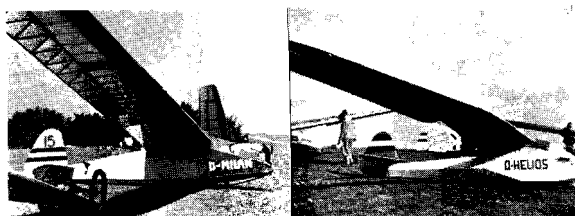


## GERMANY

Due to the growing use of winch launchings in this country the accompanying pictures of the type of winch used on the Hornberg should be of interest. With the drum mounted on the rear wheel of a big Mercedes, the cable runs forward through a feeding and cutting device. In the side view the car is pointed toward the edge of the soaring ridge and the winch is being used to pull a glider up the 1,000-foot slope after its pilot had made a landing in the valley below.

Martin Schempp sends us the latest picture of the H-17 which clearly shows its small size and simplicity of construction. This

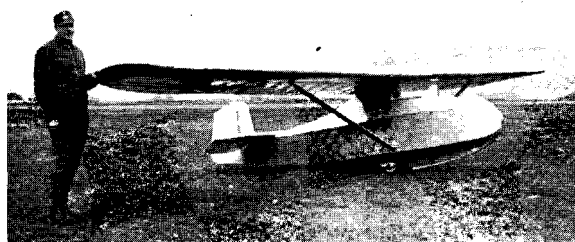


The "Milan"

Wolf Hirth  
The "Helios"

ship is now undergoing certain alterations at Göppingen to improve its stability in line with the German government's requirements for an A.T.C.

The past year has seen some interesting departures in sailplane design and construction in Germany. One has been the use of the welded, steel tube fuselages which have long been common in America in ships such as the Cadet and the Frank-



The Hütter H-17



Hornberg winch

lin. Realizing the superiority in ruggedness and protection for the pilot of this type of construction the Hu College Glider Club of Munich has used it in building their new two-seater "Milan". Another interesting ship of this construction is the "D-Helios", a fast little ship with very thin wing section, which has put up good performances the past two years.

## HUNGARY

(From *Sailplane and Glider*, December, 1936)

On August 12th of last year, during the Olympic Soaring demonstrations, the Hungarian pilot, Ludwig Rotter, made a remarkable flight of 203 miles from Berlin to Keil. This flight is not only of interest because it was the longest flight made in 1936, but also because it demonstrated the fine soaring characteristics of the Olympic Sailplane, "Nemere".

The Nemere was built with the Berlin Olympiad in mind and the basis of its design was an improved speed and gliding angle, a minimum of sinking speed, and a roomy, comfortable cockpit. To acquire this improving performance, the ailerons of the Nemere were constructed so that they could be adjusted in flight. They are lowered when a minimum sinking speed is desired to take advantage of light slope winds and thermals, and raised when high speed with maximum gliding angle is desired. To comply with these designed requirements, the span and weight had to be raised; the wing loading also had to be increased to a figure somewhat higher than that of the sailplane.

On August 12th, in spite of unfavorable weather reports, Ludwig Rotter took off in airplane tow. Mr. Rotter had little hopes of making a real soaring flight on this day, since some of the German sailplane pilots, who knew the local atmospheric conditions well, asserted that the weather was unsuitable for distance flying. The sky was cloudless during most of the forenoon and not until 12:26 did cumulus clouds begin to appear. Mr. Rotter was towed aloft the moment he saw these clouds forming and managed to make contact with them shortly after his release at 12:38. He immediately circled into a climb of from 2 to 3 meters a second to a height of 3,800 feet. Here, however, the cloud broke up, so he decided to head cross country in the direction of Keil. It was then 1:02 o'clock and the time remaining for such a goal flight was very limited and he was headed, in addition, at 45 degrees to a 16 m.p.h. east wind, when the more suitable direction would have been from the southeast. By raising the ailerons to the high speed position, he was able easily to overcome this cross wind handicap. At 87 miles per hour, his variometer showed only 7 feet per second descent in still air. In spite of the fact that his course lay over lakes, swampy and watered ground, and Lubeck Bay, and that he was not familiar with the local meteorological conditions, he felt quite sure that he could complete the flight with such remarkable speed at this command.

After proceeding over a hundred miles, he concentrated on maintaining as high a speed as possible and determined only to circle if he sank below 3,000 feet, or if large cloudless areas had to be crossed. The first never happened, but the second frequently did, especially in the third hour of the flight after the sun began to sink towards the horizon. At 2:14, he sank as low as 4,860 feet. This apparently worried him somewhat, so he changed his course toward the west, towards a cloud which he reached at 2:30 at a height of 3,600 feet. He caught frequent clouds after that and at no time during his entire flight did he sink below 3,300 feet. He took advantage of several cloud streets during the flight when he was able to keep his air speed constantly at 140 km. (87 m.p.h.). Finally, at 4:27, he reached the Plön Lake at a height of 3,770 feet and at 4:39, he passed over Preetz. Here Keil emerged from the haze and after catching sight of an airplane climbing somewhere from the outskirts of the city, he was able to pick out the airport from which the airplane had just taken off. Flying across Keil Harbor at 2,100 feet he greeted a number of warships and sailboats, which were decorated with an array of Olympic flags, by executing a few loops. After passing over the German Naval Memorial, he directed his course to the aerodrome, where he landed at 4:55. He was received by the commanding officer of the aerodrome, Colonel Otto Krueger, who greeted him heartily when he received the report of his goal flight from the Berlin Olympiad to the Keil Olympiad. On this flight, Mr. Rotter broke his Hungarian national distance record of 170¾ miles as well as exceeded the best German distance flight of the year by 46 miles.

## LITHUANIA

We have received word from the Aero Club of Lithuania that two of their foremost soaring pilots, Jonas Pyragius and Lt. Bronius Oskinis, are planning to come to America this summer. Pyragius, who holds a "Silver C", will bring over a Göppingen "Minimoa" and Bronius, a "C" pilot, will fly a special aerobatic sailplane of his own design. Both ships will be entered in the National Soaring Contest at Elmira and will later be taken on a tour of the country.