

# CG-13 Snatch

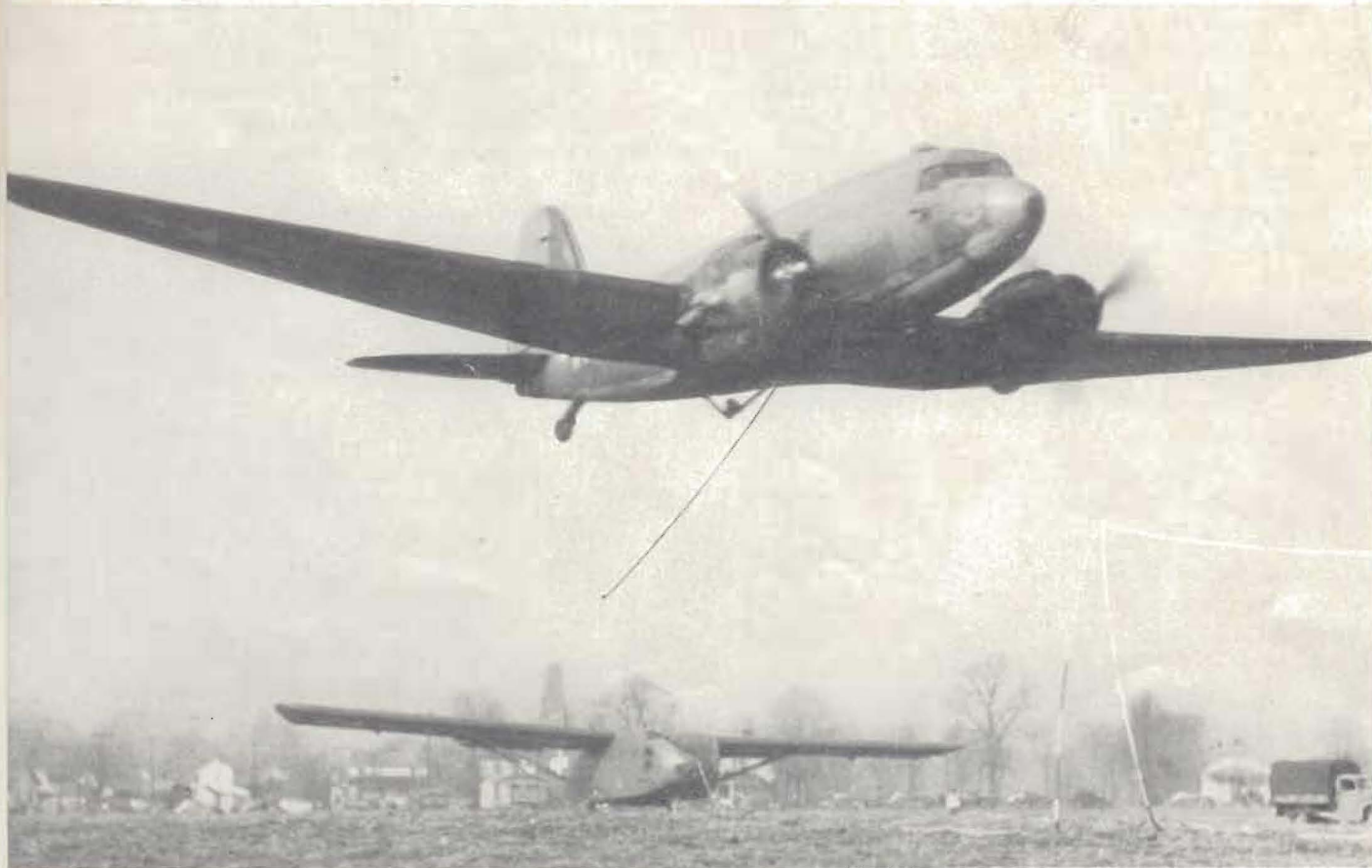
THE little red connection warning light suddenly came on and Lt. Wilkie decided he had better find out where they were. Poor connections made telephone conversation with the C-47 almost unintelligible but they managed to hear that they were a few miles east of Columbus, Ohio. Lt. Wilkie and his co-pilot, Lt. Tuck, wondered if the warning light really meant what it was indicating—that the tow plug connection was poor and they were about to have an accidental release. They had been on tow for an hour and a half on a cross country from Stout Field, Indianapolis, Indiana and everything had been fine. Suddenly all doubt left their minds. With a loud bang the tow plug released and they were on their own.

