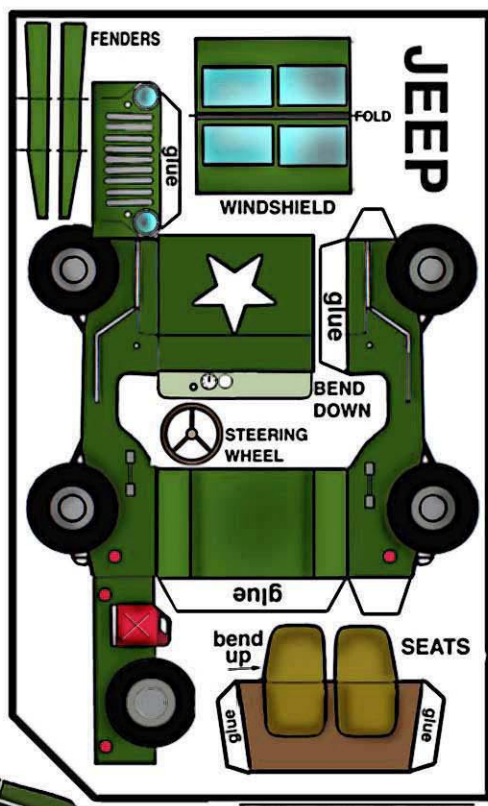
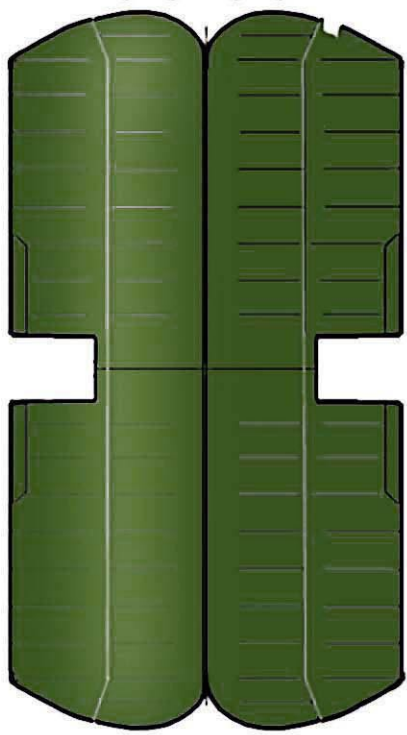
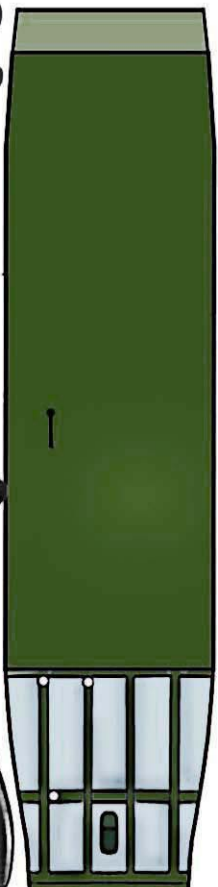
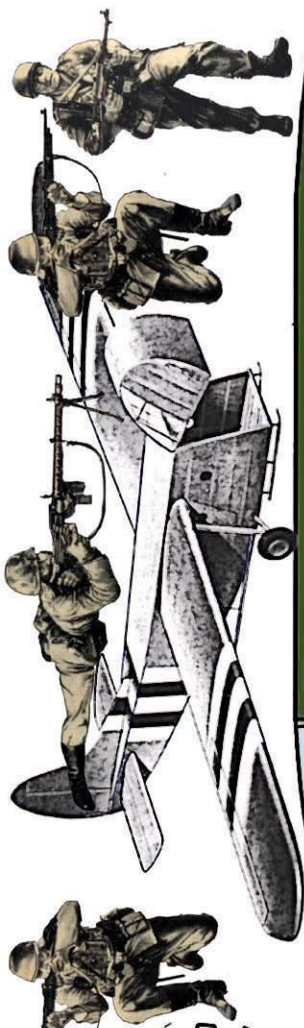


