

to do the trick. So, hard top rudder through the turn and spoilers full on dropped her out, nose high, just at the soft, pre-stall point. Remember, there was a full load of men in that glider—and I did not feel suicidal myself, it's too permanent. Straightened away after the turn, that point on the ground near the trees across the field was still moving toward us and under us so we had to get down. Only one more alternate left: wheel back, and she stalled. Wheel still back until the ground was close; then smooth her out and land three points; brakes, and she stops with her nose touching the branches. The men are already out and under cover from the "enemy."

My hands were shaking, and it was hard to fill out the necessary entries in the Army flight forms. I find most pilots "sweat out" these full-load tactical landings. This one was not at all unusual.

What pilot can think of a ship he has flown, in which he would, wittingly and with full knowledge of the safety of his doing it, stall in an approach? Sure, it can be done with certain designs of light airplanes, but how many pilots have ever done it with full confidence? Would YOU do it with another plane as heavy as this loaded 85-foot spanned glider? That's one reason why I think the darned thing is beautiful. It is the safest airplane I know of. And it does a good job of work.

Until recently, training schools, perhaps not understanding the glider, perhaps not correctly analyzing the uses for gliders, have standardized on fast landings for this glider. The great majority of pilots have been afraid, therefore, to fly the ship at slow speeds. The old idea was the so-called "blitz" approach, where you brought her in at very high speeds, put her on the ground and rolled to the far corner of the field, turned her around and parked her somewhere out of the way. This can be done with her very easily, because the CG-4A is the easiest aircraft to get on the ground of any the Army has. Put her on at any speed, and she'll touch like a feather and stay down—wheel landings. However, it is obvious that such landings are not spot landings in the sense that the glider must be spotted over one obstacle and up to another. Such landings are

purely for use in large airports or fields, where long runways or large flat expanses allow for long rolls.

This apprehension on the part of most glider pilots is immediately dissipated when they learn by practicing slow landings and glides how very stable the plane is and how meek it is in stalls. It is almost impossible to stall the wing tips. The ship may be stalled from almost any angle without dropping a wing to any noticeable extent. Any recovery is simply holding the wheel neutral. It is not even necessary to dump it. The nose will fall, then come back to a gliding attitude at precisely the same wheel position as was held before pulling back to stall.

I have twice mentioned usefulness as an asset possessed by the CG-4A. The Army can, and will, design better gliders. This one does not carry as much load as is desirable. Nor may she be towed as fast as is wished. However, she is probably better than any other tactical glider in the world today. The English gliders are generally considered, by pilots who have flown them, to be less stable, more difficult to handle. German gliders, which should be far better than ours since they have been evolved through a far longer development, are not reputed as well designed tactically. Some of them are far larger, hold more troops, but it is questionable whether they could get them as safely into spots required by war strategy. So far as we know, these two countries are the only ones to have used gliders in this war.

What, beside tactical safety, makes a glider useful to the war effort? What makes me say that the CG-4A is so useful? Ability to carry a good pay load (good for a ship of her empty weight and her flight characteristics) behind a standard production airplane also fully loaded.

Recently I read a treatise by one learned aviation executive, quoting a series of other equally air-minded persons, in which it was conclusively proved that the cargo glider was of absolutely no use for any commercial enterprise. It was conceded that only in wartime, when the Army need not count the cost, was a cargo glider of even slight use. The article listed many

