

UNITED STATES MILITARY AIRCRAFT

by Jos Heyman

Air Force

TG = Training Glider (1941-1947)

Last update: 1 February 2015

TG-1

Frankfort Cinema

Specifications:

span: 46'3", 14.10 m
length: 23'2", 7.06 m
max. speed: 80 mph, 129 km/h



(Source: USAF, via 10af.afrc.af.mil/photos)

Based on the Frankfort Cinema IIB glider and designed by Stan Corcoran, three **XTG-1s** were procured on 12 April 1941 with serials 41-29609/29611. The aircraft, which were also registered as NC34204, NC34205 and NC34206, were delivered late and continually failed structural and flight tests.

40 **TG-1As** were ordered in May 1942 with serials 42-52884/52923. They were also based on the Cinema IIB. In addition two were impressed as 42-57159 (was NC34208 owned by St Louis Soaring Assocation, impressed 4 July 1942) and 42-57198 (was NC34209 owned by Lewis School of Aeronautics, impressed 27 June 1942).

The **TG-1B** designation was assigned to four Cinema IAs or IIs which had been impressed with serials 42-57164 (was NX29101 owned by Frankfort Sailplane Co., impressed 24 June 1942), 42-57169 (previous registration and owner not known), 42-57190 (was NR34202 owned by G.W. Blaisdell, impressed 30 June 1942) and 42-57203 (impressed 21 July 1942).

Three Cinema IIBs or IAs were impressed as **TG-1C** and with serials 42-57173 (was NC34243 owned by Purdue Glider Club, impressed 29 June 1942), 42-57184 (was NC34242 owned by Southwest Soaring Club, impressed 29 June 1942) and 42-57186 (was NX18476, impressed 1942).

Finally a single Cinema IIPC-2 was impressed as **TG-1D** and with serial 42-57179 (was NR34227 owned by Delber N Lewis, impressed 29 June 1942).

TG-2

Schweizer SGS2-8

Specifications:

span: 52', 15.85 m
length: 23'3", 7.09 m
max. speed: 72 mph, 116 km/h



(Source: via San Diego Air and Space Museum)

Three **XTG-2s** were ordered on 187 June 1941 with serials 41-29612/29614. These were followed by 18 **TG-2s** ordered on 24 October 1941 with serials 42-8708/8725. The designation was also used for a number of impressed aircraft with serials 42-46632 (previously owned by Buffalo Soaring Corp., impressed 4 April 1942), 42-46633 (previously owned by Elmira Aerea Soaring Corp., impressed on 4 April 1942), 42-46634 (impressed 1942), 42-53014/53020 (impressed 1942) and 42-68686 (impressed in July 1942).

A number of gliders were impressed as **TG-2A** and with serials 42-46890 (previously owned by Jaycee Glider Patrol, impressed on 26 April 1942 and sometimes shown as a cancelled TG-2), 42-46891 (impressed 1942 and sometimes shown as a cancelled TG-2), 42-47370 (impressed 1942 and sometimes shown as TG-2), 42-57160 (previously owned by Capt. E.F. Knight, impressed 22 April 1942), 42-57161 (previously owned by Twenty Nine Palms Air Academy, impressed 8 May 1942), 42-57162 (previously owned by Hudson Valley Glider Club, impressed 14 April 1942), 42-57163 previously owned by Meeds Mitchell, impressed 14 April 1942), 42-57189 (was NC22443, impressed 1942), 42-57196 (previously owned by Federal Security Agency, impressed 30 June 1942 and sometimes shown as TG-2), 42-57201 (previously owned by NYA for Michigan, impressed 7 July 1942) and 42-57205 (was NC20642 owned by Elmira Aerea Soaring Corp., impressed 11 August 1942).

