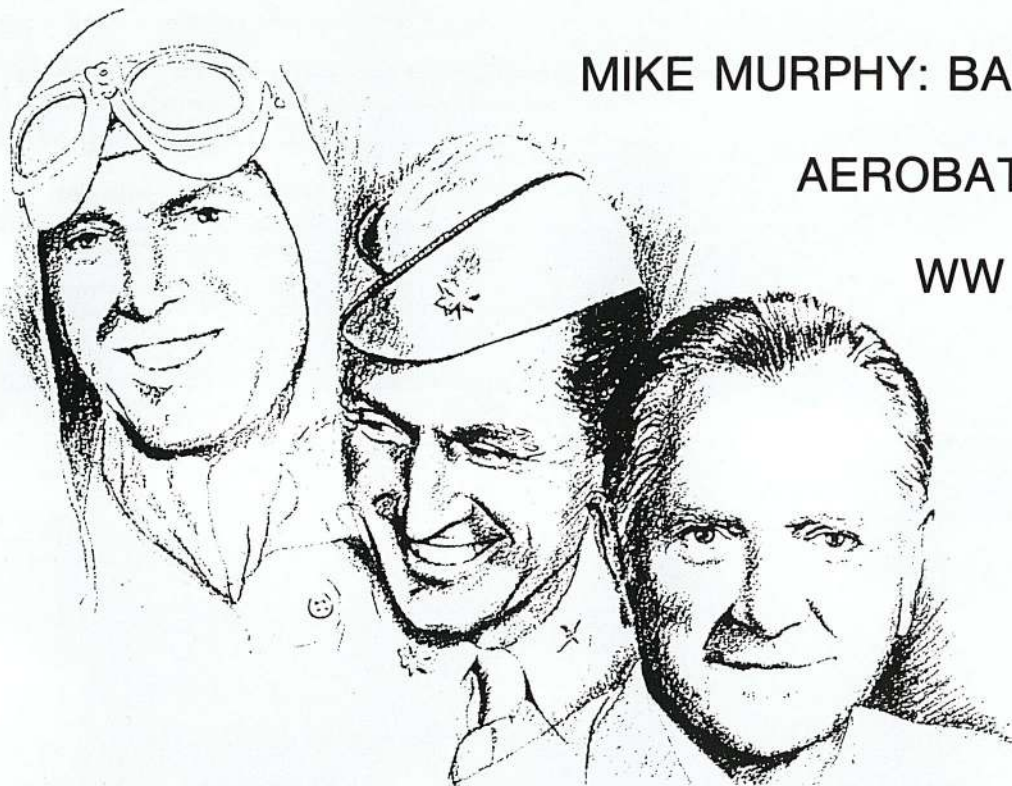


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MIKE MURPHY: BARNSTORMER, AEROBATIC CHAMPION, WW II GLIDER LEADER AND CORPORATE AVIATION DIRECTOR

Summer 1942—The American combat glider program was in disarray. Troopers assigned to gliders showed little commitment to the splintery looking motorless aircraft in which they would be expected to swoop down into combat. Paratroopers cared even less; they had volunteered to jump, not to crash. It looked so ugly, they thought it wouldn't get off the ground, let alone land in one piece.

Enter Mike Murphy, veteran barnstormer, wing-walker, parachute jumper, sky-writer, banner tow-er and world-champion aerobatician. Murphy became a prime figure in putting the pieces together and making the American WWII glider program operational for one of the most fascinating chapters in the war's air history.

General Mathew B. Ridgeway, commander of the 82nd Airborne Division, asked General "Hap" Arnold to send someone down to Fort Bragg, NC, to demonstrate the airworthiness and durability of the Waco CG-4A assault glider.

The entire division was mustered to witness and become true believers. To convince the skeptics, Ridgeway strapped himself in alongside Murphy and off they went. James Mrazek in "The Glider War," tells what happened next.¹

"Mike asked the general how he felt about doing a few loops, to which Ridgeway answered that he didn't see any sense in doing a few loops. Mike retorted, if the general wanted the boys to see what the glider (a WACO CG-4A) would do, he ought "to really wring it out for them." So Ridgeway said that if Mike could stand it, the general guessed he could too.

Mrazek continues:

"Up they went, to about 4,000 feet and cut loose from the towplane and Mike did everything with the big CG-4A that a powered plane could do. Mike did a vertical bank with it, kicked it into a slow roll or two and then looped it three times, the last time coming out gaspingly close to the ground. Then Mike landed, pulling up short about three feet from a man he'd stationed on the runway, just to demonstrate how completely the thing could be controlled.

