

LP-49TK TRAILER KIT

The LP-49 Trailer meets the dual requirements of both protective housing and ground mobility. The trailer fuselage is airframe concept in design. The body is of aluminum extrusion frame members giving a simple rectangular cross section with side and bottom metal shear panels, and top deck of weatherproof plywood. The two wings slip into the body on resilient conveyor rollers from the cabinet doored rear. The LP-49 fuselage rides the top deck locked down in a secure cradle, protected at the forward end behind a contoured wind-

screen. A form moulded hood preserves canopy finish and excludes sun and weather from the cockpit between flights. The empennage need not be removed for retrieval trailering.

The trailer fuselage assembles with the identical "Pop" rivets and tools used for the wing assembly of the LP-49. Delco air adjustable shock absorbers give the lowest possible c.g. for freeway travel, but may be pressurized at any service station to increase road clearance for back country retrievals. Turn signal and stop lights are included.

LP-49 SAILPLANE KIT

The LP-49 Sailplane is offered in kit form, with all parts completed in manufacture, individually identified, and with protective finish, cadmium plated, anodized, zinc-chromate primed, or equivalent, as applicable. Prime fittings, such as wing-root attachments, are 100% penetrant or magnaflux inspected with individual identification and certification. Pre-assembled stainless steel control cables are 100% proof tested and certified.

Airfoil surfaces are formed on Farnham skin rolls.

Homogeneous rugged fiberglass fuselage halfshells are ready for installation of metal parts and for final mating.

No lofting capability is needed. A flat 24-foot by one-foot bench provides an ample assembly fixture.

Assembly dimensions are controlled through pilot drilling of the mating parts.

Metalwork required is limited to drilling, edge filing of skin for exact butt joints, riveting, finishing, and line drilling of close tolerance holes.

The kit includes a step-by-step fully illustrated assembly manual, as well as basic flight instruments, air speed indicator, altimeter, and magnetic compass. The standard fuselage color is white, with other colors to order as per list of options.

To allow for individual owner color and operating preferences, the kit does NOT include final color finish for metal surfaces, any of the optional items listed below, and does not include rental of the kit of special assembly tools.

LP-49 Sailplane Kit, including all components required for assembly of ready-to-fly sailplane, as above, packaged but not crated, net, fob Downey, California \$3500.00

(Maximum package unit length is 18¼ feet, maximum unit width 32 inches, packaged weight 600 lbs.)

Assembly equipment, needed in addition to usual home workshop tools, is provided in the form of a rental kit for return on completion of construction. The rental kit includes air-operated "Pop" riveter, microcountersink, rivet shaver, wing surface alignment templates, and drilling templates for close tolerance holes.

LP-49 EQUIPMENT OPTIONS

Retractable main landing gear, coupled retracting tail wheel, and coupled retracting main gear door, with single cockpit push-pull positive action control for all three. Main gear is spring counterbalanced for ease of operation \$180.00

Integral pigment color other than white for fiberglass fuselage half-shells \$25.00

Pistol grip stick handle with microphone control switch
\$10.00

Flight instruments in addition to standard package, variometer recommended,
Quoted to owner specification

Oxygen and radio packages
Quoted to owner specification

The LP-49 will also be available as a completed and flight-tested sailplane, or in partially assembled kit form. The kit may also be purchased in separate right wing, left wing, and fuselage units. Financing is available for all kit purchases.

LAISTER SAILPLANE PRODUCTS

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