

WSC TO OFFER COLLEGE-SPONSORED
PILOT TRAINING PROGRAM

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Veterans Get Flight Training
In Unique College Plan

WASHINGTON STATE COLLEGE, Pullman, Feb. — A three-way agreement is now being signed between Washington State College, the Veterans' administration and the Wallace Air Service which is expected to make the Pullman-Moscow airport a major center for pilot training activities for years to come.

Some formal ratifications are still in the process of being made, but no hitches are anticipated on any front, and all officials are confident that the start of the new pilot training program will be made with the beginning of the second semester, Feb. 10, although for the first semester of its operation ground instruction will be the major feature.

Most of the details were ironed out in a meeting in Pullman to which Harry Moore flew from Seattle as representative of the Veterans' Administration. Local attendants included Vice-President E. H. Hopkins; C. A. Featherstone, college veterans' coordinator; Herb Casey, Pullman manager of the Wallace Air Service; James Deatherage, VA training aids officer stationed at Pullman.

Dr. William A. Pearl, head of the mechanical arts department at W.S.C. will be supervising the ground school instruction (which will be furnished in three mechanical engineering classes in the field of aviation - 5, 6 and 17) while the flight instruction at the two-city airport will be directed by Manager Casey.

With few exceptions the new flight training will be open to all veterans now in attendance or who will be coming to W.S.C. under public law 346 (the straight G.I. educational benefit program), Featherstone reports. The new contract is believed to be the first instance in the Northwest where flight training is being offered veterans simultaneously with their academic work under a package plan where the two are dovetailed in both time and governmental benefits.

It is ingenious in taking advantage of the comparatively low costs to the government for veteran instruction at Washington State college in offering the veterans who can qualify the chance to get a private pilot's license. The general formula by which the decision will be made as to whether any veteran can enter upon this flight training, Featherstone says, will depend upon whether the cost (some \$320) can be met over a period of this type of G. I. training by the difference between what the government is actually paying Washington State college for his training and what the government stands prepared to pay - \$500. In some few departments of W.S.C., especially those with smaller enrollments, Featherstone points out, the costs of instruction will preclude most of their majors from participating. However, even here, any veteran has a chance to qualify, since each semester hour is figured on its true cost to the government. Hence, Featherstone advises all interested veterans to consult the veterans' office in the administration building.

That there is likely to be widespread interest in flight training is indicated by a brief questionnaire run among 219 veterans now enrolled at W.S.C. as a sampling. Of these men, all of whom could qualify under the regulations as set up, 69 indicated a definite intention to follow the plan. Featherstone believes that the new arrangement will interest a number of aviation minded veterans in coming to W.S.C. to participate.

The present plan has two main divisions, being set up variously for freshman and sophomores on the one hand and for juniors and seniors on the other. In each case the flight training program is intended to be merely supplementary in scope to whatever major or academic interest the veteran may have.

For the underclassmen the plan will not accelerate their rate of use of their rights under the G.I. bill. Flying will be spread over two academic years and one summer school.

A number of interested juniors and seniors will be able to qualify. It is possible that with the approval of their department heads the Veterans Administration will give them a second certificate of eligibility, if such upperclassmen have a minimum of nine months of eligibility under the G. I. bill left after the completion of their course, which they would be willing to use for the flight training. In some instances the upperclassmen would be completing their flight training and receive their private pilot's license under college sponsorship and before taking their degrees. In other instances they could even finish such training after graduation, in which case the flight training would be essentially the same program but sponsorship would be removed to the Wallace Air Service.