

News Flashes from Abroad

AUSTRIA

We have recently received the following radiogram from the Aero Club of Austria in Vienna:

"HAVING INTERNATIONAL SOARING COMPETITION SALZBURG MAY 27 TO 31 IN COMBINATION WITH 1937 ANNUAL MEETING ISTUS STOP WOULD BE VERY PLEASED TO WELCOME YOUR PILOTS AND SOARING PLANES AS COMPETITORS IN THIS EVENT WHICH WILL IN PRINCIPLE DEAL WITH SCIENTIFIC EXPLORING SOARING CONDITIONS IN ALPINE MOUNTAINS STOP REGULATIONS MAILED."

The S.S.A. immediately replied to this interesting and cordial invitation, saying that the news would be broadcast to



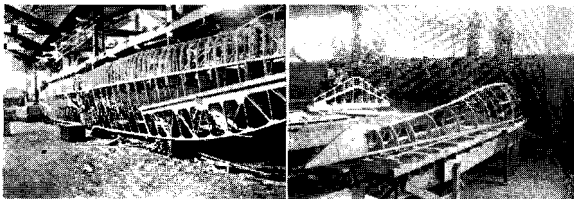
The two-seater high performance sailplane "Kamerad"

American pilots in SOARING, and that we in turn hoped that some Austrian pilots could come over to compete in the Eighth Annual National Soaring Contests at Elmira in June.

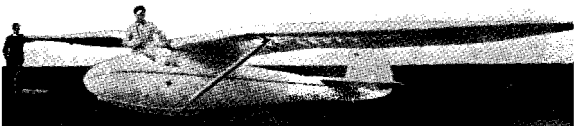
The growing interest in two-seaters has spread to Austria, as is shown by the photograph of the high performance, two-place sailplane "Kamerad". Austrian pilots who wish to make distance flights in a ship of this type sometimes find themselves at a disadvantage geographically. One of the Hütter brothers, who designed the H-17, said recently that if they took off from their club site near Vienna and flew fifteen miles north or east they would be in Czechoslovakia and if they flew twenty miles southeast they would find themselves in Hungary. Wolf Hirth also said that he envied American sailplane pilots the size of their country because "when I make a new distance flight I am apt to end up in a Czechoslovakian jail!"



ENGLAND



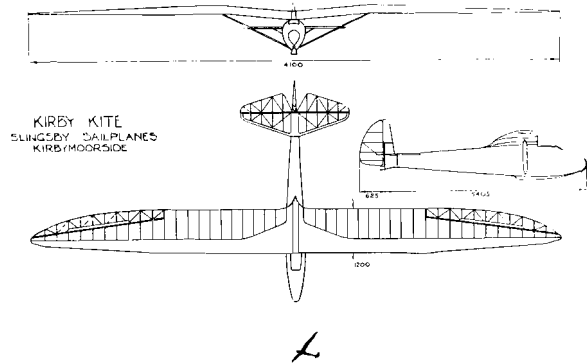
The "Kirby Kite" wing under construction on the jigs "Hjordis II" fuselage and stabilizer under construction



The "Kirby Kite" sailplane built for W. Liddell, Esq., Belfast

Norman Bruce, who was an ardent booster and active soaring pilot in Canada before he went to England to win his Silver C and take up a position in the aircraft industry, sends us interesting news of the Slingsby sailplanes. The Hjordis II, which will probably prove to be the highest performing sailplane ever built in England, is expected to take to the air for

its flight tests this month. Another Slingsby product, the "Kirby Kite", a small sailplane of pleasing lines and performance, is shown in the accompanying photographs and three-view drawing. This ship has a span of 47 feet, weighs in at 260 pounds empty, and has a normal flying speed of 32 miles per hour.



FRANCE

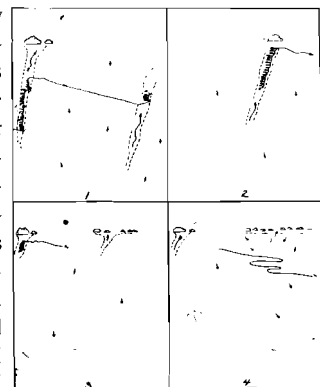
Statistics of activities at the National Center of Motorless Flight at the Banne d'Ordanche last summer, which show considerable progress when compared with those of 1935, are as follows:

Number of students.....	250
Number of launches.....	3790
Total flying time.....	599 hrs.
Number of licenses obtained.....	141
("A", 53; "B", 62; "C", 22; "Silver C", 4)	
Number of flights of more than 1 hr.....	177
Number of flights of more than 5 hrs.....	25
Number of flights of more than 31 miles.....	8
Number of flights above 3,000 feet.....	27
Number of cross country flights.....	27

The best performances of the year and the pilots making them are as follows:

Duration:	9 hrs. 12 min.—Nessler
Altitude:	4,620 feet—Mazoyer
Distance:	58.75 miles—Nessler

Confirmation of the theory that thermals are often "bubbles", rather than continuous columns of rising air, is the report made by Eric Nessler of conditions encountered during his distance flight described in this issue. In the accompanying sketches he shows how he found and used a thermal current unmarked by a cloud, as it had not yet reached the level of condensation, and also how he later encountered no lift under a cloud so formed because the rising air had dispersed. American pilots who have found similar conditions on cross-country flights will be particularly interested at M. Nessler's analysis of the phenomenon.



- Observations confirming the existence of thermal bubbles
1. While flying through descending air between clouds rising air is encountered which is not yet marked by clouds.
 2. The "bubble" reaches the height of condensation and clouds appear.
 3. The flight continues toward a group of clouds.
 4. The clouds remain but the "bubble" has passed.