

(Continued from Previous Page)

going faster, it is creating more lift and tries to steepen the bank.

We could talk about turns for a long time, but we are down to 800 feet and have to start working an approach. Flying is indeed an art. You could practice all your life always getting better. It is such a vast field, you could study its related fields for a lifetime and still have a lot to learn.

I think when a pilot decides that he has learned all that there is to know about flying, he has come to a very wrong conclusion and should either change his mind or quit flying before he gets hurt.

See that wood over there on the base leg? I usually start my approach from there at 400 feet if there isn't much wind or 500 if its pretty windy. I call that spot my key position. I glide around so as to arrive over that spot at one of those predetermined altitudes and then make a standard approach from there. Making sharp S turns close to the ground isn't very safe and causes ill feeling between us and the throttle benders. We'll keep a little high all through the approach with a little excess speed. Did you notice how that lift ballooned us? I'm turning away from the field about 20° from the base leg to get rid of that extra altitude it gave us.

I'm turning on final now with about half spoilers on. It looks just right to me but if I've misjudged the wind or hit a down, I can ease off some of the spoilers or if I get a little lift, I can pull them on a little more. That spoiler handle is as good as having a throttle (pardon the nasty word) when you know how to use it without overcontrolling. You notice I'm carrying about 10 miles per hour extra airspeed over the fence. You've got to have it in case a gust dies out from under you close to the ground. I used to come over the fence on the ragged edge of a stall, but one day I rode over on a gust and it died out with me 10 feet in the air. The old TG-3 didn't stall, but she got sick real quick like and had a sinking spell. I didn't have room to lower the nose to get my speed back, and I had to stop that rate of sink. I flared her out and stopped the fast settling just as the tail skid touched the ground. There was only one trouble; the belly of the ol' girl was about three feet in air with no shocks in her gear except that "give" there was to the tire.

(Continued on Page 21)

GLIDE-AERO, INC.

by LLOYD M. LICHER

Glide-Aero, Inc. had its beginning about five years ago when Frank Kerns purchased an acre of industrial land in Bellflower, California, near his home. Bellflower is in the Los Angeles metropolitan area just a few miles north of Long Beach. The land was bare except for one building that has been expanded to its present 2200 square feet and serves as a shop for work in progress.

Other buildings have been erected on the property, which he leases in whole or part to other concerns. A 1500 square foot structure is occupied by the F. A. Dobson Company. Mr. Dobson has designed and is building

A number of projects are current in the shop highlighted by Dick Nelson's TG-2 which Frank is completely rebuilding. The washout is being removed and new skins flush riveted. Shorter span ailerons with only 12 inch chord will be incorporated and the nose will be lengthened to fair in with a full blown canopy. A Baby Bowlus pod is being repaired for Ward Stanton of the Navy, a set of P-R wings are being strengthened in the drag spar region, and a BG-7 is being rebuilt by Tom Kendig and Jack Jordon. There is also a power-plane in the place but as a potential tow-plane its presence is justified. It is



Photo: Licher

Part of the property owned by Glide-Aero, Inc., with the workshop seen at the right.

a small delta-wing convertiplane and Frank is building the wing for it.

A storage building is used mainly as rental space for gliders on trailers. The fee is \$10.00 per month and there are generally six or seven ships taking advantage of this service. The stratoglider cabin mockup is also kept there. For an extra \$5.00 per month, one can work on his ship with free use of all small tools in the shop and limited use of power tools. Many wood-working tools, metal brakes, welders, etc. are available. Jim Planck is putting his 1-26 kit together under such an arrangement and has it just about ready to cover. Another 1-26 will soon be going together there also. No money is made at these rates, but it makes maintenance and construction easily possible where there would otherwise be only home efforts. A & E service for repairs is available and the CAA comes by for any relicensing, which usually runs \$15.00.

a Kinner Sportster of 1932-37 vintage; low, folding wings are featured with a 100+ HP Kinner radial engine. When rebuilt it will be available to supplement other towing facilities in the area. Frank has two men working for him now, Al White and Milt Faulkhauser, so that work is not too slow in progress.

Further building space will be available when the pieces of another 3500 square foot structure are assembled. It will contain the boneyard which at present is outside. Frank has a standing offer to buy any and all glider pieces, parts or ships in any condition with the thought of establishing a central place on the west coast for people to come when they need something to fix their ships. There are now on hand many control surfaces and other parts from the standard ships and raw materials for others.

(Continued on Next Page)