



Georg Brütting

Champion of the Contest.  
Karch in the "Milan"



Walter Setz

The new Rheinland with  
retractable landing wheel

## The 18<sup>TH</sup> RHOEN Soaring CONTEST

July 25th to August 7th

by Walter Setz

After the International contest on the Wasserkuppe, the 18th German National contest at the same location was somewhat of a disappointment. It is quite true that the weather during the International was slightly better, and that the results of this year's National far exceeded previous National contests, but when a group of sailplane pilots entirely unfamiliar with the terrain and weather can turn in the records that the foreign pilots did during the International, one would expect the Germans to do better than they did.

The National contest this year was divided into two parts. The old traditional meet was held at the "Kuppe" as usual. In addition a circuit course contest was held with the "Kuppe" as starting and finishing point. In the former, 58 ships were entered; in the latter, 20.

One of the most remarkable features of the contest was the large number of goal flights successfully completed. For example, one day 20 ships listed Nurnberg as their goal and 19 made it. Three of these ships were two-place. A total of 32 goal flights were made to Nurnberg, almost 100 miles from the start. Eleven goal flights were made to the Hornberg, 125 miles away. It must be remembered, that to be counted, these flights must be completed on one particular predetermined airport. One day Haase listed Stuttgart, about 135 miles to the SSW. He landed almost in the center of that city but received no credit as the Stuttgart airport is in the suburb of Boeblingen. A short time later he showed his way by again listing Stuttgart and in a very difficult and spectacular flight landed his Minimoa in Boeblingen for the greatest distance of that day.

Probably the most spectacular performance was that turned in by Blech when he flew blind for almost two

hours in one cloud to reach the greatest altitude for the contest, 13,400 feet. At that height his Minimoa became completely coated with ice.

In the final standings it will be noted that two-place ships were in the leading positions. In the scoring system used, two-place ships were given a large handicap quite out of proportion to the actual performances. Time and again two-place ships exceeded single seaters not only for distance but in altitude as well. There is no doubt that in the future little, if any, differentiation will be made between these two classes.

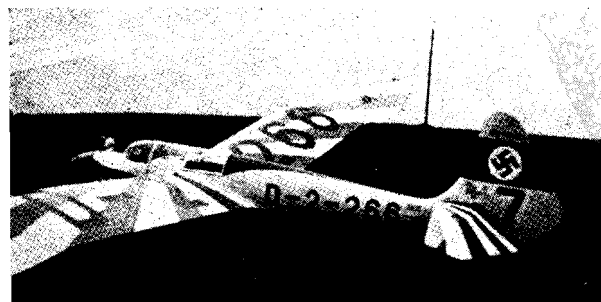
The last few years have seen a definite trend toward standardizing sailplane manufacture in Germany. Over 80% of this year's entrants were production made ships. Of the 78 sailplanes in both events there were 19 Rhoadlers, 19 Rhoadspersbers, 11 Minimoas, 4 Condors, 4 Mu 13's, 3 Rhoadbussards, 5 Kranich two-seaters, and 2 Mu 10 two-seaters.

Technically speaking, there wasn't much to see that could be called new. About the only entirely new high performance design was Kracht's "Rheinland". It is quite conventional in appearance but extremely well finished and streamlined and has a retractable landing wheel. By finishing in sixth place it proved its good performance characteristics.

Two tailless ships were entered. These were formerly powered with Hirth motors and retained the weight and appearance of motored aircraft. Hence, as far as competition was concerned, they played no part due to their excessive sinking speed. Several experimental sailplanes

A new two-seater

Walter Setz



EDITOR'S NOTE: We are very fortunate in having a first hand account of this year's German National Competitions from Mr. Setz, who has been one of our members and a soaring pilot for several years. He has just returned from Germany where he also attended the International Competitions on the Wasserkuppe and acted as interpreter for the British team.