WACO CG4-A

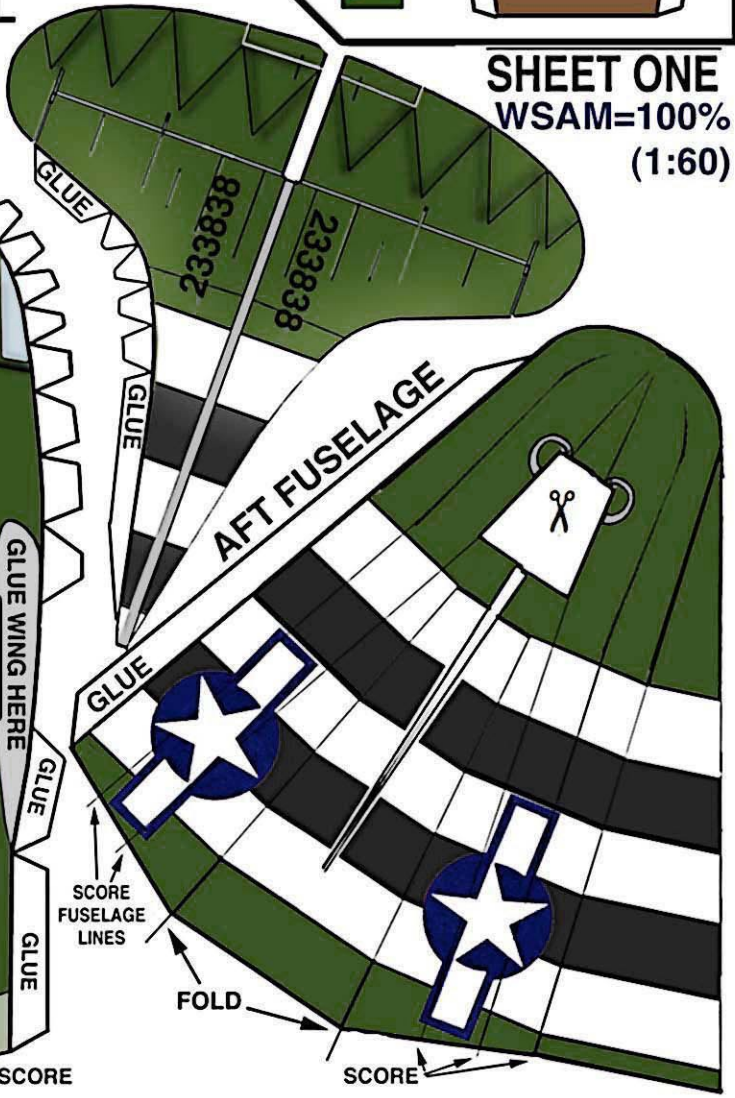
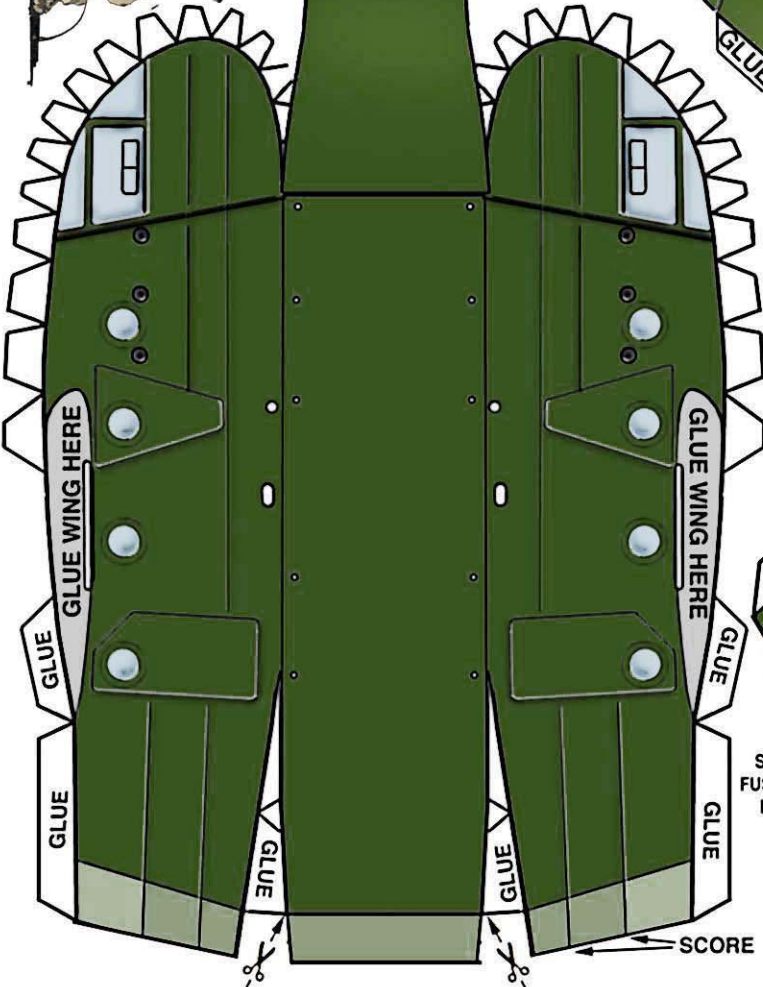
INVASION GLIDER



