



Ninety days after setting pencil to drawing board, Laister-Kauffman had its first flight article ready for flight testing. The ship, known then as the XTG-4, is shown here with Howard Blossom, chief LK test pilot, in the front pit and designer Laister (listed as "excess weight" on this flight) climbing in the rear. Randy Chapman, who taught Jack to fly, is attaching the tow hook, and Guy Williams, who worked as a superintendent at LK, is holding the wing tip.

nam flew (solo, separately) in the National Intercollegiate Meet in Detroit. Jack was awarded the winners trophy by William Piper. The glider had a 40-foot span, struts, a door under one of the wooden wings and a steel-tube fuselage covered with fabric.

By the time the 1935 Nationals rolled around Jack had designed a gull-winged single-strut one-place glider which the Lawrence Tech crew built. But that was the year the Finger Lakes region of New York overflowed into the adjacent rivers, flooding the Chemung Valley, and that was too much sink for even glider pilots. The meet was scrubbed.

Jack married Helen Yups during his junior year at Lawrence Tech and Helen went to work so Jack could complete college. That was unusual in those days. The final two years at Lawrence were quite productive. Jack organized the Lawrence Tech Soaring Club and designed the Yankee Doodle glider. Daughter Lynn arrived in time to see her father graduate.

Among those who had a hand in the Yankee Doodle were Randall Chapman, who Jack taught to fly and who was to become chief engineer of LK, Chick Cyismanski, Bill Putnam (now a crop duster in Bakersfield, California), George Dalton, Guy Williams, a future superintendent of LK, and Bob Sparling, now of Prescott, Arizona. Curtis Bates, head of the Aeronautical Department at Lawrence, kept the Yankee Doodle project going. It took five students 28 weeks to complete the glider.

The Yankee Doodle had cantilever wings of 46-foot span and a steel-tube fuselage. The color scheme, in keeping with the name of the glider, was red, white and blue. In the spring of 1939, the Aero Club of France invited, at their expense, the Lawrence Tech group to bring the Yankee Doodle to Paris for an air show. Dick Randolph of Akron, Ohio, was chosen as the pilot and Guy Williams and Randall Chapman

crewed. Jack missed the boat because he had graduated and had begun work for the Douglas Aircraft Company. The French were quite impressed with the modern configuration of the Yankee Doodle. Following an aerobatic exhibition, Randolph failed in an attempt to reach the field and crashed into a parking lot. The plane was eventually rebuilt by the Lawrence group.

Meanwhile back at the Douglas El Segundo plant, Jack was applying himself to the aerodynamics of the BD-1, BD-2, A-20, A-26 and the DC-5. John William Laister, now an aeronautical engineering student at California State, made his appearance before Jack joined the Curtiss-Wright Company. During his brief stay there, Jack met Howard Blossum, owner of a Wolf glider. Blossum brought Jack and John Kauffman together and became director of quality control and chief test pilot at LK.

When the LK was well-established, attention was directed to cargo gliders such as the CG-4 that could carry 15 passengers or a payload of 4000 pounds. Jeeps were loaded into the ships through the nose and DC-3's were used as tow planes, often towing two at a time. LK built 750 of these single-mission gliders and of the 9000 constructed throughout the country, one thousand went into France on D Day alone.

Harry Truman, then a Senator, was helpful to Jack in the numerous contacts of a political nature that are necessary when a small contractor deals with the Government. Dwight Whiting, an LK stockholder, was the source of much encouragement and continues to be so with Laister Sailplane Products.

General Joe Dalby, who was directing paratroop training, saw the need for an even larger cargo glider. He joined General Fred Dent, in initiating the work necessary to get one on the drawing boards that would meet their specifications. This glider had a