



Major Benjamin Matthews (left) executive officer, and Colonel Malcolm Stewart, commanding officer of the Hondurian Air Force.

GEORGE M. GALSTER informs us that air-minded Honduras recently purchased a TG-4 for its military flying school at Tegucigalpa, marking one of the first such uses of gliders in Latin America. Towed aloft by a BT-13, the ship has frequently been soared for long periods over the mountains near the school.

Colonel Malcolm Stewart, Commander of the Hondurian Air Force, flies the ship regularly and is enthusiastic over its fine handling characteristics.

The Hondurian Air Force has long been considered the finest in Central American. Its facilities at Tegucigalpa are equipped to handle any type of aircraft work including complete engine overhauls. Cadets for the flying school are selected from a long list of applicants and the course lasts 18 months with about 300 hours in the air. The students receive intensive training in gunnery with special emphasis on dive bombing and strafing. U. S. Army Air Force tactics are an important part of the curriculum and are studied through means of sound films. Gliders, it is felt, will be especially useful in developing precision flying, all-important over the country's rugged terrain.

KILBURN ADAMS and DAVID HARRIS write that they will soon be soaring over central Michigan in a Yankee Doodle Two which they recently purchased. This ship has had 6 hours 35 minutes flying time and was flown only by Randy Chapman and the former Helen Montgomery.

BUD KIMBALL sends us a letter containing the following information: "I have just been placed in charge of the motorless flight division here at Rankin Aviation Industries. As you know we have the distributorship on the Schweizer line for Oregon, Washington, Idaho, Nevada and California. We intend to operate a soaring school during the time that it is possible in this flat valley of ours. We are about a hundred miles north of the Arvin site at Tulare, California. Rankin also has a distributorship on the SeaBee, the Ercoupe and Goodyear products."

### L. D. Montgomery

In the last issue our brief obituary for L. D. Montgomery caused us not a little concern. Monty's contribution to gliding and soaring has been great and the brief two paragraphs were far too small a tribute. Here we try to make amends, first with an authentic account of his tragic accident and, in a subsequent issue, a recent letter from Monty which speaks for itself.

"The Soaring Society of America, Inc. Gentlemen:

In the obituary on Lawrence Montgomery in a recent issue of SOARING magazine, you stated you were seeking details as to the cause of the accident. Inasmuch as I am secretary of the Cleveland Soaring Club and was operating the winch at the time of the accident, I will try to give you the information you desire. Montgomery was in the process of forming a country-wide organization and we had been given the use of a new airport to train new members. The facilities at the field were not large enough for sailplane operation so we enlisted the aid of adjoining farms in

order to obtain sufficient space for winch operations. We had a little over a mile of wire paid out on the day of the accident and had just had the motor of the winch checked by a mechanic friend of Montgomery's, so it was working in good order. Montgomery took off in a normal manner with a student in the rear seat. He had reached an altitude of about 200 feet when the wire suddenly slackened. Monty, feeling the slack, immediately nosed down and thinking the wire had broken made a perfect 180° turn to the right. He had just completed the turn and leveled out to return to the strip when the right wing suddenly went down and he flat spiralled in. The left wing struck a tree and the nose of the ship struck directly on the ground. Monty suffered multiple compound fractures in both legs, a broken nose, loss of five front teeth and deep lacerations on forehead, cheek and chin. Harold Brueggemeyer, the occupant of the rear cockpit, suffered a broken cartilage in his nose and two black eyes. Monty and Bruegy were taken to the hospital where Bruegy was treated and released and they discovered that Monty had a gangrenous infection from the vegetation on the field where he crashed. He was rallying in fine shape and the doctors had checked the gangrenous infection when he suddenly contracted pneumonia and due to his weakened condition caused by the hospitalization, he was unable to fight it. He passed away in St. Luke's Hospital in Cleveland on May 18, 1946.

The direct cause of the accident has not been determined because of lack of confirmation on details. The wire had been released from the ship. Monty had a reputation for plenty of flying speed in his turns. He would sacrifice altitude in his turns and then make it up after they were completed. His complaint was that the Laister-Kauffmann demanded a fast turn in order to keep control. Brueggemeyer, in the rear seat, said the airspeed indicator showed better than 60 mph which is sufficient to maintain control in an LK. Jack Laister suggested that possibly the instrument might have been in error about ten miles per hour. In a conversation with Johnny Nowak at Elmira, he suggested that the ship might have been in a stalling position during the turn and then fallen off when Monty leveled out. Both are possible but not probable in my estimation as I watched the entire flight from the winch position and I know Monty's flying habits. It was a regrettable accident and has discouraged sailplane operation in this territory. After watching operations at Elmira I am convinced that is the place for real soaring flights. There are still a few of us sailplane-minded and I would like to know how we might best keep informed on glider activities.

In the list of holders of the Silver C in the National Soaring Meet Program, you omitted Lawrence Montgomery. His was number fifty. He was especially