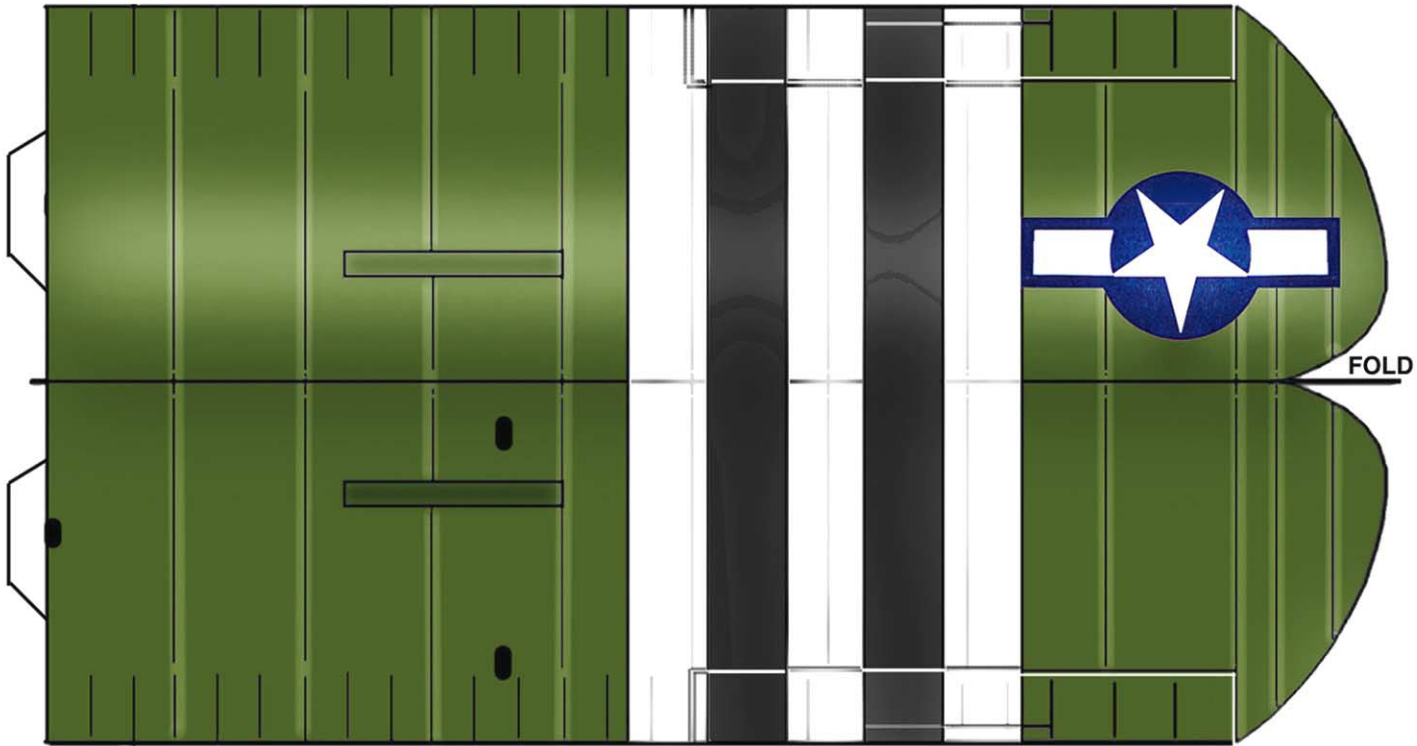
MAIN FUSELAGE

TAIL

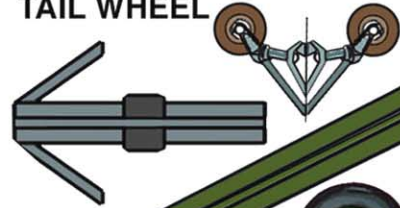
SHEET ONE
WSAM=100%
(1:60)



