

CG-10A



Truckin' on down.

THIS glider, named the TROJAN HORSE, designed and built by Laister-Kauffmann, in cooperation with the Air Technical Service Command, has the largest cargo space and payload of any glider. As a troop carrier there is adequate space for 42 fully armed men including the pilot and co-pilot.

It is a high wing monoplane with a broad deep fuselage curving back from a rounded nose. The wing span is 105 feet, length 67 feet. A comparatively small single tail boom extends from the top of the fuselage to a conventional tail assembly which is set high to facilitate loading from the rear, an innovation used for the first time on the CG-10A.

Construction was begun on the glider in the summer of 1942. Accepted by the Air Technical Service Command in November 1943, it became the first all laminated plywood aircraft of its size in recent times to pass Wright Field static tests successfully.

The originality of the TROJAN HORSE does not end with the materials used. The inside floor of the cargo section is only twenty inches above the ground. Huge

clamshell doors under the tail boom swing out to provide access to the cargo compartment from the rear of the fuselage. The cavernous cargo interior, almost 30 ft. long, 7 ft. high and 8½ ft. wide, is the only glider cargo space large enough to contain such bulky equipment as a fully assembled 155 mm. howitzer or a 2½ ton truck. Below the doors is a ramp that lowers as they are opened. Loading mechanized equipment is accomplished merely by driving it into the plane. Landed and ready to unload, the doors can be opened by one man in less than five seconds and men and materials can move out on the double.

While this glider is far larger than any other produced to date in this country, that in no way means that its use is limited. It can land at a steep angle of descent without increasing its forward speed. This enables it to land men and equipment in small fields or clearances that are forbidding to powered planes. Fully loaded it can come to a complete stop within six hundred feet. Under emergency conditions it can retract the nose-wheel and slide on the nose of the plane without causing damage.