Refer also to LNS

TG-3

Schweizer SGS2-12

Specifications:

span: 54', 16.46 m
length: 27'7", 8.41 m
max. speed: 100 mph, 161 km/h



(Source: Dan Shumaker, via 1000aircraftphotos.com photo #12625)

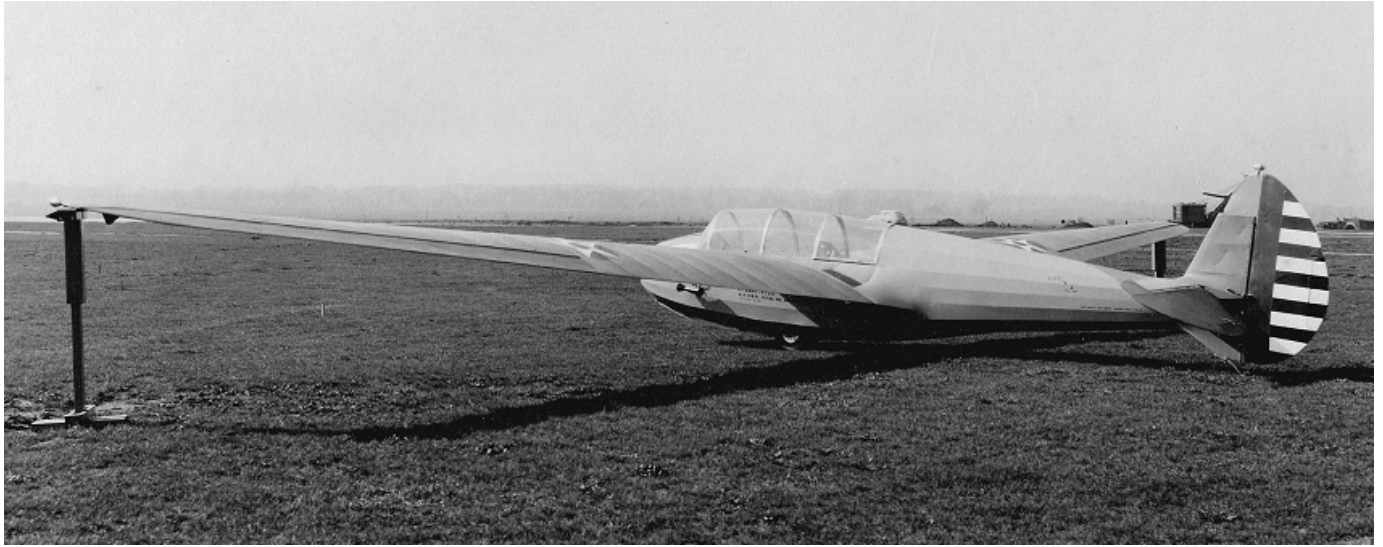
Three **XTG-3s** were procured on 13 October 1941 with serials 42-14702/14704 along with a static test airframe. These were followed by 110 **TG-3A** production aircraft ordered on 24 March 1942 and a single aircraft built by Air Glider Corp. The serials were 42-52924/52998, 42-53097/53131 and 42-91974. A batch with serials 42-91975/92023, to be constructed by Air Glider Corp., was ordered on 11 September 1942 but was cancelled on 10 May 1943. Air Glider Corp. was a new company that could not get sufficient personnel to complete the contract.

TG-4

Laister Kauffman LK-10A Yankee Doodle

Specifications:

span: 50', 15.24 m
length: 22', 6.71 m
max. speed: 140 mph, 225 km/h



(Source: Bill Norton collection)

Three **XTG-4s** were ordered on 7 September 1941 with serials 42-14705/14707 along with a static test airframe. This was followed by 150 **TG-4As** with serials 42-43679/43753 and 42-53022/53096, ordered from 4 March 1942.

One Sparling Bluebird type was impressed on 4 July 1942 as **TG-4B** and with serial 42-57191. It was built at the Lawrence Institute of Technology by Bob Sparling who later worked at Laister Kauffman. The previous registration was NC26497 and it was owned by leister Kauffman.

