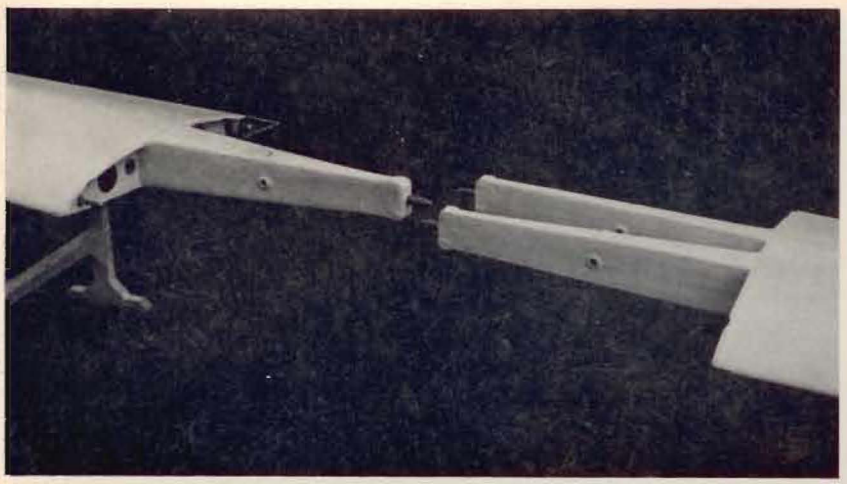
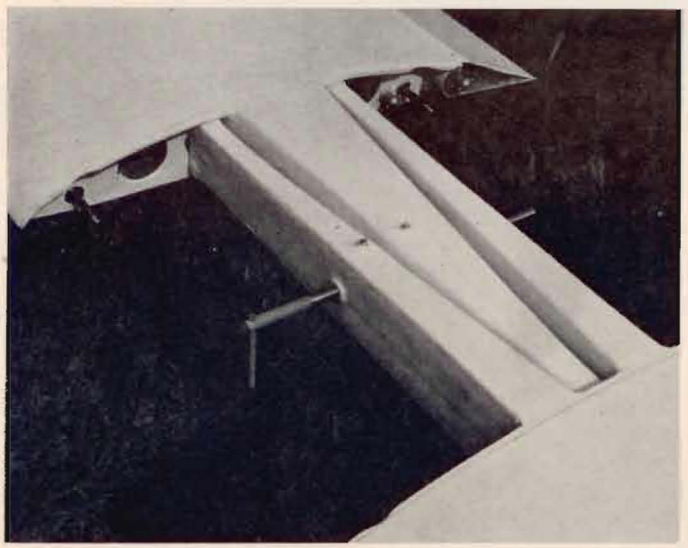


The system of interlocking spar cones, with steel aligning pins, developed for the Libelle, is also employed on the BS-1, as shown above and below.



The in-flight adjustable rudder pedals (top) show the clean detail design evident in many aspects of the BS-1. The pilot's forward view, instrument console and controls below.

This winter we have perfected the BS-1 still further by building in two additional brake parachutes which cannot only be deployed but also jettisoned. The original arrangement of having one non-detachable brake parachute handicapped one for cloud flying: should one go out of control one would be able to deploy one's brakechute to remain within permissible speed limits, but this of course would force one to land wherever one was, in good or bad territory. Also, when coming into land under windy conditions, and in a strange field, one might be able to see the direction of the wind but not its strength. Having a chute that can be jettisoned, it is a simple matter when undershooting to release one, fly on, and put out the second to sit down. The chutes used on the HKS and on the Polish Zefir (which could be reefed, theoretically) seem to be the answer to the problem of having a brake which could be used and reused, but unfortunately in practice these chutes have proved extremely unreliable. I myself prefer the braking effect of a chute to a normal air brake, but of course one has the disadvantage of not being able to control one's approach.

The other alteration which has been made is the building into the tail of a small wheel with a pneumatic tire, Klaus Keim is the inventor of this set up. In place of a skid or a small hard rubber tail wheel, this type of wheel has the great advantage of allowing straight tracking on take off in a cross wind. Also the ground handling with this wheel is a matter of greater ease.

Every time I fly the BS-1 I come back quite intoxicated with her performance. The long straight glides seem to go on and on. When I'm flying cross country and am 60 or 70 miles from base, and it is time to return before nightfall, I try to get about 6000 feet of altitude – and just fly straight home. So far I have always gotten back with ease in these long straight glides and this seems to confirm that the BS-1 does fly somewhere near the quoted glide angle of 46 to 1.

This year the new BS-1's are flying, and I am not surprised that the ship has won the German Championships. I am sure that this will be the forerunner of many more victories.

HELLI LASCH