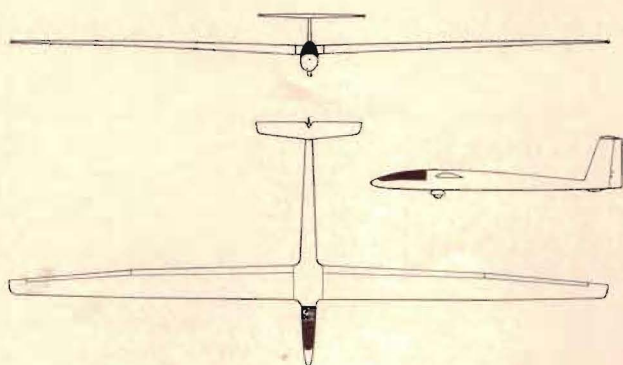


NEWS NOTES

MORE AUGURIES, MORE ANTICIPATION

When Bjorn Stender died two years ago he left the design of a remarkable sailplane as a legacy. At that time, in anticipation of the eventual production of the ship, 16 orders had been placed. Subsequently the responsibility for manufacturing the *BS-1* was given to the *Glasfluegel* firm, producers of the *Huetter Libelle*. The experience gained in making the *Libelle* proved invaluable in the *BS-1* project and many parts already certified can be used on both sailplanes. The molds for the new ship are complete and the prototype should be flying by the time you read this.

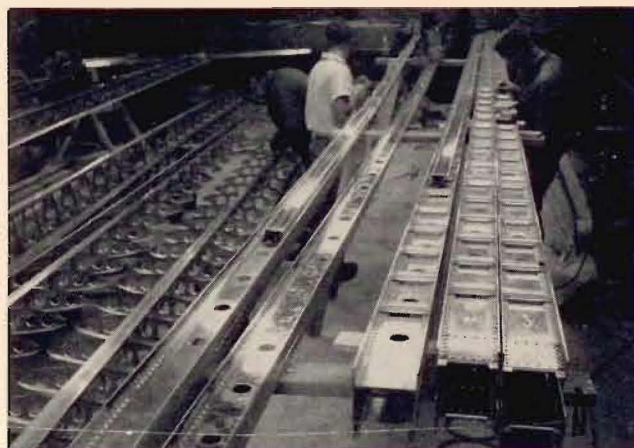
The specifications and performance figures below are those quoted in 1963 by *AeroKurier* and should probably be viewed with at least a little skepticism:



Span	59 feet
Empty weight	550 pounds
Gross weight	1100 pounds
Load factor	12
Max L/D	46 @ 64 mph
Minimum sink	1.4 ft/sec. @ 54 mph
Rough air placard	155 mph

The first 16 production versions of the *BS-1* will go to the individuals who placed the original orders. Options for U. S. delivery positions are being accepted by the distributors (*Thomson/Wessel*, 11356 Chenault Street, Los Angeles, Calif. 90049) but as yet no firm price or delivery schedule is available.

CLUB NEWS From *Towline*, the newsletter of the Seattle Glider Council, we learn that gliding in the state of Washington is booming, if ratings are any indication. In 1962 FAA Examiner *Pete Bowers* handed out five glider licenses. The figure was seven in 1963, 14 in 1964 and 37! in 1965. Some jump. Pete has also compiled an SGC area Inventory of Gliders for 1965. The Inventory lists 26 gliders as airworthy (or almost), nine under construction, four on order and five awaiting or undergoing major repairs. Of these 44 gliders no fewer than five belong to Pete himself. These include the *Bowlus BA-100 Baby Albatross*, the *Detroit Gull Primary* and a *Jacobs Weihe* (all airworthy), the *Bowers Bantam* (under construction) and the *Schweizer XTG-3, No. 1* (undergoing major repairs). Wonder what Pete does in his spare time?



Spars in the process of completion at the China Lake HP-11 factory.

REVIVAL AT CHINA LAKE What was easily the most disastrous fire in soaring history burned down the workshop of the China Lake (California) Soaring Club on the night of December 31, 1964. The blaze destroyed the framework of an almost-complete *Cherokee II*, the fuselage of a *TG-2*, fiberglass and metal components of two *Marske* flying wings and more partially-built *HP-11*'s than anyone cares to remember. After a debacle of that sort it would have been easy to curse a malignant fate, quit building gliders and devote one's energies to less taxing occupations. The China Lake group—*Charlie Drew*, *Bill Finnegan*, *Roland von Hvene*, *Floyd Kinder*, *Walt Lockhart* and *Doc McEwen*—are not discouraged easily, however. Now, a year after being wiped out, they are in full swing with a new series-production program.

The first six months of the intervening year were spent relocating (to an all-metal building) and re-equipping the shop, the next six in construction. One of the major tasks was the new jiggging for the *HP-11* wing spars, but once this was done it was possible to rivet an entire spar in only 47 minutes. No fewer than 24 spars have come off the China Lake jigs at this point and two wings have been skinned. One day soon the skies over China Lake should be shimmering with *HP-11*'s. When that day comes it will be a tribute to a hard-working bunch of people who wouldn't give up.

AIR MUSEUM *Larry Gehrlein* is another of those people who seldom rest, and that goes for his industrious family as well. Every new visit to the Thermal G Ranch reveals new projects. The latest, and possibly the most ambitious to date, is the *Thermal G Air Museum*. The museum is devoted largely, but not exclusively, to soaring. At present the aircraft include a flyable primary glider, a *Bowlus Baby Albatross* and an *Adler* sailplane, this last being a gift from *Joe Steinhäuser*. Two power aircraft, an *Aeronca G-3* and a *Heath Parasol* are also included.

At this point the museum is housed in a 60 by 75 foot building. Plans call for an adjacent reading room where books and slides will be available and a work shop where new acquisitions can be restored and museum specimens kept in repair. Admission to the Air Museum will be free and the entire venture will be non-profit. It might be a good spot to put SSA Archives material on display until that day, hopefully not too far off, when the Society is able to provide a building of its own. *Dale May?*