

A Christmas Reminder—

The Soaring Society provides many merchandise items which make excellent gifts for soaring pilots at Christmastime. These include a variety of publications, SSA emblems and lapel pins, a cigarette lighter and a very attractive seven-inch-square glass tray as well as the SSA jewelry advertised elsewhere in **Soaring**. These items will be found on the Merchandise Order Form and in the Classified Ads under Publications and Miscellaneous.

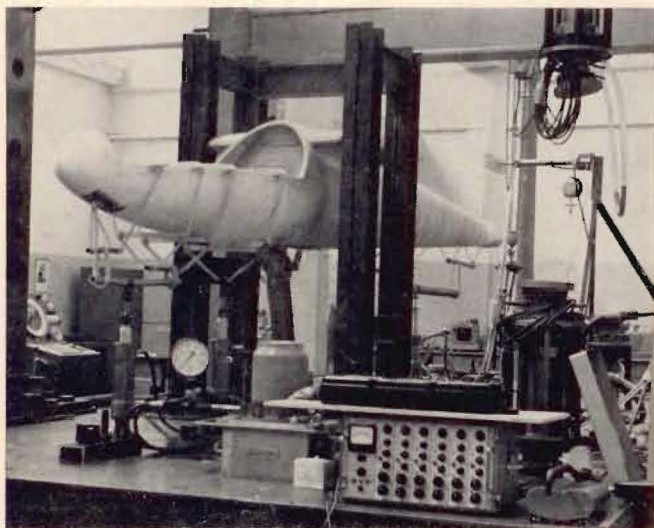
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difficult to undertake the responsibility, particularly at a time when I was attempting to get the Libelle into quantity production and to promote its sale in order to consolidate finances. It's been said that I only took on the BS-1 because I didn't have any faith in the Libelle and knew that I wouldn't be able to sell any more of them once the BS-1 was on the market. Well, a number of the Libelles are flying now, in Germany and elsewhere, and the impression the ship is making is not a bad one. From the beginning it was clear to me that the two ships would appeal to different sorts of people. I also felt sure that the Libelle was a good ship and that it would come up to the expectations of the pilots buying it.

"I also knew that I could only go ahead with the BS-1 project if the ship were developed for production — and didn't turn out to be a lemon! The natural laws of economics and finance governed the speed of development, and even though progress was very difficult for us at times, I can understand the impatience of the 16 people who ordered the first ships three years ago and who had nothing to show for their money and, at times, a very one-sided opinion of the way things were going."



BS-1 fuselage in test apparatus.

"Alone, without the help of the State and the favorable credit, we wouldn't have made it. I have a bit of a bad conscience because the first production model does not carry the name of its greatest sponsor instead of the name of its designer. I didn't have

any other choice but to name the BS-1 after Stender. I always thought of myself principally as a trustee.

"The most difficult part was the selection of the pilot for the Nationals. It was clear that one of the original 16 pilots who ordered the ship should fly it. The BS-1 was still in its test period and could not be given to just anyone as yet. I needed a pilot who had flight-test experience and experience with high-lift flaps if I wanted to get the most out of it in the limited time available prior to the contest. I also wanted a pilot with contest experience. That I chose Spaenig is easily understood if one is looking at the list of those 16 pilots. It was a very controversial decision, but it proved a correct one. Spaenig was Open Class champion at Roth.

"Now we are ready for the second prototype and will put all our energy into the testing phase and the completion of airworthiness certification."

DEUTSCHER AEROKURIER

BS-1 DESCRIPTION

A single-seat, high-performance sailplane in the Open Class category and of fiberglass-reinforced plastic construction throughout. Basic color is white, with gray identification numbers. Comes equipped with a closed trailer which can be used as assembly bed.

The wing is of double-trapezoidal layout and is of glassfiber-balsa sandwich construction. The outer shell is strengthened by a sandwich spar web and fiberglass ribs. The two wing halves are joined by a fork assembly similar to that of the Libelle. The high-lift flap operates through 27 degrees (-7 to $+20$). The ailerons are linked differentially to the flaps and are partly mass-balanced.

The fuselage is a fiberglass monocoque shell (no sandwich) strengthened by an occasional bulkhead. The main gear is retractable, although landing with the gear up is possible. Tail wheel. Two tow hitches, one for aero and one for winch tow. A jettisonable tail chute of 1.3-meter diameter. Semi-reclining seat, air vents and canopy window. Rudder pedals adjustable in flight. Inflatable seat pillows and knee supports. Head rest and gray safety harness.

Wing span.....	59.1 ft.
Wing area.....	152 sq.ft.
Aspect ratio.....	23
Airfoil section.....	Eppler 348K
Overall length.....	24.6 ft.
Empty weight.....	682 lbs.
Maximum flying weight.....	990 lbs.
Maximum wing loading.....	6.5 lbs./sq.ft.