TG-5

Aeronca

Specifications:

span: 35'5", 10.80 m
length: 23'7", 7.19 m
max. speed: 129 mph, 208 km/h



(Source: National Soaring Museum)

The **XTG-5** was a three place training glider version of the Aeronca L-3 and four prototypes with serials 42-68302/68305 were ordered and subsequently cancelled as the TG-5 proved to be acceptable.

Production of 250 **TG-5s** was ordered on 8 July 1942 with serials 42-57229/57478 although some references state that the first flight was on 20 May 1942. Three aircraft were diverted to the US Navy as XLNR-1. An additional three aircraft received serials 43-12493/12495 and it is possible that these were the US Navy aircraft that were returned to the USAAF.

After the war surplus aircraft were fitted with engines and sold on the civilian market.

Refer also to L-3, O-58, LNR

TG-6

Taylorcraft ST100

Specifications:

span: 35'5, 10.80 m
length: 25'2", 7.67 m
max. speed: 140 mph, 225 km/h



(Source: National Soaring Museum)

The **TG-6** was a training glider version of the L-2 design and 250 were ordered on 23 July 1942 with serials 42-58561/58810. This included an aircraft designated as **XTG-6** which was built and flown, using an existing airframe, within nine days. 10 went to the US Navy as XLNT-1, with serials 36428/36430 and 67800/67806 and another 25 as LNT-1 with serials 87763/87787.

An additional three aircraft received serials 43-12496/12498 and these were the US Navy aircraft that were returned to the USAAF.

The letters ST in the model number stood for Stanton-Taylorcraft.

Refer also to C-95, L-2, O-57, TG-33, LNT

TG-7

SZD Orlik

Specifications:

span: 49'2", 15.00 m
length: 20'7", 6.27 m
max. speed: 44 mph, 71 km/h



N23727 in 1948 (Source: unknown)

The Polish Warsztaty Szybowcowe Orlik-2 glider flew for the first time in 1938 and 18 were built. On the outbreak of the war in Europe, a single aircraft with the Polish registration SP-1373, was in the US on display at the 1939 New York World Fair. It was then placed in storage at Elmira, NY until it was impressed as **XTG-7** in 1942 with serial 42-53519. At the time of impressments it was owned by a W. St. Zbikowski. It was little used and was eventually sold as war surplus. Eventually it was returned to civil use as NC23727.

It should be noted that the name Szybowcowy Zakład Doświadczalny (SZD) did not come into use until 1948 as a new name for the earlier manufacturer's organization..

TG-8
Piper

Specifications:

span: 35'2", 10.72 m
length: 23', 7.01 m
max. speed: 122 mph, 196 km/h



(Source: National Soaring Museum)

The **TG-8** was a training glider version of the Piper L-4 design. 250 were ordered on 19 August 1942 with serials 43-3009/3258. This included aircraft designated as **XTG-8** which may have been Piper J-3 c/n 9102 that had been converted on the assembly line on 17 June 1942. Of these 43-3065, 43-3070 and 43-3075 were diverted to the US Navy as XLNP-1. An additional three aircraft received serials 43-12499/12501 and it is possible that these were the US Navy aircraft that were returned to the USAAF.

Refer also to C-83, L-4, L-14, O-59, AE, HE, NE, LNP

TG-9

Briegleb BG-6

Specifications:

span: 32'4", 9.86 m
length: 18'10", 4.88 m
max. speed: 64 mph, 103 km/h

Three **XTG-9s** were procured with serials 42-62603/62605 although some reference sources have suggested they were impressed. One of these was the former company demonstrator NC28369.

The BG-6 was a single seat glider of which 9 were built by the factory and 67 were sold in kit form. The XTG-9's were factory built.

