

A PRACTICAL SAILPLANE HANGAR

By TED NELSON

I believe you will understand my statement when I say that practically all glider pilots have eventually started dreaming about having some type of hangar or enclosure where they could keep their glider assembled on a regular flying field and thus eliminate the assembly and tear-down procedure each day of flying. Likewise, they have probably stumbled upon the same problem that I have—in that a conventional



hangar costs too darn much money. The desire for such an enclosure, at a fairly reasonable price, continued to plague me and I recently took the bull by the horns and decided to make something and see "Wa' Hoppen".

I am enclosing some photographs which I believe clearly show the results of the rather novel and



highly successful enclosure for my glider. As you can see, the building is a highly wind-proof structure, due to its triangular shape. The novel feature of the enclosure is that the sections that enclose the wings separate in the middle and each is supported on 4 wheels which rolls on small steel tracks. The operation of the unit is very simple: the two sections are



pushed back, you pull the glider out, and you are ready for flight. These sections move very easily and one person can operate them. The glider itself rolls in and out on a board with suitable side guides so that it is possible for one person to remove the glider for flight and re-insert it for enclosure. I have accomplished this operation a number of times since completing this building and get a lot of satisfaction out of being able to go out and fly my glider without any additional assistance or delay.

Another novel feature of this structure is that it is completely portable. This is accomplished by the fact that all sections can be unbolted and made into flat panels. Actually, this entire structure was built

and assembled in our shop; then disassembled, loaded onto a truck and trailer and conveyed to Warm Springs where we reassembled it in a day's time. This feature itself is one which warrants consideration where a short-time lease is had on the property and one must eventually move to another site.

The structure is secured to the ground by tie-down bolts, properly attached to anchors several feet below



the surface. Four of these tie-downs attach the rear section to the ground and at the extreme tips of the building, suitable connecting links attach by a padlock or bolts to suitable brackets on the structure itself. When the unit is locked up and these brackets are attached, it would take nothing short of a tornado to do any damage to the building, even though



it is extremely light.

This enclosure was built to house the Hummingbird and probably would not house any other ship as it is now. The general idea, however, can be designed around any glider by using a little ingenuity and figuring on a drawing board. High-wing models would probably require some straight side panels to enclose the wings practicably and efficiently.

Some idea of time and cost of the structure are included herewith:

Aluminum sheeting & screws	\$320.00
Labor: 12-14 days (96-112 hrs.)	300.00
Steel tracks, lumber, etc.	130.00

\$750.00 (approx.)

The figures shown above are for new material and I am sure that a person can shop around and find suitable used material to cut down this cost more than half. Labor costs vary in different parts of the country and if the individual party or group donate their time, it is obvious that a very inexpensive enclosure can be made which gives complete protection for their equipment.

This design has been very satisfactory to me and I hope that it will give others some ideas that will prove beneficial to them.

The National Aeronautic Association has approved the two-place glider goal flight of David C. Johnson and Robert Fronius, July 3, 1950, from El Mirage, California, to Overton, Nevada, as an official National Glider Record, 223.148 miles.