

## NEWS BRIEFS

### CAR AMENDMENT 20-5

This amendment to Civil Air Regulations, Part 20, corrects an error in paragraph 20.121 (a) (2), replacing the words "dual instruction" with "flight instruction." This section deals with the requirements for additional category ratings in gliders for airplane pilots. Since the basic glider rating provisions require that the applicant for such a rating acquire a minimum amount of "flight" instruction time and solo time in gliders, it was felt that the word "dual" would impose a greater restriction on applicants with previous piloting experience than is imposed on applicants with no piloting experience. "Flight" instruction allows the instruction to be given in single-place gliders, with a rated glider instructor supervising the solo flights of the student.

### LINCOLN MAKES NEWS

Joe Lincoln's Gold C distance flight elicited the following news item in a Texas newspaper:

"Glider Sets Record In Thursday Flight From Arlington Spot."

"An Associated Press report from Guthrie, Oklahoma, Thursday revealed a glider taking off from Arlington had landed there, setting a new Class Gold C distance mark of 220 miles.

"Piloted by Joseph Lincoln of Scottsdale, Arizona, the motorless craft stayed in the air six hours, 15 minutes before being forced to set down at the Guthrie Airport.

"Lincoln, 31, stated he had hoped to stay aloft long enough to reach Wichita, Kansas. His crew maintained radio contact throughout the flight. The previous record for that class glider was 183 miles.

"The record is reported to have been accepted by the American Soaring Association."

It appears that SSA has a rival in this "ASA" which accepts the recording of "personal" records. Anyone having further information on this nebulous organization please report it. Rumors claim it is an outgrowth of the stillborn American Soaring Society.

## INTERESTING GLIDERS

by PETER M. BOWERS



The sailplane presented in this issue is a rare and little-known member of the famous Bowlus family of sailplanes, designed by William Hawley Bowlus. The fact that it is not as well-known as other single Bowlus models is no reflection upon its qualities as a sailplane — there was a war on, and the two-place Model BA-102 was submitted to the Army for consideration as a trainer under the military designation of XTG-12.

Back in 1941, when the Army was just starting a glider program, two-place sailplanes were used for initial training. The first models adopted were only slight modifications of such standard pre-war types as the Frankfort (Cinema), Schweizer 2-8 (TG-2), and the Yankee Doodle (Laister-Kauffman TG-4). New designs, mostly of wood to conserve scarce metals, were developed for military consideration after the program had begun using sailplane trainers. The Briegleb BG-8 (XTG-13) is a well-known example, along with the BA-102.

The BA-102 was a clean and simple design, with a minimum of compound curves. The wing position was a true mid-wing, with the seating arrangement rather unusual for a two-place ship, in that the rear cockpit was ahead of the wing spar. This provided much better visibility for the rear occupant than was available in the TG-2's, 3's, and 4's, in which the rear cockpit was behind the main

spar of the mid or low wing. The fuselage was of semi-monocoque plywood construction. Wing span was 44 feet 8 inches, length 19 feet 4 inches, and the empty weight was 450 pounds. L/D was given as 20:1.

Shortly after the Bowlus and Briegleb models were submitted for test, the Army glider program underwent a change of policy, under which it was decided that the training of pilots who were to fly the boxy cargo gliders should not be started in sailplanes. Orders that had been placed for additional sailplane types were cancelled, and those already on hand were declared surplus. From that time on, glider training was given in de-engined Cubs and Taylorcrafts that had performance characteristics closer to that of the cargo gliders.

It would be interesting to know what happened to the BA-102/XTG-12 after this. Gus Briegleb got one of his three BG-8/TG-13's back, and for many postwar years it was a well-known feature of his El Mirage operation. No mention of a Bowlus BA-102 shows in postwar CAA glider listings, however. It would also be interesting to know just who the occupants of the ship were when this picture was taken, sometime after June of 1942. The back seat occupant looks very much like Dick Johnson. The man in front is of heavier build, but is not Hawley Bowlus. Does anyone know?

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