

# The XCG-16



Photo by Air Technical Service Command

The XCG-16, a high wing monoplane glider, represents a trend toward the flying wing design. Not a true flying wing because a tail is utilized, the ship nevertheless uses an airfoil section as a fuselage. The extremely wide but shallow fuselage is apparently a wider center section of the wings. Twin tail booms, used for the first time in American glider construction, extend from the rear of the fuselage to the tail surface and single vertical fin. The wing is 91 ft. 9 in., length 48 ft. 3 in.

The leading edge of the fuselage section is in reality twin plexiglas doors, lifting upward by means of hand-operated jacks. The forward section of the cargo floor is hinged, and lowers forward for use as a loading ramp. Twin cargo compartments, separated by a structural rib-like wall, will carry a jeep or one 75 mm. howitzer in each section. Each cargo section is 15 ft. long, almost

7 ft. wide, and tapers from a maximum height of 5 ft. to 2½ ft. Unlike the XCG-10A in which pilot and co-pilot sit side by side, the cockpit of the XCG-16A—set on top of the wing-like fuselage—is arranged in tandem.

The XCG-16 was originally brought to the attention of the A.A.F. by Mr. Hawley Bowlus, well known glider enthusiast of Los Angeles. After modifications in design and specifications by A.T.S.C. engineers, the XCG-16 was constructed by General Airborne Transport, Inc., of Los Angeles. Upon completion, the ship was subjected to structural tests at Wright Field similar to those met by the XCG-10A, and was first flown from the Army's Oxnard, California, Flight Strip. The plane was then ferried cross-country to the Clinton County, Ohio, Army Air Field, where extensive flight tests are still being conducted.



Photo by Air Technical Service Command

# The CG-17

A standard C-47 was modified as a cargo carrying glider and has shown excellent performance. With the engines and radio-navigator compartment removed the plane is capable of carrying a 15,000 pound payload and it can be towed by a C-47.

While the payload is high the glider is not adaptable to combat operations because of the difficulty of loading and unloading.

The time required to convert the C-47 to a glider was remarkably small and the conversion was such that

it could be reconverted to a C-47 in approximately the same number of man hours. As a by-product a tow plug release was developed that could be installed on any C-47. It is interesting that the DC-3 design which is now over 10 years old has made a most efficient glider.

Tests on both the CG-16 and CG-17 were conducted at Clinton County Army Air Field at Wilmington, Ohio.

*From releases by Public Relations Office,  
Wright Field, Dayton, Ohio*