

4. Aircraft (owner, make, registration no., damage, etc.).
5. Occupants and others and their injuries.
6. Weather and general conditions at time of accident.
7. Collision accidents (if applicable).
8. What happened?

To briefly recapitulate:

a. All accidents where there is injury or over \$100 damage must be reported.

b. If the accident does not involve structural failure, collision while airborne or injury and/or fatality, you have seven days in which to make a report. If the accident involves any of the three situations above, you must make a report immediately.

c. A report may be made in any fashion. Telephone, letter, in person or a simple notification that there has been an accident. The report may be made to any CAA facility and it will be forwarded. Further action will be initiated by the CAA Safety Agent concerned.

d. Provided there has been no violation of the Civil Air Regulations, no action is taken by the CAA except to record the accident. To clarify this a bit, let us use an example. Supposing a pilot in a sailplane is making a landing. On his base leg, he decides he is too high and will land too far away from the down wind end of the runway. It is a matter of pride that he always demonstrates his skill by a touch down at the extreme downwind end of the runway and a fast taxi to the takeoff point. So, he extends his pattern back out over the trees. However, he encounters an extensive down and lands in the tops of the trees. Damage to the ship is considerable. Damage to his pride is even greater. Now, when he makes his report to the CAA he wonders what will happen.

Nothing happens. He has broken no rules except the rule of common sense which says "It is far better to push a ship back to the take-off point than to carry it back in pieces." The CAA will simply record the accident, ask some pointed questions and go back to the office. Nothing more.

It is hoped this article sheds light on the relationship of glider pilots with the CAA and that more pilots will make reports of their mishaps. Please refer to CAR Part 62 for answers not clarified above.

INTERESTING GLIDERS

by PETER M. BOWERS



Ordinarily, the Schweizer SGS-2-8, or TG-2, would not appear in this column at this time because it is a "standard" U. S. glider that is still in use in significant numbers (for gliders). However, it has other qualifications that justify its appearance—it has just passed its 20th anniversary and is a long-term record holder.

The SGS-2-8, standing for Schweizer Glider, Sailplane Type, 2 seat, Model 8, was a sensation when it appeared in July, 1938. Not only was it a production 2-seater, something new in American practice, it was of all metal construction and had performance matching that of most of the single seaters of the day. It was a "Shoulder Wing" design, with the strut-braced aluminum alloy wing attaching to the upper longerons. The fuselage was welded steel tubing and the tail surface framework was built of aluminum. All covering was fabric. Within two years of its appearance, the new design had set a new U. S. altitude record of 20,000 feet and a distance record of 217 miles. In the first year after World War II, Dick Johnson and Bob Sparling set a U. S. 2-place distance record of 309 miles that still stands 12 years later.

World War II put an end to civil sailplane production after 12 SGS-2-8's, including one SGS-2-8A kit, were turned out. Three were then built for the Army as XTG-2, Experimental Training Glider Type 2, and a production order for 32 TG-2's followed for the new Army glider training program. Similar models were built for the Navy and Marine Corps as LNS-1 to bring the

total production of SGS-2-8's to 57. Seven of the prewar models were bought from their owners by the Army as TG-2A. By 1943, the military decided that sailplane type gliders were not suitable for training cargo glider pilots and declared all of them surplus. They soon found their way into the hands of private owners, and 30 of the venerable 2-8's are still on the inventory of American sailplanes today, where they are almost universally referred to by the old Army designation of TG-2 regardless of whether they were Navy LNS-1's or non-military SGS-2-8's. The photo shows two TG-2's in their early wartime markings at the Army Glider School, 29 Palms, California.

The early TG-2 color schemes were interesting. The specification called for chrome yellow wing and tail surfaces with military markings, and a trainer-blue fuselage. Schweizer varied this to a yellow fuselage with only the area shown in blue, and left the metal leading edges of the wings unpainted. Later TG-2's were finished all silver after an Army directive was issued standardizing this color for trainers, but Navy trainer colors remained all yellow.

Specifications

Wing Span	52 feet
Length	25 feet 3 inches
Wing Area	214 square feet
Empty Weight	460 pounds
Gross Weight	860 pounds
Sinking Speed	2.5 feet/second
Glide Ratio	23.5 to 1
Aspect Ratio	12.6 to 1
Airfoil	NACA 4412