WACO CG-4A INVASION GLIDER (SHEET 2)

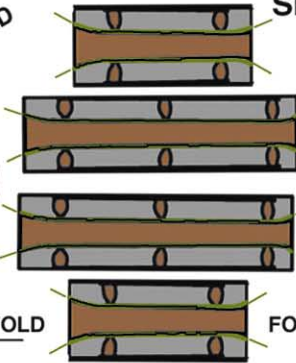


TAIL WHEEL



FOLD

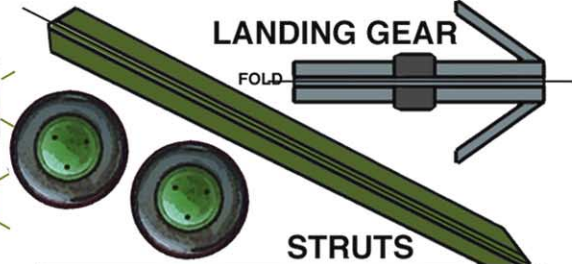
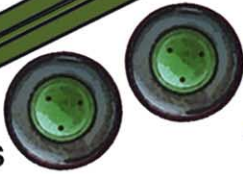
SKIDS (SEE DWG)



LANDING GEAR

FOLD

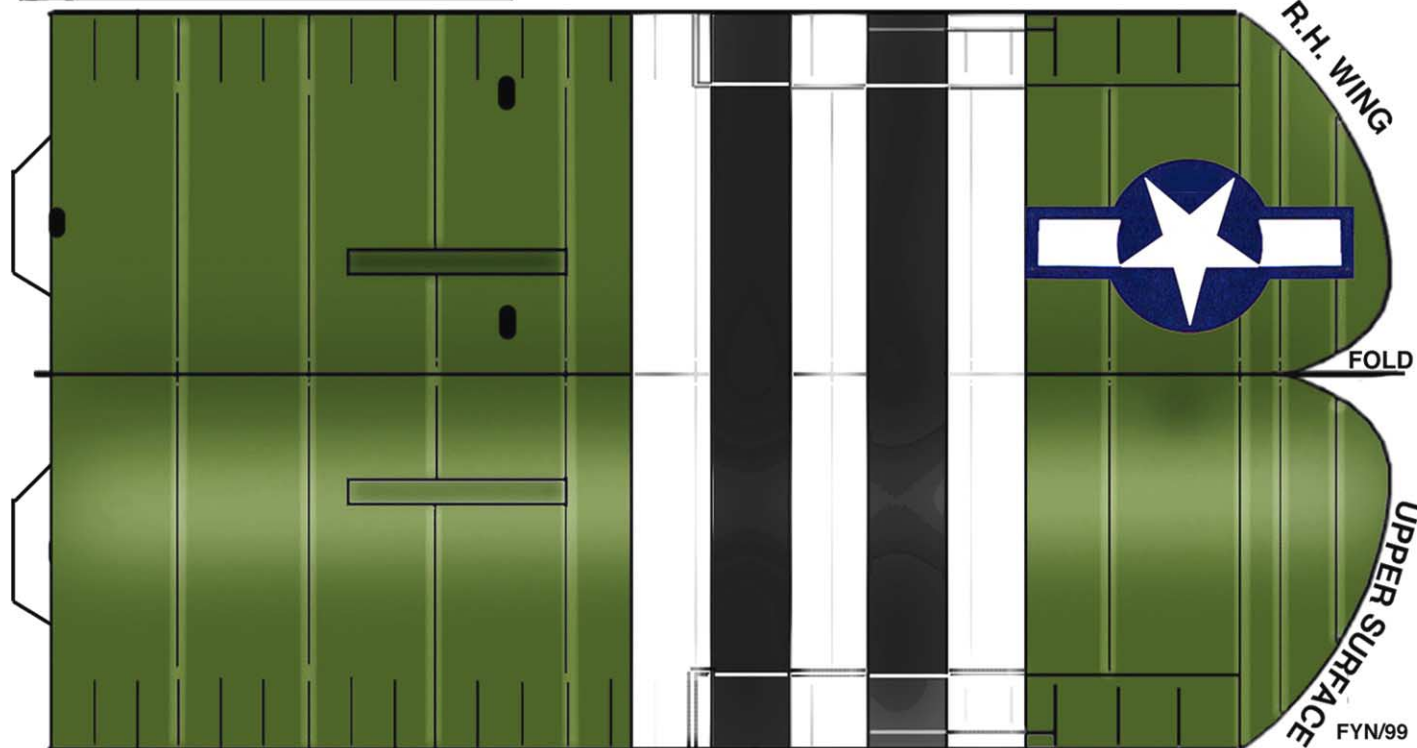
WHEELS



STRUTS

FOLD

FOLD



R.H. WING

FOLD

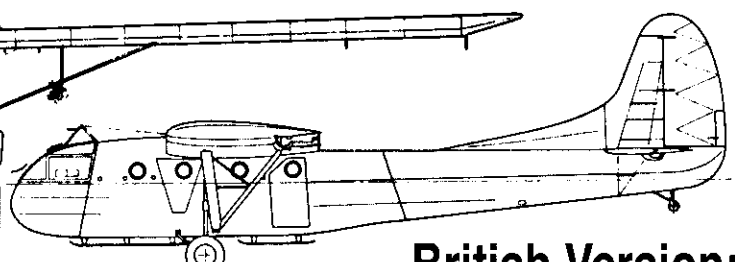
UPPER SURFACE

INVASION GLIDER

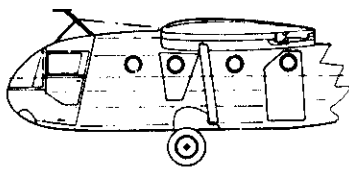
WACO CG-4A

(AND JEEP)

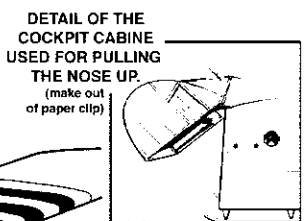
WACO CG-4 HADRIAN
 Role: Military assault glider
