

ing presented. The comprehensive authority on soaring flight of the *AMERICAN SOARING HANDBOOK* demands the utilization of the communicative strength of good illustrations to adequately document its authority.

You camp followers of the soaring movement, armed with your array of cameras and bulging bags of exposed film are in a position to provide a great service to the *AMERICAN SOARING HANDBOOK*, and to your Soaring Society of America. We ask only to be able to see your pictures. The range of subjects to be illustratively documented is unlimited. Throughout the 12 chapters in process, every conceivable aspect of soaring is being touched upon. Your pictures, regardless of your personal evaluation, hold a potential for the *AMERICAN SOARING HANDBOOK* you have not expected was there. You are in a position to see your work in print, to see it credited to you, but more important, to have it seen by an appreciative audience very hungry for the visual statements of soaring flight and activity.

Your picture format or medium is not important. It is the picture content we are interested in. Whether black & white prints, or negatives (in case no print exists or where prints may be poor — more often than not the negatives are superior to the prints made from them) or color transparencies, or color negatives. We would like to see your photographic images in any manner in which you have recorded them.

I, like many other individuals enthusiastic about soaring, have donated my efforts without reservation in the belief this *AMERICAN SOARING HANDBOOK* is an important and necessary undertaking, and that if we are to do any job at all, it should be the best effort we are capable of. Keep in mind that this is not a profit making undertaking. The *AMERICAN SOARING HANDBOOK* is possible only because of the generous donations of funds and abilities of interested individuals. I can hardly believe it is asking too much to desire to know you shutter bugs better and know of your photographic efforts in the hopes we can share these recaptured instants of motorless flight activity with other soaring enthusiasts, via the *AMERICAN SOARING HANDBOOK*.

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# INTERESTING GLIDERS

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The Aeronca TG-5, illustrated, and the near-duplicate Taylorcraft TG-6's and Piper TG-8's all deserve a great vote of thanks from the post-war crop of American Soaring Pilots, for it is due to the existence of these converted lightplanes that the sailplane-type trainers, the Cinema TG-1's, Schweizer 2-8's (known as TG-2's), the TG-3's, and the L-K TG-4's were declared surplus early in the war. Had they been used throughout as military trainers, there would have been a much smaller number available to the soaring movement.

The Army decided early in the glider program that the sailplane was not a suitable vehicle in which to train military cargo glider pilots, nor, under the prevailing conditions, was it an efficient vehicle in which to give primary instruction. Lightplanes were then pressed into service to teach the fundamentals of flight, and glider technique, as distinguished from soaring, was taught in converted stock lightplanes that had been converted to gliders through the major modification of replacing the engine section forward of the firewall with an extended nose and a third seat. The landing gear was cut down in size since there was no need for propeller clearance, and a nose skid was added. The absence of propeller slipstream made an increase in vertical fin area necessary, and aside from the addition of spoilers to the wings (also used on some of the lightplane liaison types), the airframes were standard Aeroncas, T-crafts, and Cubs.

Altogether, 759 of the three-seat trainers were ordered, 253 of each, more than double the production orders for the standardized sailplanes. The ex-lightplanes had handling characteristics and performance much more like the cargo gliders

that the pilots were to fly than had the sailplanes, and they gave good service as transition trainers until the cargo models were in sufficiently large scale production to become available as trainers themselves. However, in spite of their availability on the surplus market after WW-II, there is no record of any seeing service as civilian gliders although a number of the T-crafts are known to have been re-converted to powered airplanes, in which form they were similar to slightly-modified L-2 liaison planes.

Specifications for the TG-5 are: Span 35 feet, length 23 feet 10 inches, wing area 169 square feet, and gross weight 1260 pounds. Empty weight 635 pounds. Maximum allowable speed 129 mph, best gliding speed 55 mph, and stalling speed 46 mph. Fuselage and tail surfaces were of welded steel tubing, fabric covered, and wings used wood spars with metal ribs. Airfoil was NACA 4412, a good glider section also used on the well-known Bierele BG-12A. No figures for the L/D can be found, but an educated guess would put it at a maximum of about 12/1.

## CORRECTION

Capt. Ralph Barnaby has called to our attention an error in the article about him, "A Half Century of Gliding," in the August, 1959, issue of *SOARING*. Where it described his launch in an open-cockpit "Prufling" secondary glider from the rigid Naval airship U.S.S. Los Angeles at Lakehurst N.A.S., the release altitude should have been 3000 feet instead of 300 that appeared in the article. We hope that our accidentally being off by a factor of ten did not lead anyone to believe that Ralph and his associates were not appreciative of sufficient margins of safety for such operations.