"That demonstration convinced a lot of doubters that the glider wasn't the death trap they heard it was."

A native of Rossville, IN, Murphy started in aviation as an apprentice mechanic and student pilot at Lafayette, IN, in 1927. In 1929, he secured a probationary waiver for taking the transport license flight test. Slightly impaired vision of his right eye had prevented earlier licensing. When he finally received his transport ticket, he had already flown more than a thousand

hours and had operated out of farm fields that would normally be considered impossible because of their size.

From "September Champions, The Story Of America's Racing Champions" by Robert Hill², in Murphy's own words:

"For many years aviation was joy rides for passengers, plus a little instructing. On a weekday I picked out a town of no more than a thousand or two people and at a thousand feet I selected a field with a gate to the road. Then, in the true American tradition, I did a couple of snap rolls, loops and somersaults to attract attention, landed and started my spiel. "When I grew more experienced, I would first do some loops, rolls and wingovers. As the people came running over to the field, I looped, stalled and threw out a dummy from the front seat. A pair of overalls stuffed with straw—it fell with limbs flailing and the crowd rushed out. When they saw it was only a dummy and that I wasn't killed, they were usually just amused—and I sold rides.

"We did every possible trick to draw attention. It was so much per ride and I never passed the hat. If I sold five dollars worth of rides on a weekday, I was doing all right. I carried people for as little as 25 cents, just to stay in groceries.

"Sometimes we even turned one of our planes smack on its nose in a field and plopped ourselves on the ground. People motoring by were shocked. They couldn't resist planting their brakes, jumping out and racing to see if we were both dead. A few voted to hang us on the spot, but most of the time everybody laughed. True, the act lacked dignity, but we usually sold a good many airplane rides."

Murphy formed an air show called the Linco Aces and this group performed throughout the nation. He not only snagged almost every aerobatic competition held in the late 30's, but showed up with a new stunt each season he appeared at the Cleveland Air Races under contract to the Henderson Brothers.

Among his more notable routines: He was the first to take off and LAND on top of a moving automobile; the first to take off and land a pontoon equipped airplane on LAND and the first to take off and land upside down with an airplane. He built the ship with a landing gear on both the top and the bottom.

To further spice his act, Murphy liked to stop his engine in flight, climb out and re-crank it to life, or maybe bring the ship to a complete stall and drop it to the ground with a parachute.

At the Cleveland Air Races, he recalled, safety wasn't always
(continued on page 3)



Murphy and one of his early barnstorming ships. He would advertise with signs saying, "Airplane rides 25 cents," and underneath, in very small type, "...from 7 to 8 o'clock, Sunday morning." From 8 to 9 and from 9 to 10, the price rose until it reached a dollar. (Photo courtesy of Mrs. Mary Louise Murphy)

(continued from page 2)

on his mind. "I would tense up before I got into the air, wondering how I was going to do, how my plane would perform. Then, when I did go up and I looked down on 100,000 or more people sitting in the grandstand, it was like a shot of adrenalin...After the first maneuver, I was a mechanical man—but one who stretched the safety factor a bit."

Murphy spoke casually of the gravity-induced "blackouts" and "red-outs" of aerobatic flying. He said, "You just expect them and keep moving. You're thinking about what you're going to do next, not about your stomach or your head."

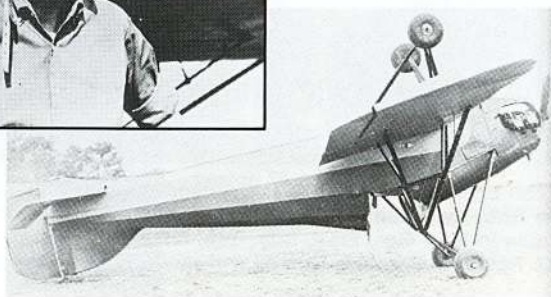
This daring and unique flying style led Mike to national and international aerobatics championships. He retired the prestigious Freddie Lund Trophy, the world's top aerobatic award, after having won it three consecutive years, 1938, '39 and '40.

Murphy said the best piece of advice he ever had was from Wallace Beery. The prominent movie star of the 30's and 40's told world-renowned air-racing daredevil Roscoe Turner: "Never turn the kids away....You want to ignore the adults, okay...If you choose to turn tail on your peers, fine and dandy....But never turn away the little kids."

At the airports of that era, curious youngsters always wanted to talk to the pilot, to see and touch the airplane. Murphy said that he never turned down one who wanted to see his ship. He said later he even benefitted from it. Some of those same kids came to him as adults for flight instruction.