Refer also to TG-13

TG-10

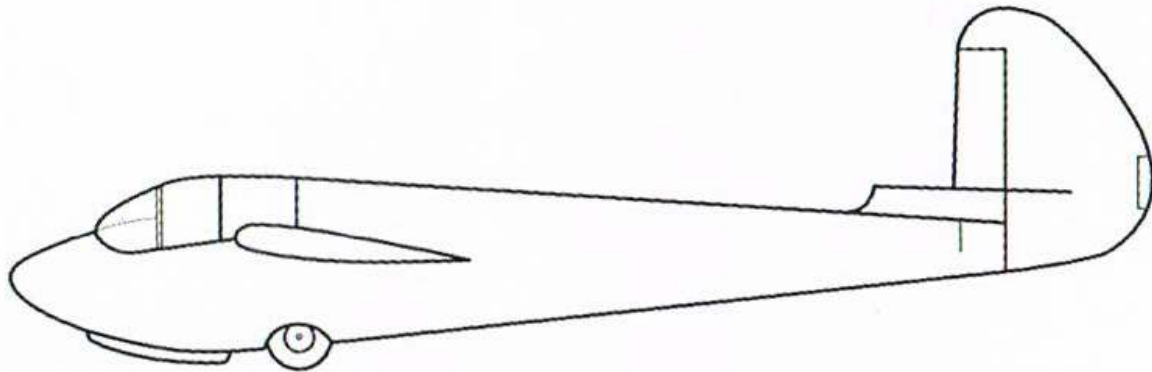
Wichita Engineering

Specifications:

span: 50'1", 15.27 m

length: 25'1", 7.65 m

max. speed: 90 mph, 145 km/h



(Source: Bill Norton)

A two seat side-by-side training glider of which one was ordered on 25 June 1942 as **XTG-10** with the serial 42-57197. Some reference sources suggest that two or three aircraft were ordered although no other serials are known. The contract was cancelled on 1 March 1943 before the aircraft was completed.

Wichita Engineering was a company located in Wichita Falls, TX that had previously constructed an experimental glider.

TG-11

Schemmp-Schering Minamoa

Specifications:

span: 55'9", 17.00 m
length: 23'3", 7.09 m
max. speed: 137 mph, 220 km/h



(Source: Bill Norton collecton)

One **XTG-11** was impressed with serial 42-53518. The glider was originally purchased by Richard C Dupont in 1936 who sold it to Chester J. Decker in 1939, who sold it to the USAAF on 10 September 1941. The glider was registered as N1306 and was c/n 56. At a later date this aircraft was also registered as N16923 (c/n 56) when it was no longer owned by Decker. The Minamoa was a widely built German Goeppingen Goe-3 design that was also known as Minimoa. It flew for the first time in 1935.

TG-12

Bowlus

Specifications:

span: 45'5", 13.84 m
length: 24'10", 7.56 m
max. speed: 100 mph, 160 km/h



(Source: Van Swindelle, via 1000aircraftphotos.com photo #9086)

Side-by-side trainer of which three examples were ordered on 28 April 1942 as **XTG-12** along with a static test airframe. Serials 42-96830/96832 are known. No aircraft were built and the order was cancelled on 5 August 1943 although some references suggest that the Bowlus XBM-5, a two seat glider (shown in the picture) that was registered NX28386 and which flew in 1942, was the first XTG-12.

It has also been suggested that the glider was designed by Michael Stroukoff and carried his design number MS-5.

In addition one **XTG-12** was impressed with serial 42-57200. This was previously NR15314 a Bowlus Dupont M1PU3 owned by Orvil Leigh Smith. Some reference sources identify this aircraft as **TG-12A**.

It has also been reported that a **XTG-12A** was ordered but no serial is known.

Other reference sources also state that three civil aircraft were impressed but not necessarily as XTG-12A or with serials.

