



## Jock Barratt's and Harold Bradley's "Pelican 2", c. 1952

Cat. No. 0076



**This unique aircraft** was conceived in 1943 as a two seat trainer. A very large part of the design work can be attributed to Jock Barratt and Harold Bradley. The general layout adopted is similar to the Kite I and Kite II single seat sailplanes of Martin Warner and Allan Campbell. Having regard to this heritage, the glider was originally named Kite III but renamed Pelican 2, perhaps because it was the second two seat training glider built by the Waikerie Gliding Club – the first being the Pelican, a reconfigured Pratt Utility glider.

Pelican 2 was first flown in 1952 and regularly since then, at least until about 1992. The Pelican 2's performance was found to be good for sailplanes of its era and was often used for more advanced flying in addition to training new pilots.

Very few changes have been made to the Pelican 2 over the years. The undercarriage was modified after its initial testing to improve the placement of the wheels. The trailing edge of the rudder (originally straight) was rounded adding to the surface area. The twin shoulder tow line bridles were replaced with a belly hook when aviation design rules declared shoulder bridles dangerous and a nose hook has since been added to allow for aero-towing. When the Pelican 2 was originally finished, it had an orange and silver colour scheme. The silver elements of the colour scheme were subsequently repainted white when silver dope became unavailable.



[Photographs – B.Duckworth]

**Distinctive features** of this wood – fabric sailplane include the pod and boom fuselage with side by side seating for pilot and a second person. The canopy of perspex supported by aluminum framing opens with port and starboard segments separately folding upwards and forward. The instrument panel includes altimeter, airspeed indicator, slip indicator and variometers. In addition to the usual controls, there is a trim operated by a small wheel mounted centrally, at head height, on the bulkhead at the rear of the cockpit. Incorporated in the skid under the fuselage pod are two wheels (one approximately midships and the other at the rear end). It has a three piece cantilever wing of approximately 17 metres. The ailerons run almost full length of the outer wing segments. A Gottingen 426 section has been used changing to M6 at the tips. Outer wing segments are joined to the centre section to give about 300 mm of dihedral at the tips. The glider is equipped with airbrakes. The colour scheme consists of orange fuselage with black nose and skid. The tailplane / elevator and rudder are painted white. The wing is predominantly white with an orange leading edge.