

We Should Not Scrap Our Glider Program

(Continued from Editorial Page)

on one engine. The gliders can later be picked up by means of the pickup system referred to in the preceding paragraph. Through the medium of gliders, the P-38 now becomes a cargo plane capable of carrying jeeps, howitzers, and equipment which it otherwise could not do. Such planes as the C-47, C-54 or B-17 in combination with a glider will be able to carry large military field pieces and land this equipment in unprepared landing areas in theatres of action, a feat which no present-day airplane can do.

It has been demonstrated that gliders can safely land and take off in terrain where it is impossible to do so with powercraft. It is further possible to convert already designed gliders to powerplanes, and with them carry military equipment not possible to do with present power planes. Then you ask, why not put motors on the glider which can carry this equipment when a craft like it is needed—make it a power plane with an inherent design capable of loading the large bulky pieces of equipment? Actually, converting the same gliders to an airplane would be a very desirable move in view

of their loading arrangement and capacity for large pieces of equipment. This can be done, but it will require an additional four or five months of design and experimental work. Large gliders can be started into production now. The same gliders with motors could go into production a few months hence. Both would have a justified purpose.

Some thought has been given to restricting the number of types of gliders that go into production. If all of the possible satisfactory cargo gliders which have been developed in this war were put into production, the numbers would still be very limited. One of these is in the early experimental stage and still must prove its structural capabilities. All of these gliders have some outstanding advantages and could well afford to be put in and kept in production until the end of the war.

Briefly, I believe this tells why we should *not* scrap our glider program. In fact, the tempo of development and production on available designs should be increased now.

John W. Laister.

L. Howard Morrison—Glider Pilot



"Howe" Morrison was an indefatigable booster of gliding whose quiet unassuming manner and willingness to spend time explaining the whys and wherefores of gliders to spectators won many friends for the soaring movement.

His gliding career had its start in Seattle with shock cord launchings of one of the first primaries to be found in the Northwest. He was an active participant in every hangar meet and formal contest up and down the West coast. He earned Silver C, Number 31 at the Arvin Contest.

Following the outbreak of hostilities, he became an instructor at the Army Glider Pilot Training School at 29 Palms. After the closing of this school, he continued to serve his country as a test pilot on the Bowlus cargo glider, designed for general army use.

The same crash which wrote finis to the life of Richard du Pont caused the death of Howard Morrison on September 11, 1943. His loss is a personal one to gliding enthusiasts!