TG-13

Briegleb BG-8

Specifications:

span: 50'8", 15.24 m
length: 22'9", 6.12 m
max. speed: 90 mph, 145 km/h



(Source: National Soaring Museum/

Tandem two seat glider of which three were ordered on 26 June 1942 as **XTG-13**. In November 1942 one was delivered with serial 42-96829. This had been flown as NX33636 and was written off in June 1942. Some sources have suggested that the first one was written off during tests and that the second aircraft was delivered. The remaining aircraft were cancelled on 8 February 1943 although it is believed they were completed and sold to private individuals.

In addition one was impressed as **TG-13** with serials 42-57158 (was NX33636 owned by Milsoubee School of Engineering, impressed 30 June 1942) and another as **TG-13A** with serial 42-57180 (was NC18299 owned by Milsoubee Glider Club, impressed 27 June 1942). Some references have suggested that the latter were type BG-6 but that is incorrect.

Refer also to TG-9

TG-14
Stieglemeier S24

Specifications:
span:
length:
max. speed:

One **TG-14** was impressed on 29 June 1942 with serial 42-57183. It was previously registered as NX15539 (c/n 2) and was also referred to as Stiglmeier after Henry Stiglmeier who owned it. It is beleved he built the glider from a Grunau Bay with a Bowlus Baby Albatross wing.

TG-15
Franklin PS2

Specifications:
span: 36', 10.97 m
length:
max. speed:



(Source: LIFE)

Eight **TG-15**s were impressed with serials 42-57174 (was NC456Y owned by XYZ Soaring Club, impressed 30 June 1942), 42-57177 (was N15194 owned by Randolph B. Meeker, impressed 29 June 1942), 42-57178 (was NC433Y owned by Dallas Wise, impressed 1942), 42-57187 (was NC4474 or NC447Y, owned by Harold Edgar, impressed 1942), 42-57194 (was NC12184 owned by John M Phelan, impressed 4 July 1942), 42-57199 (was NC11181 owned by Schenectady Gliding and Soaring Ass., impressed 1942), 42-57206 (was NC455Y owned by Elmira Area Soaring Corp., impressed 11 August 1942) and 42-57207 (was NC11186, impressed 1942).



(Source: US Navy)

The US Navy purchased six examples without a designation in 1933 to teach trainee pilots landings in case of an engine failure. The requirement was dropped from the training programme in 1936. The serials were 9401/9402 and 9614/9617. Some references have suggested these aircraft were designated as LNF-1.

TG-16

ABC Sailplanes

Specifications:

span: 48'5", 14.78 m

length: 19', 5.79 m

max. speed:

Two **TG-16s** were impressed with serials 42-57172 (was NC15774 owned by Donald B Doolittle, impressed 15 July 1942) and 42-57202 (owned by ABC Glider Club, impressed 29 June 1942). One of these was used at the USAAC glider school in Mobile, AL, where it was flown with tail number 14. Also known as Schultz ABC, after the designer Arthur B. Schultz, and based on the Midwest MU-1, four were built from 1937.

TG-17

Stevens-Franklin

Specifications:

span: 48', 14.63 m

length: 13'6", 4.11 m

max. speed:

One **TG-17** was impressed on 10 July 1942 with serial 42-57193. It was previously NC12186 and had been owned by Th. P. Pfeiffer and P. Sutherland.

Stevens refers to the Stevens Technical Institute of Hoboken, NY and the aircraft was based on the Franklin PS-2 but fitted with a gull wing.

NC12186 was registered as a Franklin PS-2 (c/n 130) whilst at least one Stevens Franklin glider has been recorded in the US civilian register as N13256 (c/n 2-S).

It has also been suggested that a glider identified as 'Mint Julep' became the TG-17.

TG-18

Midwest MU-1

Specifications:

span: 36', 10.97 m

length:

max. speed: 80 mph, 129 km/h

Three single seat **TG-18s** were impressed with serials 42-57166 (owned by Joe Steinhauer, impressed 24 June 1942), 42-57167 (impressed 24 June 1942) and 42-57176 (was NC26499 owned by Soaring Club of Michigan, impressed 30 June 1942).

