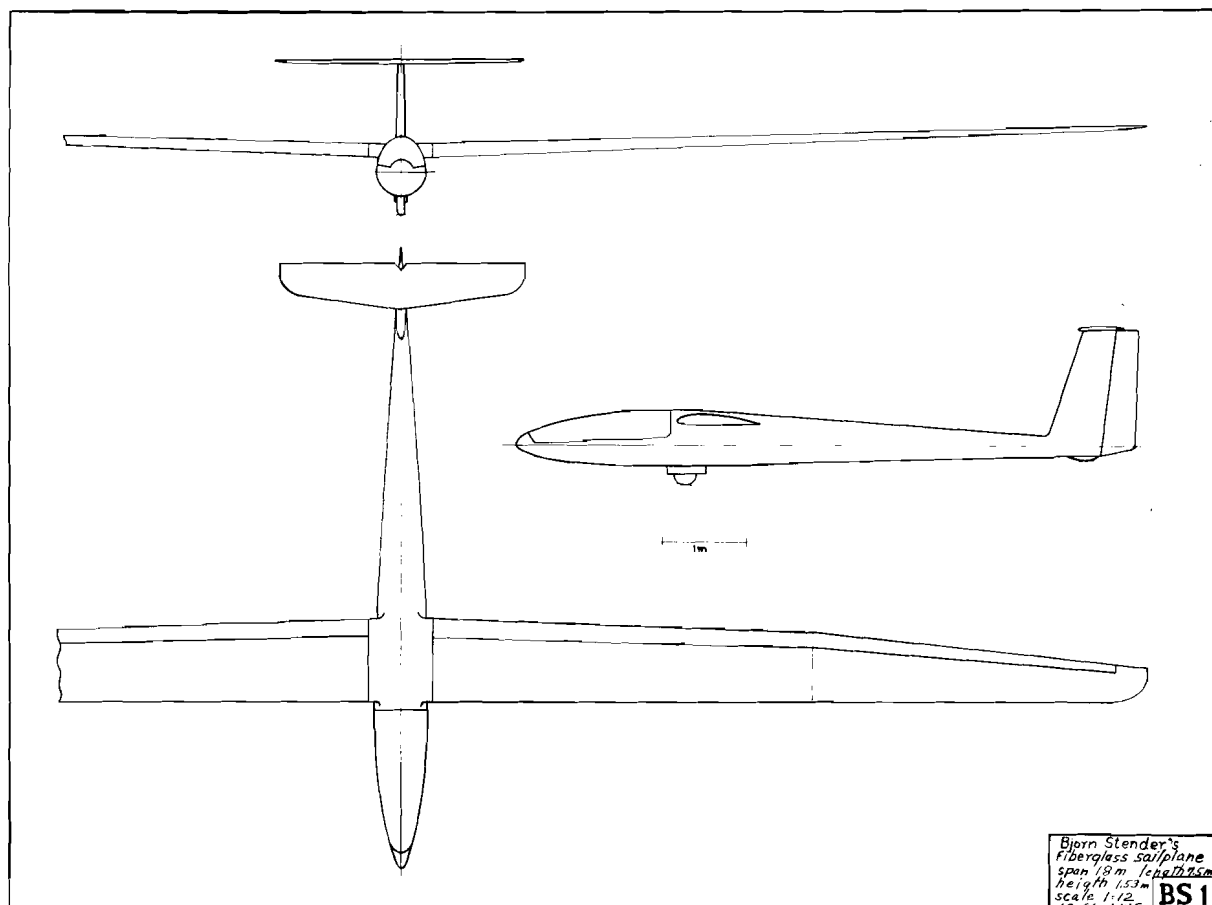


## BS-1



Three-view by Lynn Christensen

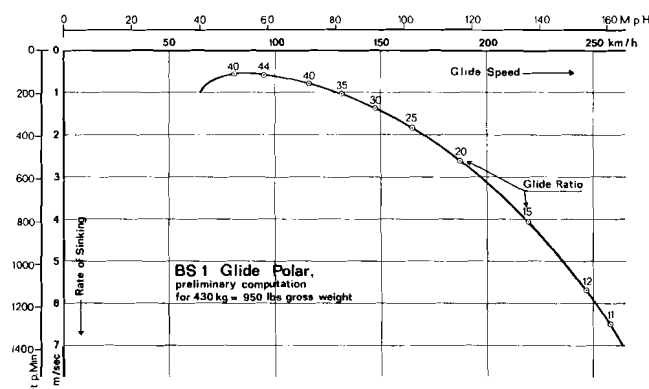
The BS-1, triumphing over all difficulties, is now being produced by Mr. Haenle of the Glasfluegel firm. With the support of an interested group of soaring pilots, and of the State of Baden-Wurtemberg, Mr. Haenle was able to take the ship over in the nick of time. As the victorious Open Class sailplane at the German Nationals, with Rolf Spaenig at the controls, the BS-1 clearly showed its great promise.

Haenle took the highly refined aerodynamic exterior of the glider, and using the techniques he had employed so successfully with the Libelle, created a structural interior. So far as we can judge for the moment, this has been an extremely successful marriage.

Many of the installations and accessories were taken directly from the Libelle: besides the control stick these include control supports and guides, and tow-hitch installations. The horizontal tailplane is of the all-flying variety. The ailerons are linked differentially with the flaps. All controls are mass-balanced.

Because of the accident with the first prototype BS-1 the production version of the ship was greeted by the German authorities with considerable suspicion and distrust. Consequently every imaginable sort of test was devised for the new edition. All load tests were conducted at a room temperature of 54 degrees C (130 degree F). This seems a little fussy when you consider that even the underside of the fuselage, which is rarely exposed to the sun, was subject to the same conditions. No wonder Mr. Haenle had a very rough time at the Ulm School of Engineering where many of the tests took place, and at Braunschweig, where the wing was tested! But the tests were concluded to the ultimate satisfaction of all concerned.

Despite the stringency of the tests, the authorities ought to be commended. They made severe demands, but they also did everything in their power not to delay the work. "During the final phases of the tests especially," Haenle commented, "I had the impression that all the government people involved understood clearly how important this was. Everyone by then understood that the BS-1 should participate in the Nationals."



When Haenle was asked why he undertook the difficult job of reengineering the BS-1 for production, he had the following comments: "I must admit that the technical aspect of this work was the prime consideration in making the decision. It simply interested me very much. But I was aware of the fact that I would be under extreme pressure if I took the job, and it was