

PR - GI SPREADS ITS WINGS

Parker Leonard

Now we can give you the whole story of what has gone on here at the Gould Aeronautical Division of PRATT READ & CO.'S Deep River plant these past months.

The object was to produce a roomy, rugged high-performance glider with side by side seating to facilitate training. It was hoped that the soaring and maneuvering characteristics would equal or exceed any two seater so far developed. How well our high hopes have been fulfilled can best be gauged by the fact that we have had enthusiastic comments from the following list of veteran pilots—all of whom have flown and are very pleased with her: Emil Lehecka, Bob Stanley, Commander Barnaby, Lt. Winston, Ensign Buell, Dick duPont, and Parker Leonard.

The initial test flying was done by Emil Lehecka and Roger Griswold, II. Emil, as many of you know, is one of the country's best glider pilots and has had much experience testing gliders. Mr. Griswold is the leading light in this project. The balance of the design group was Ludington, Stanley, Gluhareff, Leonard and McClarren.

We took the ship to the New Haven Airport, and after a few low auto tows proceeded at once to high airplane tows feeling that if a ship has stability in horizontal flight, it was best to have lots of altitude to experiment with and thoroughly test out stall, steep turn, spoiler and slip charac-

teristics.

Airplane towing is of course the simplest form of launch, provided the speed is kept down. Some minor changes were indicated by the first few flights. These were made and since then she has been tested by all the above pilots and we all agree is as sweet a handling glider as any one could ask for.

The ailerons are very effective though not heavy through the entire speed range and on down into the stall.

The elevator which is damped by a good sized stabilizer, is as light as a feather yet adequate to hold the ship at high angles of attack as in auto towing.

The rudder with its goodly fin might be thought by some to be a little on the small side but it is really plenty big enough as proven by the ease with which it snaps the ship out of a spin.

THE FOLLOWING ARE A FEW EXCERPTS FROM BOB STANLEY'S OFFICIAL TEST REPORT

"The general appearance of the sailplane is conventional as regards aspect ratio and arrangement, with the exception that the pilots sit side by side. The after portion of the fuselage is essentially a plywood boom and is af-

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Parker Leonard and Jay Buxton in the first of a long line of PR-GIs that will soon be doing their part in training our invasion forces that will ultimately win the war.