

## "SINBAD 1st"

Well, well, Hawthorne (California) must be the incubator of the glider bug, two-place bugs at that. Fred Walters, Sr. of the Hawthorne Aircraft Company, presents the "Sinbad 1st." It is a pretty drawing and extra good lines, Fred, but we don't see any spoilers. Some pilots say spoilers really work, especially over the field bordering telephone wires. Is that a "California" nose—you know "bigger and better" than anyone else knows. She will really take it on down wind landings, no nosing over. Is that pimple on the bottom intended for the landing wheel? They can't be too big (wheels of course).

Better pour on the coal as the movement surely needs some new clean ships without sacrificing visibility which the "Sinbad" seems to have in plus quantity.

Associated in the commercial adventure with Fred Walters are Darrel Rose and Bob Newcomb, all of the engineering department of the Douglas Aircraft. A year's work on design, engineering, and construction represents their idea of relaxation from B19's.

### GENERAL SPECIFICATIONS FOR THE TWO-PLACE HIGH PERFORMANCE SAILPLANE "SINBAD 1st"

Span .....	54'-0"
Overall Length .....	22'-0"
Wing Area .....	200 sq. ft.
Weight empty .....	400 lbs.
Radio Allowance .....	20 lbs.
Useful Load .....	380 lbs.
Gross Weight .....	800 lbs.
Wing Loading .....	4 lbs./sq. ft.
Design Gliding Speed .....	100 m.p.h.
Max. Placard Speed .....	90 m.p.h.
Seating .....	two-place tandem.

### CONSTRUCTION

WINGS: Conventional monospar full-cantilever wing  
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