NEW ITALIAN RECORD

An Italian "Ambrosini CVV.6 Canguro" Glider has been flown by Maj. Adriano Mantelli for 24 hours 6 minutes between February 22nd and 23rd. The well known Italian flyer took off from the "Urbe" airport, near Rome, on the morning of Feb. 22 with his Canguro glider on aerotow. The purpose of the flight was a purely routine survey of the meteorological conditions prevailing in a sector of the Lazio region, now being investigated systematically by the Soaring Centre of the Italian Air Force. Maj. Mantelli broke contact from the towing aircraft at 9:04 a.m. at an altitude of 2,300 ft. The flight started in dynamic soaring conditions changing gradually into wave soaring while the sailplane gained height. A maximum altitude of 12,000 ft. was attained during the flight. The "Canguro," though not specifically fitted for long flights, held the air all day and the subsequent night, landing near the Bracciano lake at 9:10 a.m. on February 23rd. This flight establishes a new national endurance record for gliders of this class and might eventually be interpreted as a preliminary step towards a more comprehensive record. The "Ambrosini CVV.6 Canguro" glider is a two seater with a 1 to 29 glide ratio, now being produced in quantity, and it is understood that national teams, other than Italian, are discussing at the moment the possibility of adopting the "Canguro" as their standard two-seater at the next World Championships (Great Hucklow, July 1954).

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ing, bomb drop, single and two-place distance, and aerobatics. The Grand Trophy, John J. Montgomery Memorial Gold Cup, went to the pilot with the largest grand total of points from all events. First, second, and third place awards were made for each event.

Altitude Event

1st—Paul Bikle	710 feet gained
2nd—Larry Bell	450 feet gained
3rd—Bob Brown	380 feet gained

Duration Event

1st—Paul Bikle	5 hr. 34 min.
2nd (tie)—Bill Ivans	5 hr. 30 min.
2nd (tie)—Don Stevens	5 hr. 30 min.
3rd—Jack Gretta	2 hr. 30 min.

Spot Landing Event

1st—Bill Ivans	2½ inches
2nd—Dick Lyon	5 inches
3rd—Larry Bell	11½ inches

Bomb Drop Event

1st—Dick Lyon	9 ft. 11 in.
2nd—Irving Gere	13 ft. 8 in.
3rd—Frank Hutchinson	21 ft. 0 in.

Two-Place Distance

1st—Bob Brown	19. 2 mi.
2nd—Larry Bell	8.8 mi.
3rd—John Swinson	7.5 mi.

Single-Place Distance

1st—Bob Brown	19.2 mi.
2nd—Bob Fronius	17.2 mi.
3rd—Gene Whigham	9.5 mi.

Aerobatic Event

1st	Paul Bikle
2nd	Bill Ivans
Pacific Coast Mid-Winter Champion	Paul Bikle
Club Participation Trophy	Assoc. Glider Clubs of San Diego

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of the glider thereafter. A high speed stall occurred when the attitude of the ship was changed by the passenger and the glider continued it's vertical flight path until it made contact with the ground. The shoulder harness appears to have been of no benefit to either person since the impact was at 90 degress to the longitudinal axis of the sailplane.

The Probable Cause

The pilot, Charles J. Smith, suffered a heart attack or an unknown type of seizure during the tow and as a result, lost control of the glider.

Comment

In other words, don't fly if you do not feel right or if you suspect that some physical condition may in any way limit your ability to control the aircraft. To do so is a violation of the Civil Air Regulations that apply to glider flying. Since no physical examination is necessary, a pilot is required to certify that he has "no known physical defect which renders him incompetent to pilot a glider."

INTERESTING GLIDERS

by PETER M. BOWERS

The Germans introduced the troop glider as a piece of military equipment in 1940 when they captured the Belgian Fortress of Eben Emael with glider-borne troops. The machines used were DFS 230's, and were more like sailplanes than the later "Boxcar" cargo ships. The first of the "Boxcars" was the Gotha Go-242,

shown above. At the time it was introduced, the role of the glider in military operations had been pretty well determined — it was not to be a high-efficiency machine, but merely an extra set of wings whereby any given airplane could carry a bigger load. The Sunday-Supplement concept of large numbers of troops sneaking silently in behind enemy lines under the cover of darkness did not hold up in warfare after the initial surprise had worn off, and the glider became a highly vulnerable workhorse that was dependent on the air supremacy of its own forces for the completion of its mission. Its job was to transfer a military cargo of troops or material from a point over the target to the ground in the vicinity of the target.

The Go-242 carried 23 troops in a steel-tube nacelle slung between twin tail booms. The 79 foot wing was of wood, fabric covered. The ship took off from tricycle landing gear, which was later jettisoned, and the landing was made on skids. Besides pioneering the true cargo glider design, the Go-242 also pioneered the trend away

from pure gliders by converting to power. It was designed in such a way that engines could be fitted to the basic airframe. With two French Gnome-Rhone 990 HP radial engines installed, the Go-242 became the Go-244, with a gross weight of 17,500

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