

16-day Soaring Camp. George Uveges directed the morning weather briefings with Dick Morris and John Krey assisting in aircraft assembly and recovery. The first records and awards camp at El Mirage was a success despite unseasonable weather conditions, and participants agreed it was a cooperative way to earn awards.

## A BG-12A FOR ARIZONA

by REYNALD HARTMANN



Reynald Hartman's Brieleb BG-12A sailplane built from a kit in Benson, Arizona.

### SOARING in america



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designed to answer the questions  
of the uninitiated.

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On Saturday, June 12th, at 6:30 A.M. my BG-12A, just licensed, was going to fly for the first time. Although it was Charles Jones' first tow, and my first solo in a ship with flaps, my main concern was visibility when my wife, Marceline started to run with the wing tip.

As recommended in the kit instructions, we had made an auto tow first but the dust had been so bad on this dry field that I could not see the tow car nor more than 30 feet of rope; Sam Player and Bud Vian (also his first tow), in the powerful Pontiac, could not see anything behind them and did not even know if I had released.

Now the dust, thinned by the prop wash, was no problem and I started to climb with 15° flap. At 300 ft. I bled the flaps off and began to trust the ship. Thirty minutes later I was back on the field, happy at the good performance, easy handling, and convinced that spoilers were not needed.

The purchasing of the ship was started in 1956, and involved the construction of a 16' x 30' workshop. In June, 1962, the FAA OK to close up the structure was re-

ceived, followed in June, 1963, by the airworthiness certificate. The construction of the whole ship presented no problem, and except for occasional help from Marceline to move a wing section, was done entirely by one person.

The main problem was to find somebody willing to tow, and to equip his ship. That turned out to be a slow process in a small desert community 50 miles from the nearest city. Finally, one member of our CAP squadron agreed to tow me in his Cessna 170B. So, using the article in the January, 1963, issue of *Soaring* on certification of tow hitches, I purchased a Schweizer tow hook. The only firm that offered a tow bar with approved drawings was Gasser Aerial Advertising Mfg. Co., an advertiser in *Soaring*. I received very prompt service from them.

For \$22 I received via air PP a tow bar, release cable handle, some firm plastic tubing and drawings. The top leaf of the Cessna's tail spring was removed and replaced by the tow bar; the tow cable inside the tubing was clipped to the bulkheads, clear of other cables and brought through the tunnel in the floor between the seats, making a neat, permanent installation. Upon receipt of a Form 337, signed by the A&E, and of photographs of the installation, the FAA Inspector, who was very cooperative, issued the towing waiver.

Mr. Gasser also can supply a complete towing installation, which includes a Gasser release and a safety link. The complete installation carried an STC for Cessna planes.

I am looking forward to some good flights in this hot country, so as to complete the distance and altitude legs for my Silver badge.

### EL MIRAGE FIELD, HOME OF THE BG-12's



**and Brieleb Soaring School, Box 101, Adelanto, Calif.**