

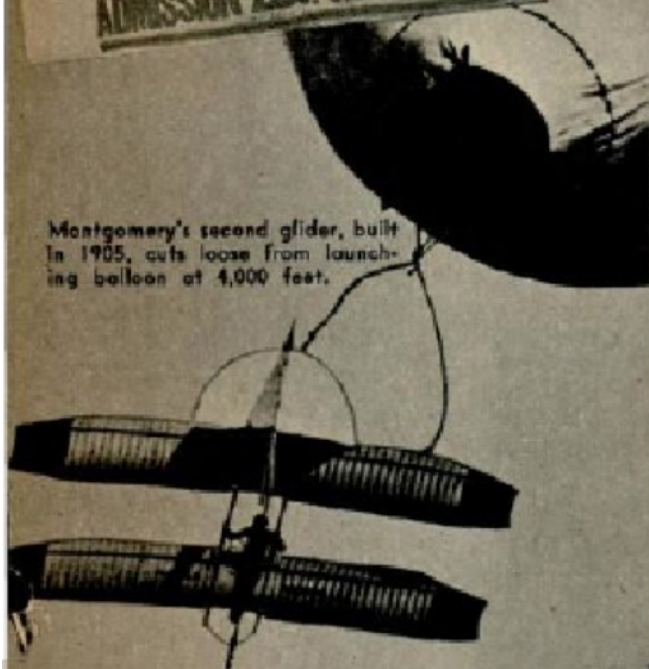
# Retakes OF FLYING HISTORY

Montgomery's gliders, dating from 1883, rebuilt for film.



THE MONTGOMERY AEROPLANE  
 TAKING LESSONS FROM THE BIRDS  
 ADMISSION 25c. CHILDEN 11c.

Montgomery's second glider, built in 1905, cuts loose from launching balloon at 4,000 feet.



SOMETIME this fall, movie fans will be able to see a film about a derbied gentleman who is reputed to have flown gliders more than 60 years ago. What the film, "Gallant Journey," will not show is what the property men of Columbia Pictures had to resort to in order to reproduce authentic gliders dating back to 1883.

"Gallant Journey" is the story of John J. Montgomery, credited by his partisans with being the first man to make a flight in a heavier-than-air device incorporating a controlled wing. They insist that he flew eight years before the immortal Otto Lillenthal and almost two decades before the Wright Brothers.

Three different Montgomery gliders will appear on the screen. Each of the fabric-and-wire craft had to be built in miniature, then in full scale, and tested.

Even so, Don Stevens, well-known glider flier, crashed from 15 feet when a freak wind doubled his climbing speed on a tow rope. Both wings folded back like an accordion. On another flight Paul Tuntland tumbled heavily for 50 feet onto a slab of concrete because the machine's center of gravity was too far back.

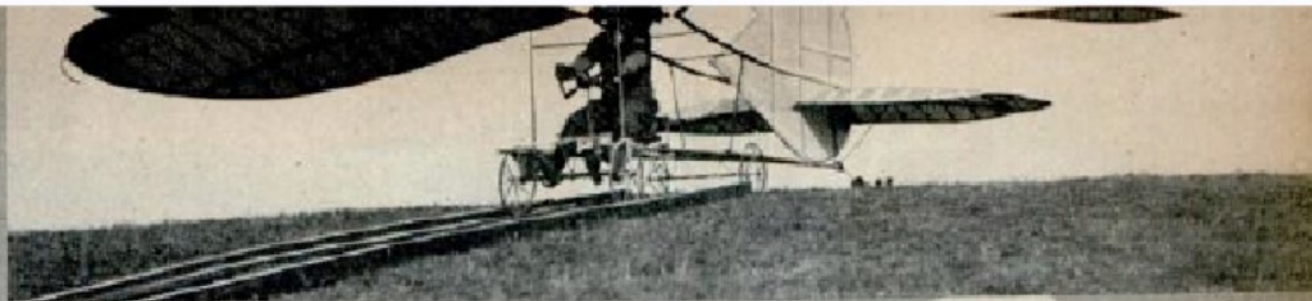
Stan Polich, engineer for the Radioplane Company, builders of small target aircraft, drew the assignment of recreating the gliders. Drawings and photographs showed that the glider of 1883 and one built in 1905 were types in which the pilot hung from the fuselage by his arms. A 1911 version was a primitive sailplane with a seat. All were controlled by "warping" the wing tips.

Polich did a preliminary job on the 1883



Wreckage of the glider in which the pioneer flier crashed to his death in 1911. At left: His widow visits Glenn Ford, star of "Gallant Journey," and Janet Blair on set where the film is being made.





In 1911 flight tests near Santa Clara, Calif., Joseph C. Viera took turns with Montgomery at piloting the latter's third glider. Note the control Viera is gripping; it is similar to the cockpit wheel used in airplanes today.

Successfully launched by automobile tow in prelocation tests, this 1946 version of Montgomery's 1883 glider proved out his theories of lift from curved (or cambered) wings.



Close-up of a pilot of one of the rebuilt gliders reveals the control stick strapped to his back for safety's sake in filming.



