

GLIDING ON A SHOESTRING

Expensive — "It ain't necessarily so."



By EARL S. SMITH

My wife took one look at it on the trailer and said, "Oh, what a pile of junk."

I had answered a Trade-A-Plane advertisement that said "Small Glider for Sale," and heard from R. Nywening of Tri-City Airport at Whiting, Indiana. He said he had a B.G. 6 for sale for \$60. I went to see it and all it consisted of was the fuselage frame, one wing, and tail assembly.

Traveling with car and trailer, I returned to Indiana, purchased the glider and brought it home to Milford, Michigan. Work started immediately. The fuselage had to be sanded, as the rust was quite bad, and all moving parts had to be cleaned and checked. It was a slow job, but progress was made every day. I had to rebuild the one wing that was in fair shape, make several new ribs and a new trailing edge. From this wing I made a draw-

ing and pattern to make the other wing. Every day I made one rib in a jig. It all worked out very well, and after assembling the second wing, varnishing all the wood, and putting a rust-preventative coating on all the steel parts, I was ready to recover the whole glider.

After purchasing the sailplane cloth or balloon cloth, as it was called, from a firm in Chicago, the rest of the material was bought locally, and cost about \$60.00 — with the price of the frame, etc., at \$65.00, the total expense was about \$125.00.

A friend of mine, Dewey Brian, owner of a home-built Corbon Baby Ace, helped fly it, out of a farmer's pasture, pulling it with a jeep. The glider flew and handled well, but we decided the field was too small. We took it to a little airport at Fowlerville, about forty miles West of Detroit, a nice field with one long runway. Using the jeep again to pull the B.G. 6 we had some very good hops, getting up about 300 feet at the top of each tow, using nylon tow rope. One of the boys at the field has a J-4 Cub Coupe, and asked to tow us. We tried this, and at no time did the Cub exceed 60 miles per hour, airspeed, when towing us. The pilot said there was very little pull after the glider was off the ground. We attained heights of from 800 to 1200 feet, but there was no thermal activity at the time.

After about seven or eight hops with the glider, using the Cub as the tow-plane, it was the tow-pilot's turn to fly the glider. He had never seen a glider before or flown one. After getting off the ground, he circled the field and came back at about 1000 feet. Cutting loose, he circled again, and crossed the field several times. Overhead there was a snow cloud, producing quite a bit of lift. Not knowing this was a thermal, and that he was in it, it carried him away from the field. In trying to come back to the field a fence at the end of the runway got in the glider's way. He was headed into the wind, which was fairly strong, and this helped reduce the damage done to the B.G. 6 when it hit. The pilot was unhurt, although very sad — that was the end of flying for many days.

Now I have the glider at home in my workshop, straightening the fuselage and replacing a few false ribs and the leading edge on one wing. Hope to have it repaired and flying again in about one week. This summer I am expecting to take the B.G. 6 up to Frankfort, Michigan, to the sand dunes, with the Detroit Vultures and the Toledo Glider Club. I think the B.G. 6 is well suited to that type of soaring.

To my way of thinking, the B.G. 6 is a very good glider for all-round flying, and will compare with the Hutter, A.B.C., Wolf or any other small glider in its class. I have flown all of these with the Elmira Gliding School at Mobile, Alabama, during 1942.

I am looking forward to many hours of gliding pleasure with my little B.G. 6.

EUGART YERIAN



Lou Lowry photo

Eugart Yerian

The Pasadena (California) Playhouse has designated Mr. Yerian for the "Fannie E. Morrison Award" for his contributions to advancement of the theater.

The honor, highest the Pasadena Playhouse can bestow upon a graduate, was presented to Mr. Yerian, Di-

FORMER SOARING EDITOR, Receives Highest Theater Honor.

rector of the Memphis (Tennessee) Little Theater, by stage and screen star, Louis Calhern, during the accredited college's graduation exercises. Mr. Yerian, guest lecturer of the Playhouse last summer, is the sixth recipient of the award. The Memphian was cited for his five years as a speech and drama instructor at Memphis (Tennessee) State College as well as his Little Theater work.

Mr. Yerian is well known in American and World motorless flight circles, having been an enthusiastic soaring pilot for many years, a Director of the Soaring Society of America, and for two years editor of this journal. The many friends and admirers of Eugart Yerian in gliding and soaring, will be happy to learn of this signal honor that has come to him in his profession.

UP-DRAFTS (Continued)

I noticed a shadow in the cockpit. I looked up quickly. To my horror I found the black cloud wrapping itself around me. I tried to turn to get away, but it was too late. I was in the very center of it.

I tried to fly by my instruments but they seemed to have gone screwy. They weren't acting like the seat of my pants was feeling; therefore, I disregarded the instruments. Immediately thereafter the airspeed began to increase and the wind was screaming around the enclosure. I pulled back on the stick, but it didn't help a bit. I could see I was going to have to check that airspeed soon. I could hear the plywood leading edges crackling as if they were ready to rip apart. And me without a parachute.

The air was beginning to get rough. I felt like I was in a right spin so I