

The AUTO-GLIDER

Your editor recently had the interesting experience of testing a primary flight training device invented by Mr. Edison E. Brubaker of Kenhorst, Pennsylvania. The auto-glider, as its inventor has named it, is the result of three years of experimentation and testing and seems to have answered the dual problem of how to break the ice with those who are frankly afraid to fly and give primary instruction with complete safety for the student and without the slightest risk to the equipment.

Like most good things, this device is simple in the extreme, consisting of a Waco primary glider resting on a flat truck platform of a stripped car. The nose of the glider is fastened through a universal shock absorber to a vertical rod mounted behind the driver's seat. This



Lewin B. Barringer
E. E. Brubaker, in the pilot's seat, prepares to give a demonstration

rod, supported at both ends, is free to turn through a 60° arc, 30° to either side of the center line of the car. On its rear side is a slot through which the glider attachment is held so that the nose of the glider is free to move up and down in the slot from one to four feet.

The wing tips of the glider are equipped with extra long wooden skids which keep the wings off the ground. The landing skid of the glider rests on sections of tire casing laid across the car platform.

Brubaker lives some distance from an airport, so makes use of a roadway across a small field with round clearings to turn at each end. Although he is not a pilot himself, he has, nevertheless, worked out a system of instruction which has given valuable training to more than twenty students. The State Bureau of Aeronautics has given him permission to operate with the unlicensed glider as it is always held captive on the car.

When a student begins this training, the car is driven just fast enough to give him lateral control. The nose is held down by a bolt through the movable upright bar and secured with a safety pin. The rudiments of rudder control can also be taught as the tail of the glider can move from side to side. Of necessity this longitudinal control is limited so that the fuselage will not drop onto a wheel or off the side of the car. However, it is quite

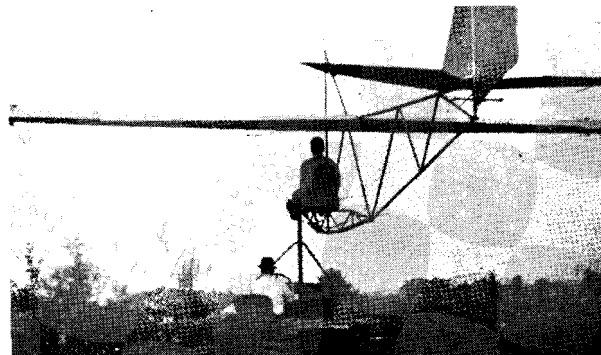


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possible to learn enough of this control to overcome the usual zig zagging difficulties of primary glider training.

When the student has become proficient in keeping the wings level and the fuselage well centered on the platform, the pin in the upright is moved up a foot or more to the next hole and the speed of the car increased. By pulling back on the stick, the student is able to "take off" and lift the glider vertically upward about two feet. He is actually flying, but he cannot possibly get into any trouble. As his skill increases, the pin is moved up to the top of the bar and he can make flights up to four



E. E. Brubaker
A student flies the glider at the top of the bar

feet. From this height he is able to simulate a glide and landing when the car is put in neutral and allowed to free wheel.

So far none of Brubaker's students have gone on to more advanced glider flying but several have taken flying instruction in a Taylorcraft light airplane and have found their training in the auto-glider has helped them a great deal. This device could be of great value in primary flight

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Close-up of universal attachment

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