

squads, others machine guns. A lot of men and a lot of equipment were on the ground real sudden-like. And no sooner were they on the ground than they were lost in the woods and bushes.

A couple of minutes after landing, the "enemy" was encountered, and lots of noise started. Blank shells, dynamite caps, etc., we set off all over the woods, and a sham battle was in progress. Impressive!

After this mission was completed, all the gliders were towed back to the airport. Other demonstrations were in progress.

For instance, three gliders landed in formation: one with normal training gear, another with the kind you can jettison, another without any gear, landing on skids only. The purpose of the demonstration was to show the different landing runs of each. Of course, the training gear can stop by far the shortest, because of its brakes and use of nose skid for friction. The skid-only type was next, having, however, the handicap of no control once on the ground. Last was the jettisonable gear type. This type has no brakes, so once you're on the ground it will roll for a long distance but cannot be controlled.

Then there was a ten-ship formation, releasing at 3000' over the field. The gliders after release formed a retrace, or Lufberry Circle, trailing each other on down like elephants in the circus. They landed within a 600' circle, fanning out into position against the circle boundary like the spokes of a wheel.

That night the demonstration of the previous night was repeated. The six gliders were used again. Except that two pilots were put in who had never been into that kind of a landing before, and the six were landed into a space far smaller than the previous night.

Be it here stated that, although we used only six gliders, the number possible to use has only the limitation of the size of the area to be landed into. We could have put 30 or 40 into the same space. And, the space was very, very small, by airport standards.

The demonstration as a whole illustrated different points to different people. Some were interested only in the tactical value, some in the piloting angle only, etc. To glider pilots the interesting thing would seem to be this:

The group of pilots brought down here was a cross section of Army pilots, none of whom have had too

much training. Some of the men had had as much as 300 hours of time in the cargo gliders. Others had as little as six hours. One of the men who flew at night had 2 hours of night time, 30 hours total glider time.

In other words, any of our pilots can, with a small amount of training, become sufficiently proficient to do what these men did. There is one salient feature which must be included in the training: a **NORMAL GLIDE**. You might define a normal glide as that glide which gives you the most ground coverage for the least air speed. Naturally, the air speed for a normal glide will, to conform to the definition, be slightly varied with the wind velocity. However, it seems obvious that the slower your speed, under head wind conditions, the more control you have on the ground for short landings.

Therefore, we utilize a speed as near the stalling speed as is humanly possible. The ship is easy in stalls and does telegraph their approach. So, we can well afford to fly it slowly.

Within the above definition there is a salient corollary: maintain a very consistent glide speed. Do not vary this speed. Attain it as soon as possible after release without pulling up. Maintain it till you touch the ground. It is not even necessary to scoop the ship out to land it, since your attitude is nose high always at that speed.

Do not use your air speed indicator. It is not too trustworthy, and you can better rely on your feel.

Keep the speed constant, because if you do not your judgment will suffer from unnecessary variables.

Glide **DOWN OVER** your obstacle, not **UP TO IT**, as many do. The difference is safety. Coming up to an obstacle and lifting over it at the last moment means you must have extra air speed. It also means you have no safety measure in the event a downdraft finds you, or if your judgment has failed you even slightly.

Gliding down over an obstacle means your spot is always below you. If you have to, you can always slip slightly, or use spoilers, etc. Mainly, you have **CONTROL**.

Most SSA Members will need none of the above suggestions. But what we have learned in the CG-4A is applicable to any glide in any aircraft, and any pilot will do well to stop and think whether he figures the same way in a forced landing or in a glider landing in a small field over obstructions.

Army Air Forces Photo