Then came WWII.

He entered the service in early 1942, and was assigned to the 50th Transport Wing under Col. Phillip Love, one of Charles Lindbergh's associates from the early airmail days. The Troop Carrier Command was activated from this wing and Mike remained at its headquarters. He assisted in the activation and development of Troop Carrier Schools and ran service tests on



Murphy, (right) making last minute adjustments for his 1937 "World's Smallest Airport" stunt where he took off from and landed from on top of a moving vehicle. He was the first to accomplish this maneuver, as well as the first to land a pontoon-equipped airplane on the ground. (Photo courtesy of Mrs. Mary Louise Murphy)

troop carrier type aircraft. When Troop Carrier was assigned the cargo glider operation, he headed this department and was instrumental in rephrasing the cargo glider operation.

Murphy developed tow techniques for cargo gliders, activated cargo glider schools and established all training curricula.

During this time he also acted as liaison officer between troop carrier and airborne commands and became closely associated with the airborne general staff. He personally oriented many noted military leaders, including Generals Taylor, Ridgeway, Lee and McAuliffe.

Following his training operations in the States, Lt. Col. Murphy was ordered to Europe where he worked at Supreme Headquarters Allied Expeditionary Force and observed glider training operations for the planning of the Normandy invasion. While he had no obligation to participate in the operation, he wrangled his way into the mission to get first-hand experience on how gliders performed in combat.

Two glider lifts had been planned to reenforce the 101st Airborne Division. In the leading aircraft the pilots were Col. Whiteacre, the 434th Group Commander and Maj. Gen. Beech of the IXth Troop Carrier Command. Flying the Waco (CG-4A) glider behind them was Lt. Col. Mike Murphy and copilot Lt. Robert M. Butler. Strapped into an seat, directly behind Murphy, was Brig. Gen. Don Pratt, Deputy Commander of the 101st. (Lt. Gen. Sir Napier Crookenden in his book, "Drop Zone Normandy,"³ says that Gen. Pratt, along with his aide, Lt. John L. May, were in the belly of the glider, strapped into the front seats of a jeep.)

Murphy's glider, "The Fighting Falcon," was one of four presented to the service by the Greenville Schools of Michigan from War Bond subscriptions. It was built in that city by the Gibson Refrigerator Company.⁴

Pratt was older than most senior officers in the division and never felt that the air was his element. He was unusually superstitious. Two days before D-Day, Maxwell Taylor had gone to his bedroom in the transit camp for a talk and as he entered had thrown his cap on Pratt's bed. "Don't do that," shouted Pratt angrily, knocking it to the floor. "Don't you know it's unlucky?"³

At 3:53 am, June 6, 1944, Murphy in his "Fighting Falcon," the leading glider, began his murky descent into Landing Zone E, a group of roughly triangular-shaped small

(continued on page 4)

Murphy and his 1939 crowd-pleasing, upside-down ship in which he was the first to take off and land an airplane in that position. He built the ship from a cracked-up E-2 Cub, reversing the fuselage so that he was upside-down but leaving the wings right-side-up, for lift. Wheels were attached top and bottom. (Photo courtesy Mrs. Mary Louise Murphy)



Mike Murphy, (second from left) with Secretary of War, Henry L. Stimson, seated in dark coat, along with other officers at Laurinburg/Maxton Air Base, NC, for a 1943 night tactical glider demonstration. (Photo courtesy of Mrs. Mary Louise Murphy)

(continued from page 3)

flat fields, about 300 yards long, divided from each other by hedgerows and banks often topped by 40-foot trees.

He side-slipped the heavily-laden CG-4A over the trees at 100 mph and dropped it in successfully, but the high speed approach and the wet grass caused the glider to slough across the field. With brakes locked and not slowing, the skidding "Fighting Falcon" crunched convulsively into a bank.

In "Silent Wings," Gerald M. Devlin described the scene: "To his amazement, Murphy was not knocked unconscious in the crash. Even more surprising, his safety belt was holding the upper half of his body inside the glider while the lower half of his torso was protruding through a hole in the left side of the nose. Both of his legs were badly broken in the glider's tangled fuselage.

"Glancing over at the copilot, Murphy saw at once that he



Lt. Col. Mike Murphy, (left) with Army Air Force and Airborne officers at a training facility during WWII. The Air Force's only four-star general, "Hap" Arnold is third from left. (Photo courtesy of Mrs. Mary Louise Murphy)

was dead. Murphy then called back to the passenger compartment to check on Gen. Pratt and his aide. The General was slumped over the steering wheel, dead. Apparently, the weight of his steel helmet had broken his neck when his head shot forward, striking a fuselage cross member at the moment the glider hit the hedgerow trees. The General's aide was on the floor unconscious, but alive."

