



**THE SECOND PRODUCTION "NUGGET" BEING FLOWN ON ITS FIRST FLIGHT BY CHAMPION ROSS BRIEGLB OVER THE MOJAVE DESERT, CALIF.**

**ROSS AND MANY OTHER CHAMPION PILOTS DECLARED THE "NUGGET" TO BE THE WORLD'S FINEST 15 METER STANDARD CLASS SAILPLANE FOLLOWING THE 1974 U.S. NATIONAL COMPETITIONS.**

## **SOME OF THE NUGGET FEATURES**

1. Of course it is all designed to the latest 15 Meter Standard Class International Competition rules and provisions—including flaps and automatic aileron-flap interlock.\*
2. The flaps and aileron interlock provide a means of trimming the wing by raising the surfaces for improved glide angle at speeds above 70 MPH and lowering them slightly to reduce the sink rate at low speeds for better climb in the thermals. Then there is a flap intermediate down setting for good control during landing approach, or all the way down for steep descents at relatively low forward velocity. The flap will let you land at minimum touch down speeds of approximately 30 Kts.
3. The flap drive engages when the wings are installed.
4. The shoulder-high wing not only contributed to outstanding visibility above and below the wing aft, but also in obtaining the aerodynamic optimum wing span lift distribution.
5. The light weight (106 lb.) wings are installed easily, one at a time by two people. No struggling to match two wings and a fuselage simultaneously. Two self-locking wing retention pins are readily accessible from outside the cockpit.
6. Aileron control hook-up is by two quick-disconnects just behind the seat back. No long reach or working half up-side-down to accomplish rigging and de-rigging.
7. The 12g all-metal “Chem-Weld” hot bonded wings are lighter, stronger, and more reliable. Aluminum alloys provide the best strength to weight ratio of any of the aircraft materials, except for some of the new very expensive “exotic” materials.
8. The “Chem-Welded” wings are manufactured smooth and do not require a lot of fill to achieve sailplane aerodynamics. Likewise, the maintenance work required of a highly filled surface is eliminated. The fill isn't there on the Nugget to increase the empty wt. or crack, chip off, etc.; and the hot “Chem-Weld” bonding is approximately 10 times stronger than riveting. “Chem-Weld” bonded control surfaces are standard on the Nugget.
9. The Nugget wings are built from close tolerance parts in accurate assembly tools. The assembly tool tolerance is .005 spanwise and less than that chordwise; and they stay that way. No shrinking, no warping or deterioration with time and temperature with these wings. No low density sandwich core to bruise easily and weaken with age.
10. The water ballast in the Nugget is located in the center of the fuselage to eliminate the adverse roll rate associated with the increased moment of inertia of wet wings. It also simplifies the water filling process and the water dump control. The Nugget dumps its 175 lbs. of water in less than one minute—without the risk of a valve failure on one side, leaving one wing full of water when you don't want it.
11. A rugged landing gear with a 2-1/2" long travel shock absorber on the Nugget has proven to be a pilot's favorite. It was developed earlier on our LP-49 and has given excellent service even through some violent ground loops.

\* Aileron-flap interlock optional.

12. The tow-release of the Nugget is another nice feature. Located in the nose belly between the pilot's knee and hip. It automatically becomes flush upon release. It is completely operable for hook-up from outside the ship by the line-man without help from the cockpit.

13. Ample cabin air supply is provided through a nose fresh air inlet which is in turn exhausted at the aft end of the fuselage. The canopy is also equipped with a sliding clear vision window and fresh air vent.

14. The Nugget cockpit is comfortably upholstered and attractively styled. The controls are neatly arranged. A first comment frequently has to do with the neat, simple cockpit. The standard shoulder harness and seat belt are custom designed for the Nugget.

15. Easily adjustable in-flight rudder pedals.

16. A fast easily removable horizontal tail designed so it won't develop looseness through wear and tear; with an elevator control quick disconnect.

17. The Nugget is the most rugged high performance 15 Meter ship available and no fabric covered surfaces.

18. Superb all-around good feeling flight characteristics make the Nugget an easy to fly sailplane with the highest of 15 Meter performance—as evidenced by the men and women, sportsmen and Competition pilots who have chosen the Nugget.

## 600 Hours of Nugget Flying

The Nuggets have flown approximately 600 hours to date and demonstrated their high potential by placing above 100 of 114 Standard Class glass sailplanes in actual competition. The Nugget placed 8th in the 1973 National Standard Class as flown by Paul Bikle, and 4th in the 1974 National Standard Class Competitions as flown by Ross Briegleb. Paul Bikle flew it to 8th Place in its Class in the 1973 Open Nationals. It has also placed First in at least 3 Regionals and declared the best U.S. Sailplane in all classes in 3 National Contests and 3 Regional Contests.

## Specifications

Span	15 Meter (49' 2.55")
Measured L/D	*36.5
Weight Empty	450 lbs.
Max. Gross Wt.	900 lbs.
Max. Redline Speed	155 MPH
Min. Landing Speed	35 MPH
Max. Wing Loading (with Water Ballast)	8.26 P.S.F.
Normal Minimum Wing Loading	6.0 P.S.F.

\* The highest Paul Bikle has found in his measurement of Standard Class Sailplanes.

**PRICE AT FACTORY:** (Includes competition finish, water ballast provisions, control surface and flap seals, canopy seal, closed internal wheel housing compartment, internal radio antenna, total energy venturi, registration numbers on fuselage, new T.S.O.'d instruments, consisting of airspeed, compass and altimeter—\$15,469.00.