

## How To Be A . . .

# GLIDER PILOT

The following short chronology will give you some idea of how you get to be a glider pilot who breaks national and international records:

- 1923—You get born on January 10.
- 1936—At age 16 you build a Bowlus Baby and take it to Elmira and win third place in the National Contest.
- 1940—You win your Silver "C."
- 1941—You graduate from high school at Mt. View, California and get your commercial glider pilot rating. You work as a glider instructor and tow plane pilot on the California desert, first at Rosamond Dry Lake and then at 29 Palms. You start the study of physics and aeronautical engineering at Pasadena Junior College, later transfer to Pomona College.
- 1942—You become a commercial airplane pilot (by buying a light plane and wearing it out).
- 1943—You get your instrument rating and then start serving a five-year stretch as co-pilot on trans-Pacific flights for Pan-American Airways.
- 1946—You receive the airline transport rating for both land and sea single and multi-engine planes. You set a new U.S. distance record for two-place sailplanes (You and Bob Sparling go 314 miles in a TG-2).
- 1949—You enroll at Mississippi State College as an Engineering major and work with Dr. August Rasket on the Engineering Research Station's sailplane projects. You take with you for study and analysis the original sailplane "Tiny Mite" which you have spent several years building.
- 1950—You complete the highly complex project of building the RJ-5 (by putting in 1900 hours of your own time in addition to thousands of hours by friends) and then take it to Grand Prairie, Texas and win the title of National Soaring Champion.
- 1951—You go to Elmira and walk away with the Championship again, breaking the National distance record in the process. You go to Odessa, Texas and warm up by breaking the National distance record again and then really let go with an all-out flight to break the long-standing international distance record. You enter the 1,000th hour of sailplane flight in your log book alongside that 3,000 hour figure for airplane flight. You think about all the real estate you could have bought with the savings spent building three sailplanes and then you start planning the really super plane, a two-place with span of—ugh—, and a glide ratio of —ugh—!

First of all, on that January date in 1923 you will have had to be christened Richard H. Johnson.

### DID YOU FIND NEWS OF YOUR CLUB IN THIS ISSUE?

Did you find a report of the umpteenth West Coast Annual Contest on which a report was definitely promised?

I DIDN'T EITHER—ED.

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## ORAO CRASH

The Yugoslav record sailplane "Orao II," piloted by the well-known soaring pilot Milan Borisek who was third in the World championships last year, crashed causing the death of the pilot during the filming of a moving picture about the Yugoslav flying movement.

The accident was caused by the breaking up of the rear part of fuselage, just fore of the tail surfaces. The fuselage section disintegrated as if it had exploded. The sailplane was flying in a shallow climbing turn with an angle of lateral inclination of about 20°. The speed was about 150 kms per hour and the climbing speed about 6 meters per second.

The break of the fuselage occurred in an instantaneous manner, without any previous indication to warn the pilot and give him enough time for a jump. Since the tail surfaces were not statically balanced, it is supposed the structural failure was caused by the dynamic forces originated from the flutter of tail surfaces.

The death of Milan Borisek is a big loss for the Aeronautical Union of Yugoslavia, because he was the first postwar golden "C" soaring pilot in Yugoslavia. A new series of "Orao" sailplanes will be built this year for the next World Championship in 1952.