make '



SOIL TEAM PLACES SECOND NATIONALLY—Texas A&M's soil judging team won second in the recent National Soil Judging Contest in Michigan. Purdue University edged the Aggies and 10 other teams. Left to right, Coach J. F. Mills; Fred Minzenmayer, Winters; Michael Hoch, Garden City; Darrell Engel, Rosebud; Danny Barrett, Pampa; and Roger Blackwelder, Pilot Point. Minzenmayer was third high point individual, and Hoch was eighth high.

Senior aero majors propose new aircraft

Three aircraft to fill the "pickup truck" category of air freight auling have been proposed by erospace engineering seniors.

The aircraft suggested by three cams of engineering students met a proposal request by Dr. Charles A. Rodenberger for a light commercial freight aircraft. Feasibility studies, economic nalysis, engineering design and

alculation were carried out in Rodenberger's senior aerospace chicle design course much as if the students were with a firm nterested in building the aircraft.

Day-long oral presentations by he student teams were examined y visiting aerospace industry epresentatives.

"It would appear there is a narket for an airplane designed pecifically around a 2,500-pound payload capability for the purpose of hauling freight," Rodenberger uggested in his proposal request. Only one airplane designed for auling freight is now in production, the aerospace engineering professor indicated. It has a 20,-000 pound capacity. The next smaller plane used for freight ransport carries a 5,000-pound

Design criteria within which the student groups could operate were specific and stringent. In addition to safely carrying 14 tons cargo, it was required to have a 500-mile operating range from a 1,000-foot landing strip using landing gear not to exceed 50 pounds tire pressure, in order that the craft use sod runways.

Equipment also was required that would enable the ship to operate in icing conditions. Design for pilot survival in case of crash also had to be considered.

Seven-man student teams headed by Dennis R. Deel and William R. Wheeler of Levelland and Abraham Moreno Jr. of Brownsville also had to make a needs analysis for the plane and establish projected production quantity and costs to the manufacturer. They were also required to make a cost analysis to a typical user of the aircraft.

The team headed by Deel chose a high-wing, twin-boom design of the C-46 configuration powered by two Garrett turboprop engines. With the "Skymule's" high wing and twin tail, access to the 382 cubic foot cargo area by pickup trucks and vans is possible.

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As in the other two designs, an integral unit pilot's compartment was placed over the cargo hold, so that an energy absorbing

area was placed between the pilot and obstructions in case of

They figured per-plane cost at

Moreno's group employed about

the same configuration for its "Ograc Tropsnart," except that

the cockpit and cargo area were

slung in a pod under the 47-foot

wing. Twin Avco Lycoming super-

charged reciprocating engines

In addition to loading and un-

loading ease due to the high wing

and tail, minimized ground ef-

fects on the aerodynamics of the

wing was pointed out as an ad-

They designed the \$85,000 plane

The Aero - Mini - Freighter

(AMF-X) of Wheeler and his co-

workers took the conventional de-

sign, low-wing route, with twin

Lycoming propeller engines at a basic cost of \$120,000 per plane.

around a 15-foot-long cockpit-

cargo compartment of seven feet

were chosen for power.

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