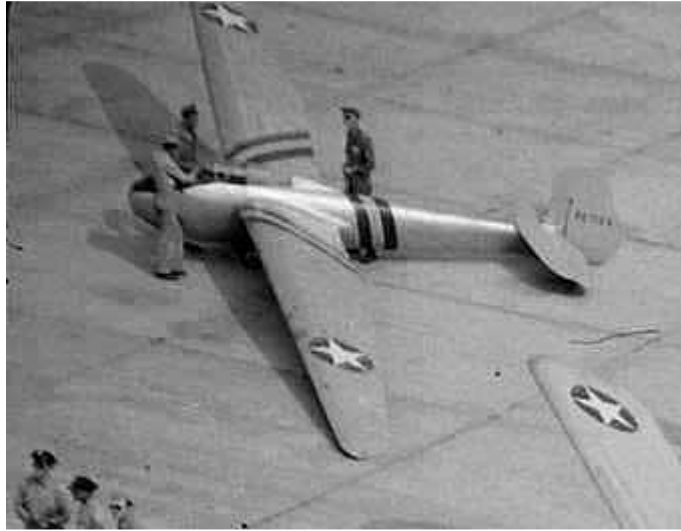
Also referred to as the Schultz Midwest Utility (MU), the aircraft was designed approximately 1934.

In July/September 1941 a Midwest Utility glider, with a weighted dummy pilot, was used to test glider pick-up techniques with a civilian Stinson SR.10C as pick-up/tow aircraft.

TG-19
Schweyer

Specifications:

span: 50'2", 15.29 m
length: 19'10", 6.05 m
max. speed: 124 mph, 200 km/h



(Source: LIFE)

One **TG-19** was impressed on 24 June 1942 with serial 42-57165. It was a version of the German Schweyer/Schleicher Rhonsperber and was previously registered as NC17898. It had been owned by Joe Steinhauser.

TG-20

Laister Kauffman

Specifications:

span: 45', 13.72 m
length: 20', 6.10 m
max. speed:

Four **TG-20s** were impressed with serials 42-57168 (owned by Joe Steinhauser, impressed 24 June 1942), 42-57175 (was NC11643 owned by XYZ Soaring Club, impressed 1942), 42-57195 (was NC20676 owned by Stephen J Dennis, impressed 4 July 1942) and 42-57204 (was NC20647 owned by Elmira Area Soaring Corp., impressed 11 Aug 1942).

They were based on a Goeppingen Goe-1 design and were registered as such. Except for 42-57204, which was built by a Leonard Parker, the aircraft are believed to have been built by Laister Kauffman although some references have suggested that this is incorrect.

It may be possible that a further two aircraft, including NC14829 (a Goeppingen Goe-1), were impressed but no further details are known.

TG-21

Notre Dame ND-1

Specifications:

span:

length:

max. speed:

One **TG-21** was impressed on 24 June 1942 with serial 42-57170. The single seat glider was designed by students of the Notre Dame University Indiana. It was previously registered as NR29108.

TG-22

Melhouse

Specifications:

span: 36', 10.97 m

length: 20', 6.10 m

max. speed:

One **TG-22** was impressed on 30 June 1942 with serial 42-57181. It is believed to have been N11391 that was owned by the Lawrence Institute of Technology. Some references have, however, suggested that it was N18463 (c/n M4) and that N11391 was impressed as TG-25 42-57182.

The glider was built by Emerson Mehlhose of Wyandotte, MI (note different spelling).

TG-23

Harper Concoran

Specifications:

span:

length:

max. speed:

One **TG-23** was impressed with serial 42-57192 on 30 June 1942. It was a HC-1 Cinema built by Louis Harper and Stan Concoran and had the civilian registration N18133. At the time it was impressed it was owned by Fred R. Thacher.

