

Glider Factories are Booming

The Manufacturers

With the Nazi's sensational use of gliders and sailplanes in the attack on Crete dramatically spotlighting this type of aircraft's mobility and tremendous troop carrying possibilities, the sailplane for training and military purposes is attracting considerable interest in aeronautical circles in this country.

California aviation leaders are joining enthusiastically in efforts to encourage building of gliders or sailplanes, and to popularize their use for training. The annual stockholders' meeting of Bowlus Sailplanes, Inc., was attended by a distinguished group of aircraft executives, several of whom were elected to the new board of directors consisting of the following:

Donald W. Douglas, president Douglas Aircraft Co., Inc.; R. H. Fleet, president Consolidated Aircraft Corp.; Carl Squier, vice president Lockheed Aircraft Corp.; Thomas Wolfe, vice president Western Air Express; Albert C. Essig, president The Essig Co.; William Hawley Bowlus, pioneer builder of gliders; Dwight Whiting, vice president Pacific Finance Corp.; Donald Parkinson, architect; J. Stanley Macaulay, Melvin G. Scudder and J. W. Eccleston, Jr.

Officers of the company re-elected by the board are: Albert C. Essig, president and chairman; William Hawley Bowlus, vice president; H. D. Carey, general manager; J. Stanley Macaulay, secretary and Melvin G. Scudder, treasurer.

The Bowlus Company is building its well-known Baby Albatross on a production basis and they have also started producing a two-place sailplane.

Both of their products may be obtained either in kit form or assembled complete ready for flying.

The factory of Bowlus Sailplanes, Inc., is located at San Fernando, California.

The Schweizer Aircraft Corporation, Elmira, N. Y., reports that they are stepping up production and they expect to be producing a ship a week by the middle of July. They have recently received contracts from the Army and Navy for their all-metal sailplane.

Inasmuch as ships which they sell to other than military services cannot receive aluminum priorities, the company is developing a wooden wing to be used on the two-place ships being delivered to private owners.

Two of their sailplanes were recently used in a training program for 6 Army pilots.

In accordance with the company's policy, development work is going ahead on projected ships for future production. This company also handles a complete line of glider accessories and pilot equipment.

The company's two-place sailplane bears Type Certificate No. 5 and the CAA has recently granted them a production certificate.

Another West Coast company which is busy filling orders for gliders and sailplanes is the Briegleb Aircraft Company, Inc., 16005 Bassett Street, Van Nuys, California. This company builds the BG-6 utility glider bearing Type Certificate No. 6 and Production Certificate No. 21. The company also builds the BG-7, a high per-

formance sailplane, and the latest model is the BG-8 two-place tandem high wing sailplane.

The three models may be purchased either in kit form, semi-completed kit, or completely assembled and ready to fly.

The Briegleb Company is one of two companies which have been building certificated gliders during the past year, the other company being the Schweizer Aircraft Company.

The Frankfort Sailplane Company, Joliet, Illinois, has just announced receipt of the CAA approval on their two-place sailplane.

The sailplane, which was designed by Stanley R. Corcoran, the company's vice president, has been undergoing static tests and engineering analysis for the past ten months in the company plant. Corcoran, who has acted as test pilot, has been doing the flight testing at the Joliet Municipal Airport for the past six weeks. This sailplane is the first to be tested under the revised Federal Regulations governing airworthiness of aircraft of this kind, and with the approval just granted by the Civil Aeronautics Administration, the company possesses the only Class 1 approval for sailplanes in America.

Under the Federal Regulations, Class 1 approval licenses the sailplane for airplane tow, aerobatics, inverted and blind flight, when equipped with the proper instruments.

Test flying on the company's single place sailplane, the Cinema I, is being carried on and it is expected that approval will be granted on that sailplane very soon. Production has started on the two-place, to fill the demand that exists for this type of equipment. The company expects to be producing two sailplanes per week by the end of June.



How to Live

(Continued from page 6)

from the air, the landing was uneventful. The ditch bounced us back into the air, but there was still sufficient speed to control the sailplane.

Just 10 miles short of Williamsport but on the right side of the fence in the field selected. Well, I guess that's better than being 3 feet short and on the wrong side of the fence of the right field. These hours when you await the arrival of a trailer and ground crew give you a lot of time to think. I decided to write the above experience immediately.

This flight was truly the biggest kick in my flying career. As I look back now, it was really sport, but at the time I was in that cloud gathering ice, it was more like labor. To those novices who would repeat or better this flight, let me say—"when you try it, it's a mighty good feeling to have the National Soaring Champion in the back seat with a set of controls."