

Silent Wings to **VICTORY**



Photo by U. S. Army Air Corps

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LOVERS of motorless flight are now witnessing a transition of such magnitude that the thought alone is breathtaking, especially for old hands who have long been pouring all their enthusiasm and energy into attaining recognition for their beloved profession and hobby.

The transition is rapidly taking motorless flight out of the back yards and old attics and catapulting it with great force into the paved runways and the fancy factories of war and commerce.

We as a nation have been slow to recognize the value of many of the implements of modern war, but in each case recognition has been swiftly followed by action of a caliber in which we all can take pride. Motorless flight is one such implement.

All over the country consciousness of gliders is becoming increasingly apparent. Factories of every description are tooling up for the manufacture of ships for training and transport. The best minds in engineering and invention are at work devising new and practical procedure for improving on the old and conjuring up the new. New instruments are on the drafting boards and on the lathes, designed to take the hazard out of towed flight. Methods for launching are being perfected to obviate the complicated and costly ground handling with which we have been familiar in both materials and personnel.

What does this mean to you? That depends on the part you are playing in gliding and soaring today and

tomorrow. If you are in it professionally, it means that the war and the armed forces are forging a future for you which would have taken a lifetime to accomplish under the conditions of struggle and straining for even remote recognition. If you are in it as a hobby it means that after the victory you will have equipment cheaper than and far superior to what you have known.

Just picture the future . . . soaring ships of unbelievable performance, capable of cross country flights of hundreds of miles . . . transport gliders carrying a pullman car load of passengers or a carload of freight . . . trains of these gliders taking off at one end of the country, dropping off gliders at each way-station on transcontinental flights . . . planes picking up these same gliders while simply flying over the landing fields, just as in a small way Major Lewin Barringer was recently picked up in a single place glider . . . training schools in every community . . . great companies whose only pursuit is making gliders or even parts for gliders . . . other companies making instruments specific to gliding, still others making ground handling equipment. In this great potential and growing network of gliding industry you who are in on the ground floor will find a future to be envied.

But let's forget the future for the moment and concentrate on the more important present, the present in which we have a job to do, a job on which depends all employment and all pleasure of the world we anticipate.

No need to tell the readers of this magazine what the