Amid the chaos, Murphy heard loud metallic clanking and looked over with horror, as three enemy tanks lumbered along the other side of the hedgerow where the crumpled "Fighting Falcon" lay. The tank commanders, probably thinking that there were no survivors in the horribly mangled glider, passed on.

After watching the tanks rumble past, Capt. Charles O. VanGorder, a doctor from a gliderborne medical company, began making his way along the hedgerows to Murphy's glider and rendered assistance.



Murphy, (left) discussing glider tactics with a British officer in the cockpit of a Waco CG-4A cargo glider. (Photo courtesy of Mrs. Mary Louise Murphy)

He was soon evacuated across the Channel to an English hospital.

In "Glider War," Mrazek said, "Although Murphy asserts to the contrary, there is a possibility that the extra weight caused by the armour plating in the nose of the glider changed the center of gravity and altered the flight characteristics of the glider sufficiently to challenge even the skill of Mike Murphy. This may have been responsible for the excessive landing speed."

Murphy retired from the service in late 1945 and was honored with the Legion of Merit, Purple Heart, Air Medal with clusters, numerous other commendations and a special mention from Gen. H. H. (Hap) Arnold. In 1946 Gen. Hoyt Vandenberg presented him The Evans Trophy for the year 1944 for his assistance in the preparation and his participation in the glider operations in the invasion of France.

On his return to civilian life Murphy became manager of Marathon Oil Company's aviation department. In that capacity he became very active in the promotion of progressive programs for business flying.

In 1954 he received one of only two Civil Aeronautics Administration Honor Awards.

In 1967 he was awarded the Federation Aeronautique Internationale's Diploma Paul Tissandier for outstanding contributions to world aerobatics. The citation notes that he was a co-founder of the Aerobatic Club of America and "...declares appreciation for his contributions to judging system and rules for world aerobatic competition." Murphy was a vice president of the F.A.I. Rules Committee.



Mike Murphy with his favorite, the Bucker Jungmeister, the ship in which he was never beaten in aerobatic competition. He retired the coveted Freddy Lund Trophy in 1941 after three successive wins. (Photo courtesy of Mrs. Mary Louise Murphy)



A radio reporter's reaction just after having landed from a flight with Murphy, (center) in a Waco CG-4A cargo glider. (Photo courtesy of Mrs. Mary Louise Murphy)

Sharing the honors were such aviation pioneers as Jimmy Doolittle, Igor Sikorsky, Eddie Rickenbacker and Charles Lindbergh. In 1971 Murphy was given the National Business Aircraft Association's Meritorious Service Award.

Murphy retired in 1971 and died April 11, 1981, at the age of 75.

- 1 The Glider War, James E. Mrazek, St Martin's Press, N.Y., 1975, ISBN 0-0791-4495-4
- 2 September Champions - The Story of America's Racing Champions - Robert Hill, Stackpole Books, Harrisburg, PA
- 3 Drop Zone Normandy - Lt. Gen., Sir Napier Crookenden, KCB, DSO, CBE, 1976 - Charles Scribner's Sons, New York
- 4 Silent Wings, Gerald M. Devlin, ISBN 0-312-72460-8, St. Martin's Press, New York

ON THE COVER:

