HOW-TO-DO-IT

A TRAILER FOR SAILPLANES

by GILES S. GIANELLONI and JOHN RANDALL

Fritz Sebek and John Randall, many times contestants at the National Soaring Championships, arrived at the 1960 contest in Odessa towing two of the finest trailers for their sailplanes that have ever been seen. When Fritz received his Ka-6BR he decided that such a fine ship (wooden) should be protected from the Florida rains. His structure for the bed of the trailer is a V-shaped box which, although very strong, turned out to be a job for an expert.

When John Randall received his Ka-6CR several months later and started his trailer he was able to draw on the experience of Sebek. With Dave Whyte, noted Miami metal mechanic, he arrived at a simple box construction used for the bed of the trailer. Both he and Sebek covered their trailers in the same way. The accompanying photographs show the main features of the trailer.

Since the appearance of these trailers at the Nationals several requests have been received by Randall for plans. As an aid to other trailer builders it was decided to make a simple drawing and bill of materials that would be of aid to members of the SSA. Copies of this drawing/BM are available from SSA, Box 66071. Los Angeles 66, Calif. for 50 cents each.

It should be noted that Randall's trailer bed is overstrength because it was originally used in uncovered form. Sufficient strength for a covered trailer could be obtained by substituting 4" U-channels in the box frame bed instead of the 6" used. The all-aluminum construction entailed greater material costs than steel but saved on construction time, weight and maintenance.

STABILIZER ASSEMBLY ON A 1-26

by OTTO ZAUNER

The use of a covered trailer has many obvious advantages for the protection of the ship and saving of hangar fees. However, this usually brings up the problem of removing the horizontal tail parts.

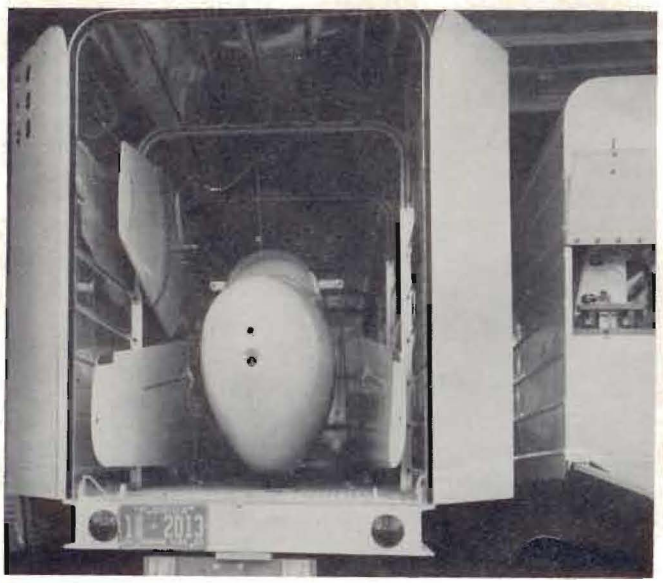
We did it this way on the 1-26. The control arm was no problem since it can be reached through the opening in the tail cone. The forward attach bolts were replaced with captive nuts. To avoid changing any parts on the 1-26 these nuts were fastened to a strip of sheet metal that was then crimped around and cemented to the fitting with epoxy cement. The rear captive nuts are fastened to a straight strip that was held in place with some safety wire. The procedure then became one of positioning the stabilizer over the fuselage, dropping in the bolts from the top, and tightening with a little speed wrench with the sockets permanently fastened. Connecting the control rod is a separate but most important operation.

Since elastic stop nuts are used it is necessary to change these frequently.

BIBLIOGRAPHY ON SOARING

Recent articles or items on soaring which have appeared in non-soaring publications.

Aviation Week, April 3, 1961, p. 118, Long letter to the Editor from H. Marshall Claybourn pointing out some U.S. sailplanes worthy of articles in that magazine.



A look at the rear of Sebek's trailer reveals many construction and arrangement features. Front of Randall's trailer is on right showing open access door to mounts for wing root fittings.

Photos by Giles Gionelloni

A view showing how the three-bar support for Sebek's trailer hitch attaches to the front of the trailer.