 Crew/Accommodation: Two, plus up to 13 troops
 Power Plant: None
 Dimensions: Span 25.5m (83.66ft); length 14.73m (48.33ft); wing area 79.16m² (852 sq ft)
 Weights: Empty 1,678kg (3,700 lb); MTOW 3,402kg (7,500 lb)
 Performance: Maximum gliding speed 193km/h (120 mph); operational ceiling dependent upon tug aircraft
 Load: Up to 1,724 kg (3,800 lb)



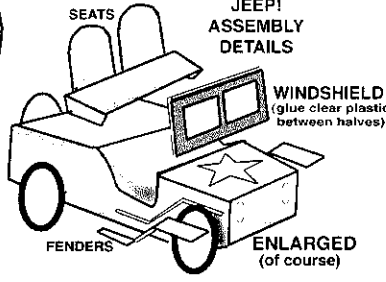
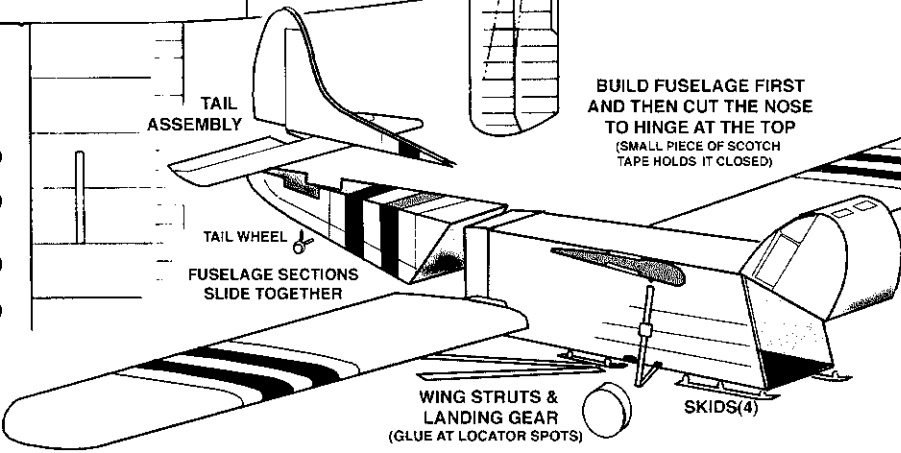
**British Version:
 HADRIAN**
 CHECK OUT ALL THE
 INFORMATION AT:
www.fiddlersgreen.net