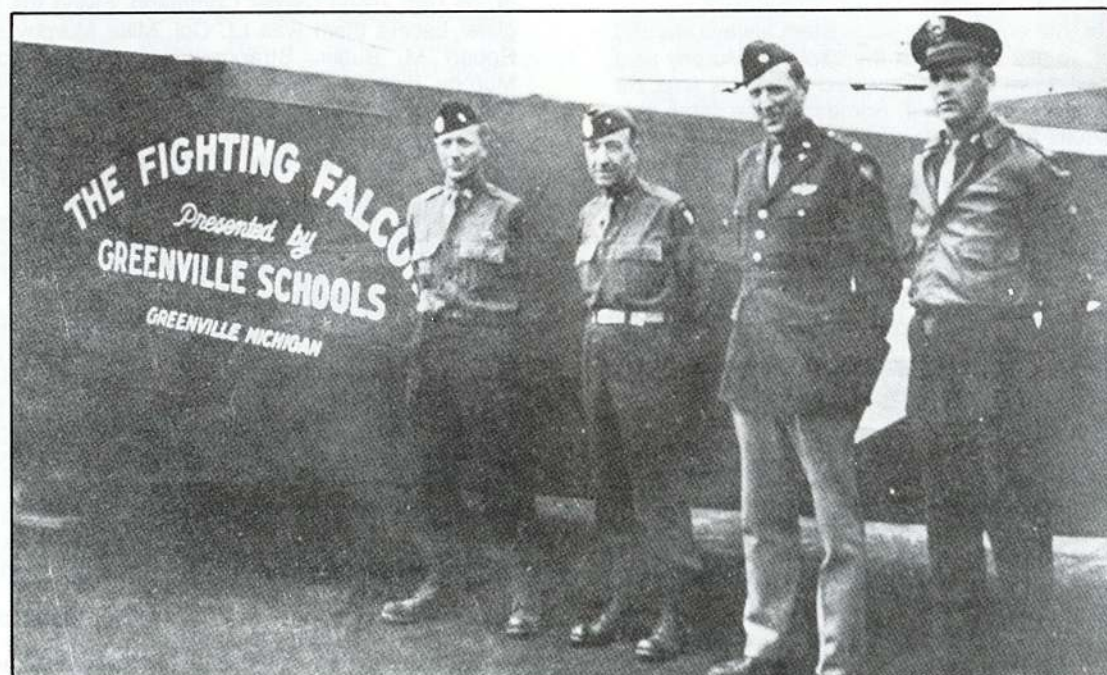
Warren J. Merboth, Glen Rock, NJ, in the Bowlus DuPont Albatross at Harris Hill, NY. He flew the "Alby," to 6th place in the 1938, 9th Annual National Soaring Contest.

The following year, the August 1939 Soaring Magazine, reporting on the 10th Soaring Nationals, said, "Another fellow who deserves recognition is Warren Merboth. He flew Richard DuPont's old Bowlus-DuPont Albatross last year for the first time and made a Silver "C". Built in 1933, it is a slow cross-country craft when compared to more recent designs. Yet, Warren placed third on contest points with it this year, making a total of 823 miles on nine cross-country flights and was second on distance with a flight of 202 miles (from Elmira) to Roosevelt Field, Long Island, on July 2nd."

This Bowlus-DuPont Albatross was the first American sailplane to set a world record when Richard DuPont flew it 121.2 miles from Waynesboro, VA, to Frederick, MD, in the early 30's. It also won three national contests in a row, piloted by DuPont in 1934, 1935 and by Chester Decker in 1936.

Decker donated the Bowlus-DuPont Albatross to the National Soaring Museum and funded its restoration. It is now on display in the museum's main hall. (See NSM Spring 1978, Vol. 1 No.2, pg.4, "Soaring Museum To Get Prize Exhibit," by Peg Gallagher, The Star-Gazette, Elmira.)

Photo from the NSM Multimedia Collection.



Lt. Col. Murphy, (second from right) piloting his "The Fighting Falcon," led the American glider invasion of Normandy. The CG-4A glider was purchased for the Army by Greenville, MI, school children. Others on board for the D-Day flight were, from left, Lt. John May, aide to Brig. Gen. Pratt, Brig. Gen. Donald F. Pratt, Deputy Commander, 101st Airborne Division, and co-pilot Lt. Robert Butler. Only Murphy and May survived the June 6, 1944, crash landing.

ACROSS THE ATLANTIC

BY GLIDER!

The lure of a transatlantic flight mesmerized aviators from the second decade of the 20th century onward. Airplanes, dirigibles, free balloons—even a couple of gliders—became transatlantic legends. The memory of the last classification is nearly buried in the prop wash of air history and deserves mention.

But first a review of the trailblazing heavier-than-air flights that led to the first attempt by glider, in 1930.

During the last months of WWI, the U. S. Navy and Curtiss built the NC Class flying boat for long-range off-shore patrolling. In a bid for the first transatlantic crossing, via Newfoundland, the Azores, and Lisbon, the NC-1, NC-3 and NC-4 left Trepassey Bay, Newfoundland, on May 16, 1919. Each had three 400-horsepower Liberty engines with traction propellers. The NC-4 sported a fourth pusher-mounted Liberty engine behind the center Liberty.¹

The NC-1 and -3 were forced down at sea and picked up by Navy pickets stationed at intervals for such a contingency.

Lt. Cdr. Albert Read in NC-4, with a crew of six, reached Horta in the Azores on the 17th and on May 27, Lisbon, arriving at Plymouth on the 31st. The first transatlantic flight took 11 days to complete. Its longest over-water hop was 1,400 miles.

