

edly much of all this is sheer ability on Wally's part—he is clearly a superb pilot and one who practices almost daily—but his ship does seem to have some extra go hidden away somewhere. The wings seemed to have a shade less twist than earlier models, but this might be optical illusion.

Also during the Nationals I had a chance to fly Bill Coverdale's brand new HP-11. In most respects the handling, visibility, speeds to fly, etc., are virtually identical to those of the HP-10 (*Soaring*, July 1964, p. 10). I doubt if one could tell the two ships apart in the air. The two differences most apparent were the improved rate of roll (a remarkable 4.1 seconds) and the more abrupt stall. In stalling, the HP-11 I flew dropped the right wing rather sharply each time to about 45 degrees. Dick Schreder, who was watching the flight, was surprised and said that his stalled straight ahead. He felt that perhaps the not-quite-finished root fillets on Bill's ship might have been a cause. The stall was sufficiently abrupt to make you think twice about low, steep circles or extensive cloud flying.

Another interesting type at the Nationals was the BG-12-B, mar-

keted in kit form by Gus Briegleb's Sailplane Corporation, El Mirage Field, Adelanto, Cal. Ross, the designer's son, flew his borrowed one to a very respectable seventh place. Having owned an early A model for a year, I was most anxious to fly the lighter B. A type evaluation is rather hard as each ship seems to differ somewhat. The one of Ross's that I flew had distinctly poor visibility to the sides and rear, although in most of these ships the view is good. The cockpit is reasonably roomy although with that unfinished look common to amateur built jobs. Once in the air the ship proved to handle much like my A model—fairly heavy on the rudder and ailerons but extremely light on the elevators. Stick free stability is near neutral obviating the need for a trim tab. The ship thermals easily at around 50 mph indicated, although the heavy ailerons require considerable pressure to attain the maximum roll rate of about 4.4 seconds. In straight flight, one is pleasantly surprised by the quick acceleration up to about 100 mph. The best L/D of a well built ship seems right around the advertised 33 to 1 judging from flights alongside the HP-8. The BG-12-B offers excellent performance both

in the high and low speed range for a very modest \$1,900 for a kit requiring 600-1,000 hours to build. Completed ships can be purchased through arrangement with Gus Briegleb for between \$4,000-5,000, the handling is nothing very special, but for the pilot who wants lots of performance for very little money, the BG-12-B bears real consideration.

Since this ship, in its various models, has had a rather poor reputation, perhaps a word on the subject is in order. To the best of my knowledge, no BG-12 has crashed from any structural failure attributable to design error. Like all the higher performance ships, it is intrinsically less forgiving of bad handling than say a 1-26. Unfortunately, due to its low price, a number of home builders and others seem to have acquired a sailplane they are only marginally equipped to fly. I have spun and stalled BG-12s both with and without flap and see no characteristics that should trouble a well trained pilot. We should not blame the sailplane for the gulf that exists between our ultra safe and easy to fly 2-22 and 1-26 trainers and the realities of high performance sailplanes.

## FOURTH ANNUAL GREAT PLAINS SOARING CONTEST

*Sanctioned by The Soaring Society of America, Inc.*

*by ROBERT S. TUCKER Contest Manager*

The Fourth Annual Great Plains Soaring Contest was held for the second consecutive year at the Liberal Municipal Airport from September 5th through September 7th. In comparison to the 1963 contest, which was well dampened with a six inch rain and only one day a competition day, this year's contest was a big success.

This annual contest, sponsored by the Kansas Soaring Association and hosted by the Liberal Soaring Club, saw far more entries than either organization had anticipated with a total of 17 sailplanes participating, from as far off as Los Angeles, Calif., because it was our good fortune to have Bill and Rita Horton enter with their newly acquired Schweizer 2-32. In addition there were three ships from Tulsa, Oklahoma, Ed Jones, Howard Jarrett and Lou Simmons (team) with

their TG-2. Floyd Evans and Jim Rhine with their LK-10, and Robert Campbell and Robert McCallum (team) with their Cherokee II. There were three ships from Oklahoma City, H. Marshall Claybourn with his 1-26, Marion Cruce with his Prue 215A and Rodney Smith with his Elfe PM-3. Also from Oklahoma was Howard Everhart of Stillwater with his SF26A. Other out of state participants was L. R. Boyd and Dr. Don Morgan of McCook, Nebraska with their newly acquired KA-6 flying as a team. From Wichita we had Paul Wilson and Mickey Jensen (team) with their Cherokee II, Fay Edwards with his LK-10, Jerry Davis, Bob Leonard and Frank McMaster (team) with their LK-10, and Paul Weir with his TG-3. Other Kansans were Harold Kennedy from Dodge City with a Cherokee II and Don

Kennedy also of Dodge City with a Cinema. Dean Shelor of Minneola with his 1-26 and Bob Tucker, Liberal with his LK-10. We knew after registration that this was going to be a hot competition.

The first day Saturday, Sept. 5, opened with a pilots meeting at 9:00 A.M. Weather was clear but with strong southerly winds 15 to 25 mph. Because of the strong winds the contest committee selected as that days challenge a speed run to Hugoton, Kansas and return, a distance of 54 air miles. Because the KSA tow plane was late arriving in Liberal, launching this day was rather slow with only two other ships doing the work, but all sailplanes were in the air by the time the thermals had started forming. This was real competition and the high winds made it a challenge to every pilot. Only one ship made the completed course Dr. Don Morgan in his KA-6, without a doubt this was pilot skill, and netted the KA-6 the 1000 points for the day. Other