TG-24

Bowlus Dupont

Specifications:

span: 61'9", 18.82 m

length: 23'7", 7.19 m

max. speed:

One **TG-24** was impressed with serial 42-57185 on 30 June 1942. It is believed to have been a Goeppingen Goe-5 built by Schempp-Hirth and was also known as Huetter H-17. It had been purchased from Germany by Richard Dupont in 1937. At the time of impressment it was registered as NC1305 and was owned by George W. Law.

TG-25

Plover

Specifications:

span:

length:

max. speed:

One **TG-25** was impressed with serial 42-57182 on 29 June 1942. It was previously registered as Wolcott FW2 N18959 and had been owned by Franklin E. Velcott who had built the glider. He has also been referred to as Frank Wolcott.

TG-26

Universal Blackhawk BT-2

Specifications:

span: 40', 12.19 m

length: 22', 6.71 m

max. speed:

One **TG-26** was impressed with serial 42-57188 on 30 June 1942. This was the Blackhawk glider previously registered as N18462 (c/n 2P2) which had been owned by James C. Baker.

TG-27

Grunau

Specifications:

span: 44'6", 13.56 m
length: 19'11", 6.07 m
max. speed: 93 mph, 150 km/h



The TG-27 as NX16029 in 1938 (Source: Unknown)

A single example of this German designed two seater glider was impressed as **TG-27** and with serial 42-65552 on 6 May 1942. It was previously NX16029 had been owned by the Associated Glider Club of Southern California. It was also known as Sanborn Grunau 8, referring to the pilot, Dan Sanborn.

TG-28

Haller Hawk K-20 Junior

Specifications:

span: 46', 14.02 m

length: 21', 6.40 m

max. speed:

One **TG-28** was impressed with serial 42-65555 on 14 June 1942. It was previously NC13134 and had been owned by James P. Spurgeon..

TG-29

Volmer Jensen VJ-10

Specifications:

span: 55', 16.76 m
length: 23'3", 7.09 m
max. speed:

Volmer Jensen designed and built the VJ-10 high performance glider. This aircraft was impressed on 11 June 1942 as **TG-29** with serial 42-65553. It was previously identified as '28375' but it has not been possible to find the registration of this aircraft in US civil register listings that are still available. It had been owned by Temer Johnson.

TG-30

Smith Bluebird

Specifications:

span: 42', 12.80 m

length: 20', 6.10 m

max. speed:

One **TG-30** was impressed with serial 42-65554 on 11 June 1942. It was previously registered as NR19991 and had been owned by Joseph Satasnook. It had been built by Melvin Smith and Joe Stazneck in 1940 using components of a wreck.

TG-31

Aero Industries Technical Institute G-2

Specifications:

span:

length:

max. speed:

One **TG-31** was impressed with serial 42-57171 on 29 June 1942. It was originally registered as NC19965 and had been owned by Aero Industries.

The Aero Industries Technical Institute was located in Glendale, CA and was sponsored by Lockheed, Northrop and Consolidated.

TG-32

Pratt & Read PR-G1

Specifications:

span: 54'6", 16.61 m

length: 26'2", 7.98 m

max. speed: 99 mph, 159 km/h

On 5 August 1943 73 LNE-1s were transferred from the US Navy to the USAAF as **TG-32** and with serials 43-39509/39578 and 43-43329/43331. It is believed that most of them were never operated by either the US Navy or the USAAF and instead went directly to civilian operators. Some of them were used in a thunderstorm research project.

Refer also to LNE

TG-33

Taylorcraft

span: 35'5", 10.80 m
length: 25'2", 7.67 m
max. speed: 140 mph, 225 km/h



(Source: National Soaring Museum)

In 1944 a single TG-6 with serial 42-58562 was rebuilt to **TG-33** standards to test various glider towing techniques. Later it was used to test flight with the pilot in a prone position.

Refer also to TG-6