On the 14th of the following month, Capt. John Alcock and Lt. A. Whitten-Brown left St. John, Newfoundland, in a modified Vickers Vimy bomber, powered by two 360 hp Rolls Royce Eaglet engines. After a wildly turbulent and harrowing 16-hour and 27-1/2 minute, 1,900-mile flight, they landed, or more accurately, nosed over in a bog at Clifden, Ireland, the first to span the Atlantic, non-stop. Unhurt in the wrecked Vimy, Alcock and Whitten-Brown won the 10,000-pound (\$50,000) "Daily Mail" prize for their feat, and later were knighted by Britain's George V.

The first round-the-world flight was made by U. S. Air service pilots, Lts. Nelson and Smith, with specially built Douglas DT-2 World Cruisers, "Chicago" and "New Orleans," each powered by a 400-hp Liberty engine.² The four plane expedition named after cities rumbled off the field at Seattle on April 6th 1924. "Seattle," piloted by Maj. Martin, developed engine trouble and hit a mountainside in Alaska. Lt. Wade in "Boston" was forced down at sea between the Orkney Islands and Horna Fjord. The aviators covered 30,777 miles in 175 days with 351 hours actual flight time at an average of 85 mph. (Lt. Hap Arnold, later General of the Army, flew as a volunteer mechanic with Smith.)

1927 became the year of the Atlantic. Frenchmen Coli and Nungesser, flying their Levasseur "Oiseau Blanc," were lost in their early-May transoceanic attempt. Then, on May 21st, Charles A. Lindbergh, piloting his tiny Ryan NX-211, landed in Paris after a 3,415-mile, 33-1/2 hour, solo flight. He was followed June 4th by Clarence D. Chamberlin with Charles Levine as a passenger in a Bellanca. They made it from Long Island's Roosevelt Field to Eiselben, 100 miles southwest of Berlin, Germany. Later in June, Richard E. Byrd (the first man to fly over the North Pole), with three others, Acosta, Balchen, pilots, and Noville, wireless operator, spanned the Atlantic in a tri-motored Fokker, "America." Out of fuel, they landed in total darkness, ripping the landing gear off "America" as it tore through the surf and bellied onto the beach at Ver-sur-Mer, France. In August, Brock and Schlee were successful in crossing, followed in October by Halderman and Ms. Elder, who fell short and were rescued off the Azores.

1927 saw 4-1/2 successful crossings west to east and five failed attempts in which both aircraft and their crews disappeared, two from Europe, three from America. A total of 14 airmen perished.



First test flight of the Peel Two-Place Glider Boat, by Richard Atwater in 1930 at College Point, Long Island, NY. The single hull biplane was based on a Curtiss hydroplane design. It had a glide angle of 15 to 1 and landed at 19 miles per hour. (Photo from the NSM multi-media collection)

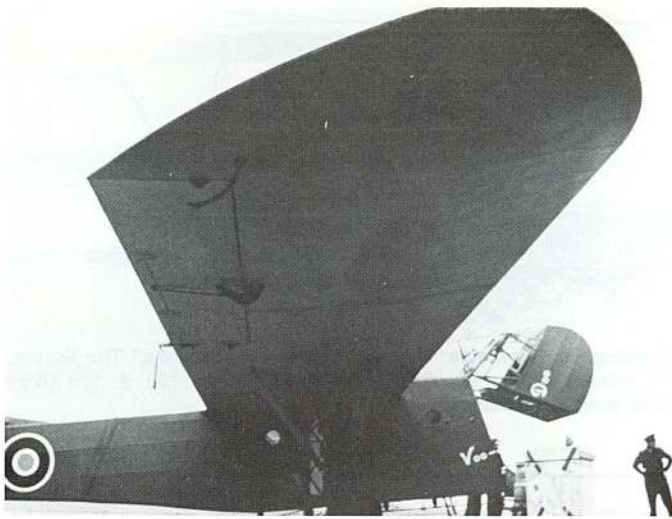
By then the world had become aviation-addicted. Newspapers, magazines, lecturers, even the infant broadcast media, touted the dazzling advancements being made in aviation. Especially noted were the daring exploits of the young men and women flying the ocean, even in gliders!

On July 4th, 1930, a news story captioned, "PAIR TRY TO SPAN ATLANTIC IN GLIDER," appeared in the New York Times. It continued, "Long Island Fliers Hope to Attach Craft to Saturnia by 2,000 Foot Tow Line....Two young aviators from Long Island set out on the Cosulich liner Saturnia for Europe last evening to attempt the first transatlantic glider flight.

