



THE CG-10A

# CARGO GLIDERS in the ARMY

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**P**ICTURED here are the products of a country at war; the results of a mad struggle to build a cargo glider that would satisfy a need.

The Army and the Country were shocked into building a glider-borne force by the success of the German glider invasion of Crete. Not until then were the Army and the Air Corps willing to admit that gliders had any use whatsoever in warfare and not until then were they willing to make any effort to find out whether they were right or wrong.

The size of the German striking force and its potential power, demonstrated in the battle of Crete, started the United States off on one of the most fantastic aircraft construction programs yet seen.

The job to be done was immense; for if the Germans had used as many gliders as they did in Crete we must have thousands more to recover the tremendous amount of territory overrun by them.

The knowledge of what was needed was nil; for this power-minded country could not foresee the remotest

possibility of the need for gliders and since they had never tried any, they had no idea what the glider could do.

And the time—that had run out before anything started.

Anticipating Crete by only one month, the Army in April, 1941, asked three manufacturers to design and develop two models: one to carry 9 men; the other to carry 15 men or a load of cargo. We will concern ourselves here only with those gliders that went into production.

It was soon apparent that 9 men were not enough and that for the same size glider with little more weight and towing cost, 15 men could be carried. However, 100 Waco CG-3As were built but proved to be unsatisfactory both from a structural and training standpoint. The CG-3A was the beginning of Waco's amazing effort in the war. Its general appearance may now be called the "Waco formula"—high straight wing, strut braced, and squarish steel tube fuselage.