CG-15A



BUILD FUSELAGE FIRST AND THEN CUT THE NOSE TO HINGE AT THE TOP (SMALL PIECE OF SCOTCH TAPE HOLDS IT CLOSED)



The CG-4A was preceded by the nine-seat CG-3A, of which 100 were produced by Commonwealth Aircraft in 1942 following the single Waco-built XCG-3 of the previous year. This modest figure, however, paled in insignificance beside the 13,916 CG-4A turned out during 1942-45 by no fewer than 11 US manufacturers, many completely outside the aircraft industry. Cancelled contracts covering an additional 5,190 gliders of this type, would have raised the overall total to well over 19,000.

Waco itself contributed only two XCG-4 prototypes and 1,075 CG-4As. The remainder were produced by Babcock (60); Cessna (components for 750, assembled at Boeing-Wichita); Commonwealth Aircraft (1,470); Ford Motor (4,190); G & A Aircraft (627); General Aircraft (1,112); Gibson Refrigerator (1,078); Laister-Kauffman (310); National (1); Northwestern Aeronautical (1,520); Pratt, Read & Co (956); Ridgefield Manufacturing (156); Robertson Aircraft (170); Timm Aircraft (434); and Ward Furniture (7).

While the CG-3As were used as training gliders, the CG-4A was intended from the outset to deliver troops, equipment and supplies to forward areas. Some were also adapted for casualty evacuation, carrying up to six stretcher cases. Of rugged steel tube, wood and fabric construction, the glider carried a crew of two and accommodated up to 15 fully-equipped troops or two US tons (1,814 kg) of cargo. The usual towing aircraft were Douglas C-47s or C-53s. One CG-4A, with a load of vaccines, radios, aircraft parts and engine parts, carved a small niche in aviation history in the early summer of 1943, when it arrived in the UK from Montreal after being

towed in stages across the Atlantic in 28 flying hours. This was the first of 25 CG-4As delivered to the RAF, which entered service as the Hadrian Mk I. Subsequently the RAF received an additional 1,062 CG-4As, these having equipment changes and being known as Hadrian Mk IIs.

In July 1943, like an earlier Hadrian on his way to Rome, the CG-4A made its first operational landings in Sicily. On this occasion, through no fault of their own, the CG-4As were not a great success, but they were used to considerably greater advantage in Burma some eight months later, supporting General Wingate's Chindit operations, and in the D-day and subsequent major airborne landings in Europe from June 1944 onwards. Thirteen CG-4As were transferred to the US Navy, whose designation for them was LRW-1. Single examples were converted to XCG-4B (by Timm, with a completely non-metallic airframe); to XPG-1 (by Northwestern, in a new powered glider category, with two 130 hp Franklin 6AC-298-N3 flat-four engines mounted on the wing struts); and to XPG-2 (a similar conversion by Ridgefield, but with 175 hp Ranger L-440-1s in

close-fitting underwing nacelles). A test batch of PG-2As followed, but the powered gliders never really caught on (inevitably, they were known as 'pigs').

Waco developed two improved versions. The first, in 1943, was the larger 30-troop XCG-13, followed by the 42-seat XCG-13A with a redesigned tail. After six prototypes, CG-13A production totalled 85 by Ford and 47 by Northwestern; a further 268 by these two companies were cancelled. The CG-15 was outwardly similar to the CG-4A, one of which became the prototype XCG-15 in 1943. Main differences were shorter-span wings without spoilers, a more streamlined nose, cantilevered main wheels, and improved internal fittings. After two essentially similar XCG-15As, Waco built 427 production CG-15As; a further 573 were cancelled. Two CG-15As were transferred to the US Navy and redesignated XLR2W-1; one of the XCG-15As was converted to XPG-3, the last in the USAAF powered glider category, with two Jacobs R-755-9 radial engines and provision for rocket-assisted take-off.

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