



LAISTER SAILPLANE PRODUCTS

Laister Sailplane Products is primarily an engineering and development organization rather than a parts manufacturing center. It is Jack W. Laister's sailplane know-how, supported by good procurement, quality control, inspection, warehousing, and service groups. Laister Sailplane Products uses the widespread professional skills and facilities of the Southern California airframe industry for the manufacture of its products. These skills are now available at reasonable cost because of decreased airframe production.



J. W. L., 1929

The Laister story from the "Yankee Doodle" to the LK-10 and through the CG-10A "Trojan Horse" to the present is part of the history of soaring. An engineering life in the aircraft industry now brings up-to-date professional designs and skills to the American sailplane market.

This announcement of the Laister Sailplane Products LP-49 Sailplane presents the 1966 embodiment of Jack's experience to the soaring fraternity as a rugged, reliable sailplane of tremendous performance per dollar, yet one requiring the very minimum of maintenance.

As a pilot, Jack knew the necessity for the ground handling convenience and ease of field assembly which he has designed into the LP-49 from the start. The predicted performance will provide the experienced pilot with a delightful ship for cross-country or competition use, or for just a weekend in the sky.

Club members through joint effort will find the LP-49 well within the range of their financing and construction abilities, thereby making a high-performance ship available to each in turn.

The LP-49 is the truly personal sailplane for the sport soaring owner, — and his family!

The kit presentation recognizes that there is a family budget. The low-noise air traction "Pop" rivet setter has no eight p.m. curfew. The special high-shear approved "Pop" rivets require NO BUCKING, since they are inserted and set directly from the front of the work.

All kit parts are manufactured to dimension. They do not require skill or manual strength for trimming to size. The special airfoil-contour spar cap extrusions are, for example, supplied taper machined and finished. The ribs are hydropress formed over master patterns to such precision that the slight geometric twist of the outer wing sections appears without lofting as the ribs are assembled to the vertical main spar. The accurate fits result from pre-drilled pilot holes in the mating parts.

Family and friends may be trusted when they ask to share in the steps of the assembly.



possible maintenance, and quickly and easily assembled in the field."

"This is the LP-49, ten years in thinking and two in construction on a part-time basis. Mrs. Laister and my sons have given their approval of my resignation from a regular engineering staff position to take the plunge. To them I dedicate the LP-49, as a relatively high performance and inexpensive sailplane, simple to produce from the kit, requiring least

— Jack W. Laister