



U. S. Navy Photograph

The LNE-1

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I HAVE noticed in *SOARING*, *The Thermal*, and other literature that quite a number of Pratt-Read Navy LNE-1 2-place sailplanes are now on the market. Inasmuch as this name "Pratt-Read" is a new one to the pre-war gliding fraternity, I thought that our members might like a little information on the glider from one who has put in many hours in them under gliding and soaring conditions, as well as in tow. In fact, I have just returned from an airplane tow to 3500' in a vain quest for thermal activity over our field here. At any rate it was a nice ride down!

While the name "Pratt-Read" may be unfamiliar, I'm sure the names of two of the men closely wrapped up in the early design work on the job are not; namely, Jay Buxton and Parker Leonard. In fact, it was while on this job that Jay passed away.

The LNE-1 is a nice flying ship. Though heavy, 1150 lbs. fully loaded, its best sinking speed appears to be about the same as that of the 2-place Schweizer. Its best soaring speed, it seemed to me, is a little higher

than that I customarily used on the Schweizer. I obtain best results by flying between 50 and 55 m.p.h. Because of the gross weight I do not believe the Pratt-Read will be very good for auto towing, and a powerful winch will be needed for winch-launching. It airplane tows very nicely. I've made tows of 100 to 125 miles. The most comfortable tow speed appears to be about 85 m.p.h.

The cockpit, as compared with other sailplanes I've flown, is roomy and there is no doubt that the side-by-side seating arrangement is nice, not only for instruction purposes, but also for general passenger flying. The vision is excellent.

There is an elevator trim tab, adjustable from the cockpit, which will trim the glider for hands-off operation under practically all conditions of free flight or tow. The full tail-heavy setting balances it at about 53 m.p.h. with full load.

The weight is figured as 770 lbs. for the weight

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