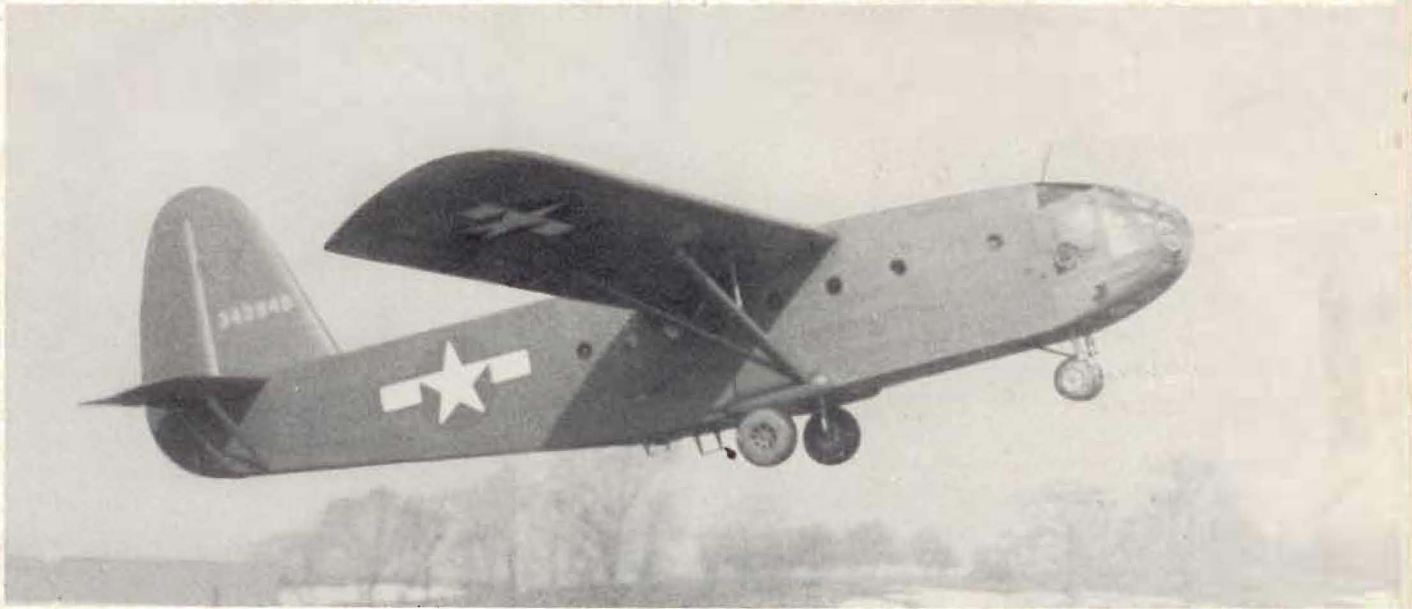
The country below was rough but not impossible. With their 10,000 feet of altitude they had plenty of time to

look around. Besides, from 10,000 you really can't see much about the character of a field. The tug pilot, Lt. McKee, immediately started to search for a field for them. They kept an eye on him and, after a bit, saw him buzz a fairly good field that was close to the edge of a town. They were slightly surprised when a shower of sparks flew up behind the C-47 on one of the passes. It turned out to be a 66,000 volt power line which the tow rope took out. They made a good landing with plenty of field to spare and reassured themselves about the tactical qualities of the CG-13. The town was New Lexington, Ohio. Everybody was glad to see them, including the farmer. The C-47 flew over a few times to see that everything was O.K. and then returned to Stout Field.

It was mid afternoon before the pick-up crew could take off from Stout, which meant that the pick-up could

*The First Pass Was High.*





*She Was Off In 225 Feet.*

not take place until the next day. The weather prediction was rain!

Captains Noffsinger and Cole were the pilots, Lt. Zimmerman, glider pilot and superintendent of ground operations, although Lt. Wilkie had pick-up experience but not in 13s. Sgts. Winters, Ferguson, Lawrence and Cowles were the unit operators and ground crew, respectively. T. M. Boyer and Fred Tietzel, observers for All American Aviation, Incorporated, went along for the ride.

After flying over the CG-13 and determining which approach would be best, Noffsinger headed for Lockborne which would be their base of operations. After landing there a truck was obtained and Zimmerman, Cowles, Lawrence and Boyer set out for New Lexington, taking an hour and a half to drive a distance that had taken 15 minutes to fly over. They arrived just in time to find Wilkie making a speech before the Rotarians.

Tuesday it rained as predicted but the glider set-up was agreed upon and the town turned out to look the glider over.

Wednesday was good enough. The station was set up with standard loop and leader except that they removed the safety link to eliminate the possibility of line failure during pick-up. The C-47 came over at 10 o'clock and made a few more passes. By the time everything was set to go, 2,000 or more of the townspeople had gathered to see the show. The schools had declared a half holiday and all had taken advantage of it.

Wilkie took the pilot's seat and Zimmerman the co-pilot's. They put down  $\frac{1}{4}$  flaps to insure a quick take-off

as there was a fence 600 feet away.

Noffsinger was a little high on the first pass but the second pass was perfect. The CG-13 hesitated momentarily and then went forward with a smooth steady acceleration, taking off in about 225 feet.

The unit was set at 16 and advanced to 19 during the pick-up. Delay was #4 and payout  $5\frac{1}{4}$  layers. Payout would have been less but Ferguson didn't begin to increase the brake setting until after the second layer was out.

Within fifteen minutes after the pick-up the glider was at Lockborne and by noon they were on their way back to Stout Field. A good time was had by all.

*Left to right: Sgt. Smith, Crew Chief-Lt. Wilkie, Sgt. Cowles, Lt. Zimmerman, Lt. Tuck, Sgt. Lawrence.*

