

Cadet UT-1 Glider

by Alexis Dawydoff

THE Cadet UT-1 (Utility Training) glider is an American version of the famous British Kirby "Cadet" designed and built by Slingsby Sailplanes, Ltd. The ship was a standard secondary trainer with practically all Great Britains glider clubs. Since the war it has been used extensively by the Air Training Corps for flight instructions of the A.T.C. cadets.

In early spring of 1942 I obtained plans for the Cadet from Mr. Slingsby as well as rights for manufacture of his products and decided to produce the ship here in the United States in kit form for use in schools teaching glider construction. At that time prospects for a National sponsorship of such courses still looked pretty promising. Realization of my plan is due entirely to the far-sightedness and interest in gliding of Ed Miller, at that time connected with Comet Model Airplane Co., who called me in one day to consult on some glider matters and who immediately saw some value to my ideas. Because of his help and that of Oswald Boxer and Fred Lieberman of Blackstone Industrial Corp., the Cadet UT-1 came into being.

The prototype was built by Robbins and Saks a large cabinet making and wood working concern of Brooklyn, N. Y., under the untiring direction of their production engineer Joe Ciaravella and my supervision. Joe became so interested in the project that he spent many an extra curricula hour working on the ship, he also drew up a complete set of plans for the glider converting all measurements from metric to the inch system.

The difference between the Cadet UT-1 and its British brother is slight. It consists mainly in the alteration of

the nose to accommodate the American type release with the self releasing feature in case the pilot overruns the winch or tow-car. This release was designed some years back by Louis Mehmel of the Airhoppers Gliding & Soaring Club and was successfully used on all ships constructed by the club. Other added features were increased deflection of ailerons, greater strength through use of more corner blocks and heavier structural members in places where it was deemed necessary, slightly more dihedral in the wings, ball-bearing pulleys and control stick "stop." Due to the fact that changes have been made in the nose structure, the C.A.A. required strength proof tests to be run on the release hook and mechanism. During these tests a load well in excess of requirements, (close to 2,000 lbs.) was imposed on the nose without any apparent failure whatsoever.

The Cadet was finished in April, 1943, and in May I took it to Meriden airport, Meriden, Conn., for test flights which were to be conducted by Emli Lehecka and C.A.A. engineering flight inspectors. With the kind co-operation of Pratt, Read and Co., Gould Aeronautical Div. at Deep River, Conn., I was permitted to use Meriden Airport, where Navy training gliders manufactured by them were being tested. We were able to run off with minimum of delay and fuss all necessary test flights of the Cadet. I think that the highest compliment ever paid to me and the ship was when Emil, instead of making the usual initial precautionary straight hops in the ship, took it up the first time to the end of the tow making a series of 360's and stalls with it. From the standpoint of safety the Cadet exceeded our expectation, it is extremely



The Cadet taking off at Wurtsboro, N. Y.



Alex Dawydoff dressed for winter flying