

BSW: Electric Variometer Breakthrough!

With the BSW Electric Variometer, the Schleicher Sailplane Co. introduces a revolutionary new variometer concept featuring the following firsts:

- ★ A metal sensing element that guarantees stability of the zero point regardless of outside temperature variations. This eliminates wandering of the zero point and bothersome inflight resetting. The result is a precise and instantaneous lift/sink indication making this linear-scale instrument, in connection with a conventional Winter total-energy compensator, a natural for the MacCready best-speed-to-fly ring. Therefore a second variometer with a MacCready ring is no longer needed, an important consideration in view of those miniature instrument panels of many recent sailplanes.
- ★ A dual-tone audio unit indicating, for the first time, sink as well as lift. In connection with an ingenious pulsating device in the lift range, this results in heretofore unknown completeness and clarity of audio indication. Most important, it opens up new possibilities for flight between thermals.



RANGE SETTINGS:

± 1 m/sec, ± 2.5 m/sec,
 ± 5 m/sec, ± 15 m/sec.

POWER SUPPLY:

12 volt, therefore can be
linked to radio power supplies.

WEIGHT:

Complete, as shown, 3.6 lbs.

PRICE:

\$297.00 complete, less state taxes.

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30° bank at 45-47 mph. The gross weight was approximately 600 pounds for this flight. The dive brakes were adequate for slowing the ship down. Lowering the landing wheel helps too, especially when landing on paved runways! (See Ed's letter on destruction testing in the Letters column.)

Needless to say, I was well pleased with the performance and handling qualities of the H-301. The high-speed penetration and low sink rate make this an ideal ship for exploring standing waves. I have no doubt that the ship will perform equally well under thermal soaring conditions. At any rate I am looking forward to finding out first hand in the next couple of months.

For those who are interested I might add the ship comes very well crated, each part sealed in heavy plastic sheeting. A felt-lined cradle of fiberglass reinforced plastic is included which can be used to support the fuselage on your trailer. The Libelle is easily assembled and very comfortable to fly. Both the seat back and the rudder pedals are adjustable in flight.

The weak points of the ship as I see them are:

1) The ship is a little heavier than anticipated (resulting primarily from beefing up the wings) which increased the rough-air speed to 109 mph.

2) The scheme for supporting the wing tips on the trailer and tie-down fittings proved too weak and had to be abandoned.

3) The cockpit ventilation could be improved.

4) People six feet in height or over may find a higher canopy more desirable for pleasure flying. One is available.

5) The wing tips are vulnerable to abrasion damage on paved runways. I understand metal plates will be added on future models.

6) The ship is a little short on aileron control until the tail comes up on take-off. Maximum control is achieved using a neutral flap setting and the tail skid rather than the tail wheel provided.

—ED McCLANAHAN

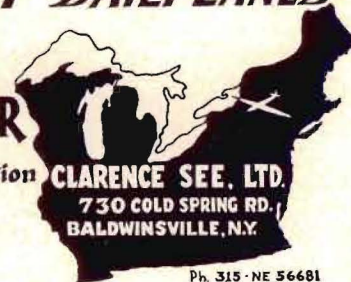
I received by Libelle about the middle of January. It is the third in the U. S. and Werke No. 14. The ship was packed in a very substantial crate made of fir planks which became a chicken house rather than a trailer as planned. The fuselage was in a fiberglass cradle that is now used in the trailer.

Assembled the Libelle is a graceful and beautiful bird. The finish in general is only slightly inferior to the Sisu's. The detail finish is not as good, but this may prove to be characteristic of glass ships.

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