"The aviators, Robert N. Lewis, 26 years old, of Flushing, and Hugh Keavney, 28, of East Elmhurst, took with them a fragile appearing little biplane with a thirty-one-foot wingspread and a flying boat hull of duralumin, in which they hoped to soar high above the liner at the end of a 2,000 foot tow-line.

"The tow-line was to be attached to a winch on the upper deck of the liner last evening as the vessel passed Ambrose Light and the tiny craft let over the side with Lewis and Keavney in its cramped little cockpit. Their task was complicated by a driving storm and the aviators finally gave up the attempt until 10 o'clock this morning.

(continued on page 7)



"Voo Doo," an R.A.F. Hadrian CG-4A, was the first glider to fly across the Atlantic. It was towed by a C-47 Dakota in five hops from Montreal, Canada, to Land's End, England, in April 1943. The 875 mile leg from Newfoundland to Iceland was the longest.

(continued from page 6)

"Their hope is to remain in the air once they are aloft continuously until the Saturnia reaches Gibraltar on July 11th. They admitted before their departure yesterday, however, that their success on the eastbound trip was problematical because the prevailing westerly winds will cut down their air speed. The Saturnia has a speed of 19 knots, roughly 21 miles an hour, and the glider requires a speed of 15 miles an hour to stay in the air. Thus strong tail winds would force the little plane down.

"Lewis and Keavney expected, if the attempt was successful, to fly 1,500 feet above the liner at times and to keep in contact with Captain Roberto Stuparich by telephone. They also carried code flags for signaling by day and a flashlight for night signaling. They carried waterproof flying suits and kapok life preservers for use if they were forced into the sea."

Five days later on July 9th, the Times reported: "GLIDER FALLS INTO OCEAN—New York Men Fail to Fly Atlantic in Tow of Liner—Will Try Again—The attempt of Robert Lewis and Hugh Keavney, New York pilots, to fly the Atlantic in their Peel Glider Boat in tow of the Cosulich liner Saturnia, ended in failure after eight hours in the air, it was revealed in a message made public yesterday morning by the Cosulich Trieste Line. A faulty shock cord forced the fliers into the ocean, from which they and their glider were picked up, presumably by a lifeboat, and taken on board the Saturnia. The message implies that further attempts to fly west to east have been abandoned at this time, although an attempt will be made on the return journey.

"The message, signed by Captain Roberto Stuparich, commander of the Saturnia read: 'Monday morning glider successfully launched, but after eight hours, due to faulty shock cord, was forced down. Fliers picked up and taken on board, as well as glider. Fliers will try again on return trip of Saturnia.'

"The position of the Saturnia, which sailed last Thursday at 5:20 P.M. was today about 1,600 miles east-southeast of Ambrose lightship."

Nothing further was reported on the proposed return flight, and the project was presumed abandoned.

It wasn't until 13 years later that the first completed transoceanic glider crossing took place. In 1943, under the press of wartime demands, cargo space on freighters heading to Europe was critical. The Waco CG-4A cargo glider, urgently needed for airborne operations, was shipped overseas in five huge plywood cartons, taking a considerable amount of space that might be otherwise allotted to higher priority materiel.

At the time, most heavy bombers and cargo planes were



1930, College Point, Long Island, NY. Richard Atwater being pulled out to a launching position, where he would be handed a towline with a bridle that was secured by latches on either side of the Peel glider's bow. Power boat speed for the launch was about 20 miles per hour. (Photo from the NSM multi-media collection)

being ferried across, so it was only by a logical extension that Air Chief Marshall Sir Frederick Bowhill suggested that the CG's, loaded with equipment, be aero-towed by Douglas C-47 transports (the military version of the popular DC-3 airliner) across the Atlantic to airfields in Britain.

On June 23, 1943, "Voo Doo," a cargo-laden CG-4A glider, waddled down the runway at Montreal, Canada, 350 feet behind a whining C-47 clawing airward toward Goose Bay, Newfoundland, for the first leg of a transatlantic try.

They met harsh turbulence in sub-zero temperatures over Labrador. After a four day weather delay, the combination made the first over-water leg to Greenland. There, after a "white knuckle" take-off where the C-47 used all the runway, tug and tow flailed around in circles to gain sufficient altitude to transcend Greenland's 12,000-foot high ice cap.

One account of the remainder of the flight describes it this way:⁴ "Bumpy conditions were encountered and instrument flying was again necessary. For the glider crew the next four hours were frightening....The tug disappeared in the clouds and only about 50 feet of the (350 foot) towrope was visible. Flying with the degree of accuracy required to maintain position relative to the towing C-47 in such conditions was extremely tiring, but the combination succeeded in climbing out of the clouds at 11,500 feet. Several hours later a safe landing was made at Reykjavik, Iceland.

