broad expanse of just plain ground—a thin spread of grass, a puddle or two, some mud around the edges.

On the sides are great cavities of clay and mud and hole-dotted areas which used to be forests. One or two unpainted former homes are still standing against the wind.

It's difficult to get in the grey matter or in print a clear conception of just what is going on and what's going to happen.

Here's the mathematicians' solution—a collection of vital statistics:

The original field is about 50 acres of turf, with one "long" runway of 2,000 feet and a shorter one of 1,800 feet. This field will be expanded about ten times on a 607-acre tract, providing two "long" runways of 4,500 feet and a shorter one of 4,000 feet.

The center area where these three runways converge will be larger than the original field. The 550 additional acres were obtained partly by state funds and partly from a gift by Dr. Henry Horace Williams, late philosophy professor.

The expansion will make the University's airport among the largest in the state with runways among the longest in the world.

A 120-man WPA crew already has begun work and will finish about September 1. The bill will be \$210,000.

Five new hangars will be built and space left for many more. Secondary training in light army planes probably will begin this summer.

By next year more than 400 pilots a year will be a normal load for the airport. This year less than 100 will complete primary training.

Call It Horace Williams Airport

Usually called "the airport" by students and "the University of North Carolina airport" by newspapers, the rapidly-expanding airfield about two miles northwest of Chapel Hill has been named after one of Carolina's greatest teachers and personalities—Dr. Henry Horace Williams.

For 50 years before his death last December Dr. Williams taught and lived his philosophy of spirit and freedom. Last summer, when the University began launching its aerial expansion program, he volunteered about 400 acres of land, a major factor in making the program possible.

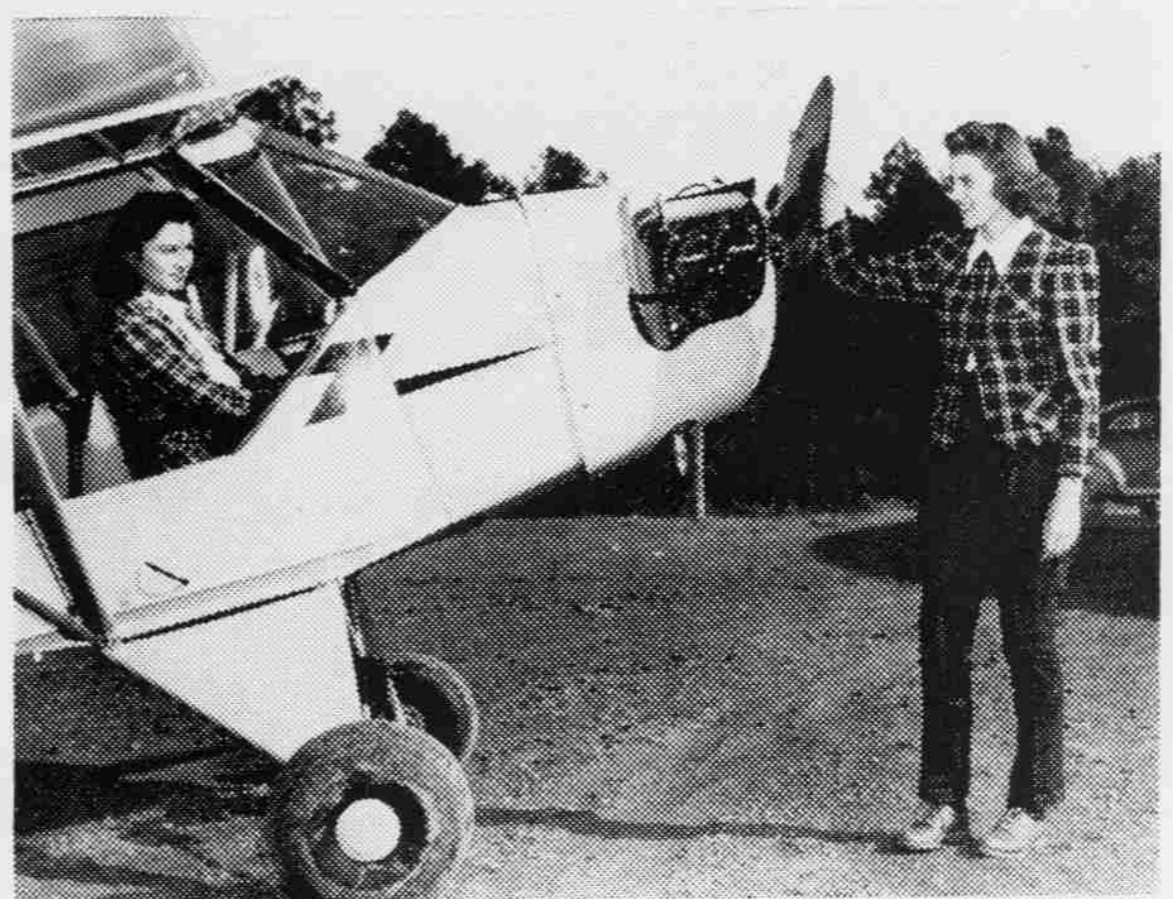
Now, with the effects of his teachings still living in men throughout the state, the airport will be developed into the nation's largest college field, a concrete memorial to a philosopher.

Dr. Williams at his death was, in point of service, the oldest member of the faculty. At that time he left the University his entire estate as an endowment for fellowships in philosophy.



LIGHT ARMY TRAINERS like these may soon circle above the University and Chapel Hill. Considerably more difficult to fly, they can do cuts and capers and endure weather conditions completely impossible for the light Piper Cubs now being used.

The picture above was taken at Randolph Field, Texas, where hundreds of ex-CAA students may soon get wings in the Army Air Corps.



EVEN GIRLS have little trouble learning to fly in the light, easy-to-handle CAA training planes at the University's Horace Williams airport. Here the first two coeds to study flying at Carolina, are pictured getting ready for a practice spin. They completed their course last year and only recently the airport announced that another coed, Virginia Broome, has finished this year.

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