

business and professional men in Odessa who have assigned to themselves the happy task of being Odessa's "good will ambassadors."

Members of the "gang" perform their duties on purely a volunteer basis. The "Gang's" main activities center around serving delicious bar-b-que dinners to all groups who invite them. During 1959 the "Gang" served dinners, on a non-profit basis, to over 75,000 people in several states. They do it because they want to do a job of community building for Odessa.

Official dress for "Gang" members includes a real West Texas "Stetson," western shirt, pants and of course the "cowboy" boots. They are the "boys" that will be working with contestants and their crews during the competition.

Officials for the meet named so far include: Beaumont Cooley, Contest Director; Alvin Parker, Assistant Contest Director; "Oats" Schwarzenberger, Competition Director; Ted Lang, Meteorologist; Phil Easley, Operations Chief; and Terry White, Communications.

The Idea Corner

Compiled by FRED B. FRIEDEWALD

(Note: Please send ideas for this column to Fred at 1611 Oriole Lane, St. Louis 17, Mo.)

Have trouble getting pins or bolts loose? Derrill Hansen suggested the use of "Door Ease" stick lube instead of grease or oil when assembling. Besides not drying out in case your ship has been assembled for some months, it has the advantage of being neat to handle and does not dirty up the ship if you lay a pin down during assembly.

Designing a ship and find that you have no room for a variometer tank? It seems Fred Matteson had this problem. He came up with a container constructed of 1" Styrofoam which fit into the fuselage during construction. He glued the whole thing together with "Henry's foam plastic cement." He seems to think sealing is not necessary, but to keep pieces of loose foam from coming loose he sealed the box with clear shellac. The styrofoam being a good insulator makes a fine container since the sun does not affect it. A box of about any shape can be made so as to use odd shaped corners in an area preferably protected and mounted such as to take no stress which may tend to deform the box. In an area where the box might be damaged it might

INTERESTING GLIDERS

by PETER M. BOWERS



Italian craftsmanship has been well known for centuries, and the aircraft woodworkers of that country have maintained the reputation in recent years. The Italian aircraft industry has in fact earned distinction for being one of the last strongholds of all-wood construction for large aircraft, some of the large trimotor torpedo bombers of WW-II being of wood in an era dominated by metal construction.

Wood was more traditional in the glider field, however, and one wartime example is noteworthy, the Lombarda A.L.12P, a twelve-place troop and cargo glider that looked much more like a high-performance sailplane than the boxy military gliders of the time.

The full-cantilever wing had a span of 21.3 meters (70 ft.) and an area of 50 square meters (535 sq. ft.). The wooden monocoque fuselage was 14 meters (46 ft.) long, with a cabin door on each side for quick debarkation. Two pilots sat side by side in

the nose, which was built up of steel tubing with plywood covering and was hinged to the right side of the fuselage just behind the pilots' seats for the unloading of bulk cargo. Instead of traditional skid-type landing gear, the A.L. 12 used conventional three-point airplane type with "Pants" or fairings over the main wheels to reduce drag.

Schemp-Hirth type spoilers with slatted faces were fitted to both sides of the wings just inboard of the ailerons. The glide ratio was high for a cargo glider, 18:1, and the sinking speed was 1.55 meters per second (5 feet per second) at a gross weight of 1800 kilograms (3800 pounds). Maximum speed was 250 kilometers per hour (155 mph) and the load factor was 8, a remarkable figure for such a large machine.

The end of the war halted development of the cargo glider, but it was converted into the prototype of a single-engine cargo airplane by the same firm of Aeronautica Lombarda S.A. of Milan.

be coated with fiberglass and resin.

For those pilots fortunate enough to have both C.G. and nose release, try placing a little black cloth "sock" over the release not in use. It seems Bob Kellner has used this idea for 3 years very successfully.

A simple method of sealing barographs when lead seals are not available is to use scotch tape and a 1" by 3" piece of cheap pulp paper such as newsprint. The tape is taped around the barograph such that the tape would be broken if the instrument were opened. Near the end of the first time around, one folds the tape over so that for a short length the sticky side is out. On this you put the piece of paper. Twist the tape, sticky side in again and continue on around until you cover over the pa-

per again with tape. The tape cannot be removed without splitting the paper. The observer should sign and date the paper to make sure it is the same seal.

Speaking of barographs, the February column was all of Tom Page's ideas, not just the last paragraph.

Owners of 1-23's and 1-26's might adapt an idea of Dr. Harner Selvidge for cleaning out between the heavy aluminum plates in the fuselage before inserting the wing spars therein; a one-inch diameter bottle brush with a long wire handle. It's much more efficient than trying to jam cloths down in the narrow space with fingers. (Note: This is an idea submitted by SOARING's editor, if he has time to send an idea, you should be able to find time also.)