"The final leg from Reykjavik to Prestwick, Scotland, was begun on July 1. Probably the most terrifying part of the flight was running into a balloon barrage in Scotland which necessitated a steep climbing turn during which the towplane passed over 'Voo Doo,' traveling in the opposite direction!"

But "Voo Doo" and her crew made it...shaken but safely...the first glider to cross the Atlantic.

A number of valuable lessons had been learned from this flight resulting in the decision that such glider serials were not practical.⁴

1 Flight - John W. R. Taylor - Peebles Press New York: London

2 Aviation: The Pioneer Years - researched and edited by Ben Mackworth Pread; Chartwell Books, Inc., Secaucus, NJ; ISBN-1-55501-629-9

3 The New York Times index - July 4, 2:8 - July 9, 12:4 - 1930

4 Colorado Soaring Association, "Birdseed" - January 1991

SPECIFICATIONS PEEL GLIDER BOAT

Manufactured by Peel Glider Boat Corporation, Fifth Ave. and 10th St., College Point, L.I., N.Y.

Type: Secondary, 2-place, flying boat, biplane.

Dimensions: Length overall, 22 ft. Height overall, 7 ft. Span, 31 ft. Chord, 54 in.

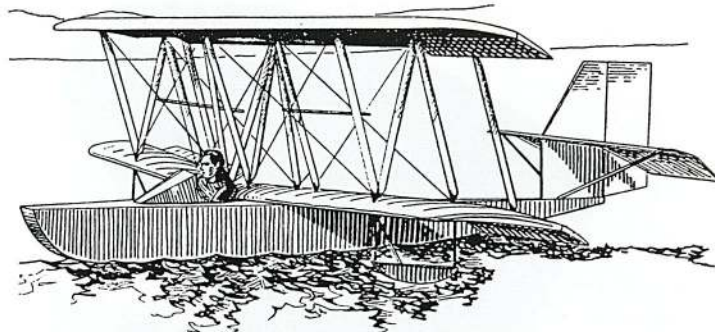
Areas: Wing (incl. ailerons), 270 sq. ft. Ailerons, 30 sq. ft. Rudder, 8 sq. ft. Fin, 6 sq. ft. Stabilizer, 22 sq. ft. Elevator, 19 sq. ft.

Weights: Empty, 250 lbs. Gross weight, 600 lbs. Wing loading, 2.2 lbs.

Performance: Gliding angle, 15 to 1. Landing speed, 19 m.p.h.

Construction: Hull, duralumin all-metal. Wings, braced, wood spars, steel ribs, linen covered.

Price (at factory): \$595 (1930)



Drawing from Henley's "ABC of Gliding and Sailflying," The Norman W. Henley Publishing Co., NY City, 1930, P. 138 & 139 (NSM multi-media collection)

1991 CALENDAR OF EVENTS

Date	Event	Location
April 27	Springtime Kite-Citement Kite Contest	NSM/Harris Hill Park
May 10	1991-92 Exhibit opening, Reception	NSM
May 11	NSM Annual Trustee Meeting	NSM
May 11	U.S. Soaring Hall of Fame Induction and Banquet	NSM
May 11	Sierra Wave Project Symposium	NSM
May 17-18	World War II Glider Pilots Reunion	NSM
May 25-27	Vintage Sailplane Association Regatta and Annual Meeting	NSM/Harris Hill
July 18-20	Sailplane Homebuilders Eastern Workshop	NSM
Sept. 28	Fall Kite-Citement Contest	NSM/Harris Hill Park
Oct 12	18th Annual Ralph S. Barnaby Lecture and Banquet, Shirley Sliwa, lecturer	NSM
Dec. 6	Annual Community Soaring Luncheon	NSM

For further information contact Paul Prunier, Curator of Education

OOPS.....Rope Break!

Due to a typographical error (our's, not their's) your last NSM was erroneously dated, Winter 1990-91, instead of Fall 1990. Volume 13 and Number 2 is correct. Rather than confusing everyone by repeating Winter 1990-91, this issue is published as Spring 1991, Volume 13, Number 3. Following NSM's quarterly format, three more '91 issues will follow.

You can help in preserving America's soaring heritage.

If you have historic memorabilia and excess or duplicate publications, please contact the the National Soaring Museum to discuss contribution to the Museum's collections and archives.

Share your collection of Soaring artifacts and reminiscences with interested succeeding generations.

Address: Charles D. Smith, Ph.D., Executive Director
National Soaring Museum
Harris Hill, RD #3, Elmira, NY 14903

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