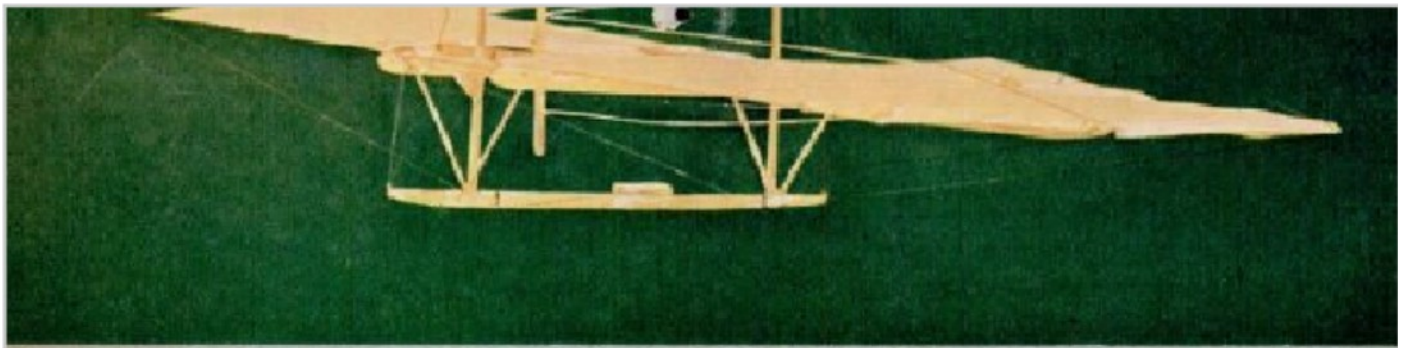
Feet dangling, Paul Tuntland, one of the fliers doubling for Glenn Ford in the film of Montgomery's life, pilots a reproduction of the 1883 glider. He is shown in free flight.

Ready for a movie launching from a wood runway that duplicates the one Montgomery used.



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Montgomery first flew at Otay Mesa, Calif., hanging by his arms from the fuselage of a glider of which this model is a copy. He controlled the glider by bending its wing tips.

glider. Then the pilots, who were to do the actual flying for the star, Glenn Ford, walked in. They wanted regular aileron control surfaces. They didn't like the warping business. Polich added ailerons, and a vertical tail surface for directional control. He installed more wires for strength. He used welded tubing for the gliders' structures to assure strength and built in metal landing skids in place of wood and bamboo.

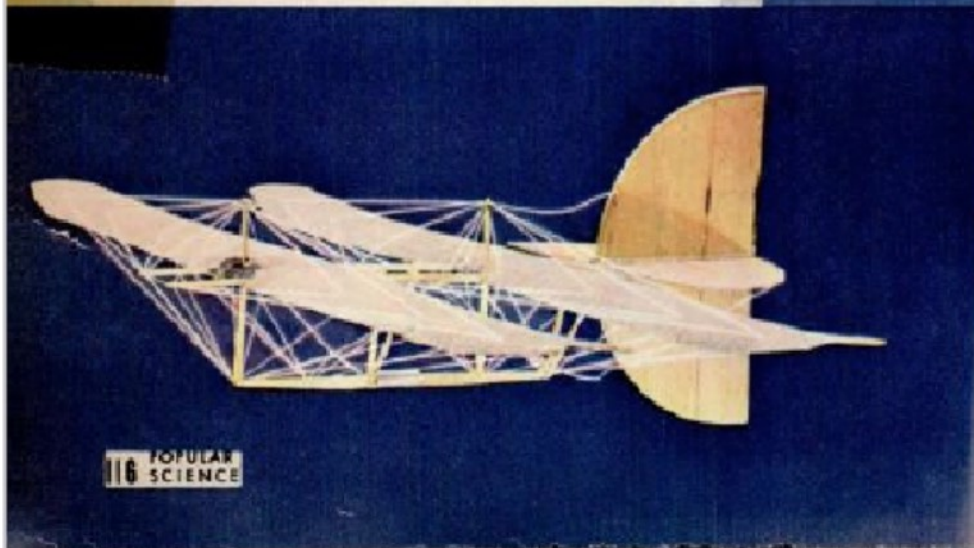
Some liberties also were taken with the second glider, with tandem wings. Polich followed the dimensions to the inch, but he braced the wings and put ailerons on both sets of wings. The aileron control was put behind the pilot and was strapped to his body to hide it from the cameras.

Polich worked from a picture of the third glider, taken after it had crashed, carrying Montgomery to his death in 1911. Montgomery used a control wheel—so Polich borrowed one from a P-38 cockpit.

Director William Wellman, a World War I flier himself, is making the film to rescue Montgomery from obscurity. The Southern California barn-loft scientist learned aeronautics from watching buzzards fly and from elementary texts.



Tandem glider's wings were covered on top only. Its closely spaced ribs and wire bracing are evident in the model that Glenn Ford holds.



Model of Montgomery's second glider shows the vertical tail, added to carry out Director Wellman's order: "Make them authentic, but safe."

