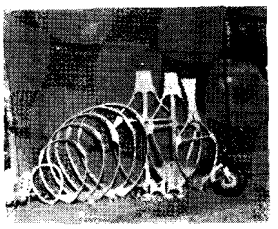
**A New American Intermediate Sailplane**

# The BOWLUS BABY ALBATROSS



Kit unit number one.

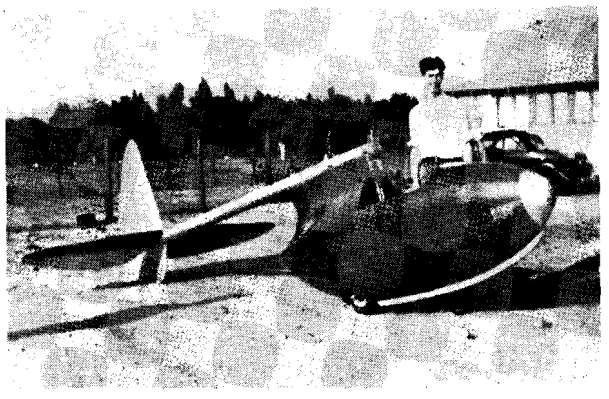
The Bowlus "Baby Albatross" is a new development of William Hawley Bowlus, builder of the already famous "Albatross", holder of the American distance and altitude soaring records. This new ship is the product of Hawley Bowlus' twenty-five years of experience in the design and construction of "America's Highest Performance Sailplanes".

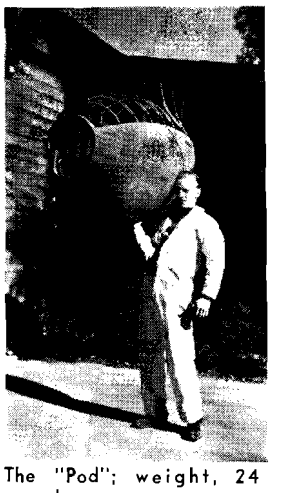
This new ship may be classified as an intermediate or utility sailplane as it has been designed and constructed with the purpose of combining the features of a utility glider suitable for student training and those of a good thermal and ridge soaring sailplane. All parts and assemblies have been stressed and static proof tested for airplane towing up to sixty-five miles an hour. The "Baby Albatross" is available as a completed aircraft, ready to fly, or in kit form on a ten unit plan.

In the interest of low initial cost, ease of repair and light weight, construction is almost entirely of wood, using a new, unique, patented process originated by Hawley Bowlus. There is a perfect streamlined nacelle or "pod" to house the controls and pilot, and fastened to this nacelle, by three attachments, is a five inch dural boom, at the rear end of which are located the full cantilever tail surfaces made with torsion proof leading edges.

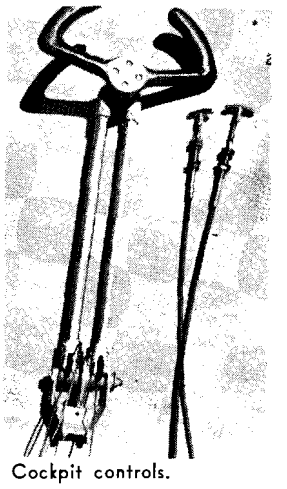
The wings are constructed in two panels, strut braced and made of torsion type leading edge with I-beams for spars. Housed in the bottom of the nacelle is a single 10 x 3 Goodyear tire and wheel with brake attached. Control wheel or stick is optional. All control wires are of the latest True Loy stainless steel aircraft cord. All fittings are made of 195-T4 aluminum alloy castings.

Minus wings—showing simple design.





The "Pod"; weight, 24 pounds.



Cockpit controls.

The sailplane, when purchased in kit form, is supplied in ten units, and many parts are assembled in jigs at the factory. These kits include all parts, dopes, fabric, varnish, bolts and nails necessary for complete assembly. If the sailplane is built with approved workmanship, it will be eligible for license.

To assure the correct alignment of the wing assemblies, the leading edges, ribs and spars come assembled in the kit, so that only trailing edge ribs and ailerons must be assembled by the purchaser. An important fact is that the wing root and strut fittings are bolted in place before they leave the factory.

The dural boom is completely milled and assembled at the factory, and comes to the purchaser ready for attaching to the pod. The castings are machined and drilled preparatory to assembly, except where factory installation is necessary to insure correct alignment. Control wires are cut to length, with all splices made. Spars and leading edges of tail surfaces are assembled at the factory to insure a perfectly aligned unit.

The "Baby Albatross" has a span of 44 feet, length of 18 feet, chord of 48 inches, and an area of 153 square feet. The empty weight is 216 pounds. The price of the sailplane, completely assembled, ready for flight, is $750.00 f.o.b. San Fernando, California, crating extra. In kit form the price is $385.00—the first unit costing $75.00 and each subsequent unit $35.00.

Information as to contents, crating charges and shipping weight of each unit is available upon request.