

AS-12 It was just a question of time before the Schleicher Sailplane Company would produce an Open Class sailplane. After using more and more fiberglass laminates on their present designs they have now made the transition to an all-fiberglass product. True to their time-proven, practical approach to any challenge the management did not set out to explore two new frontiers simultaneously. Instead they decided to build on some existing values.

Schleicher was fortunate in securing the services of engineer Gerhard Waibel, the designer of the D-36, who also piloted his creation to victory in the 1964 German Championships. Mr. Waibel brings with him the deep knowledge and experience in plastic-laminate construction accumulated over the past decade while gaining his degree at Technische Hochschule of Darmstadt.

The AS-12 is a direct sequel to the D-36. The basic concept remains the same: A high-aspect-ratio aircraft with camber-changing flaps and a majestic T-tail. The most significant changes are a roomier cockpit combined with a sleeker looking fuselage profile. The wings have been stiffened by thickening the airfoil in the wingroot area. This despite the fact that the D-36 wing has withstood tests of 12 G's. In order to boost the performance even more the wing span was increased to 60 feet.

The initial flight tests have substantiated the expected performance improvements. To quote the test pilot: "The overall flight characteristics are very good. The stall is straight-forward and very harmless. With the CG positions tested to date the sailplane could not be brought to spin. Elevator and rudder forces are light. Aileron forces are moderate. Rate of roll from 45° to 45° at 56 mph is four seconds, quite respectable for a 60-foot aircraft. With all controls released the aircraft is very stable. Comparison flights with the D-36 showed the performance of the AS-12 to be at least equal, if not slightly better."

A glide ratio of 48:1 at 62 mph complements a rate of sink of 1.6 feet/sec. at 46 mph. The most impressive fact, however, is the glide ratio of 40:1 or better through a speed range of 44-80 mph. The resulting cross-country speed polar is most impressive.

While no price nor delivery information is available at this date, 17 orders for the AS-12 have been placed by U.S. pilots, amongst them two recent U.S. Cham-



The Schleicher AS-12, a production version of the fabulous D-36.

pions and two current world record holders. Present plans call for an AS-12 to compete at the 1966 Nationals at Minden, Nevada.

SPECIFICATIONS

Span	60 feet
Aspect Ratio	25.8
Wing Area	140 sq. ft.
Airfoil	Wortmann (same as D-36)
Wing Loading	6.15 lbs/sq. ft.
Max. L/D	48 at 62 mph
Minimum Sink	1.6 ft/sec. at 46 mph

MID-WINTER DIRECTORS' MEETING

The annual midwinter Soaring Society of America Directors' Meeting was held in Dallas, Texas, on the weekend of January 22-23, as scheduled. Attendance by Directors was the best ever with 24 present (only one absentee). Minutes of the meeting have been published, copies of which are available to any SSA member upon request. A summary of the actions taken that might be of general interest is given below.

An SSA Soaring Directory will be published in the spring of 1966, distribution of which will be limited to SSA members. All SSA voting members (except Family members) will receive copies as one of their membership benefits, while other SSA members may purchase copies for \$2.00 each.

An Office Management Committee was appointed

to examine the functions of the SSA office and make recommendations for improvements. As a result prices for many of the merchandise items sold by SSA are likely to be increased to insure that all overhead is covered.

The SSA Film Library announced that it had acquired seven new films from abroad, bringing the total in the Library to 82. It was decided to increase the film booking fees somewhat to help pay for new films as well as cover replacement costs.

The decision to implement a new group accident insurance program as a membership benefit was confirmed. Receipt of the master policy and implementation of the plan are expected to be announced in an early issue of *Soaring*.