

Foreign & News Notes

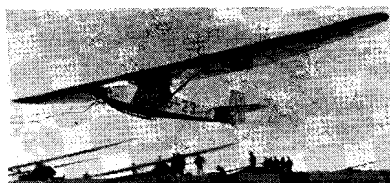
BRAZIL

A letter recently received from Fraulein Emi von Roretz, the eminent woman soaring pilot of Austria, now vacationing in Rio de Janeiro, is most encouraging about our Texas expedition. She says, "If you ask my opinion, I should say that I think there is a great deal to be gotten out of flat country thermal soaring. You people with your plains should be able to do quite unheard of distance flights." Fraulein von Roretz is recognized as an authority on this type of soaring, and has made some remarkable flights, including one of over eight hours duration, after an airplane tow take-off from an airport in level country.



GERMANY

Kurt Siemon sends us a picture of the latest model of the Grunau Baby, known as the IIa. One of these ships is now turned out every three days by the Flugzeugbau Schneider, which makes five weeks delivery possible over here. The price of this ship is now \$950.00 c.i.f. New York, including the 30% import duty. Kits or blue prints for the IIa are not available. However, Kurt is now able to offer complete sets of blueprints for the Grunau Motorbaby illustrated in the November, 1937, issues, for a price of \$90.00.



Grunau Baby IIa



ITALY

THE ASIAGO G.P.2 TRAINING SAILPLANE

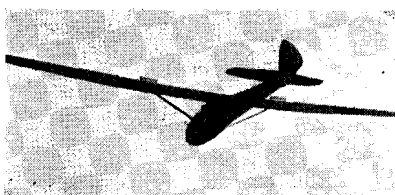
The Asiago G.P.2 is an intermediate sailplane for training in soaring and aerobatics. This design of Garbell and Preti is very similar to the German Wolf, with which we are familiar, but differs in having a full cantilever horizontal stabilizer, utilizing spoilers on the upper wing and not having a landing wheel. Like the Wolf, it has



The Asiago G.P.2



Three-quarter front view



Gliding in with spoilers open



The CW spoiler open

a monospar wing, braced with a single steel strut.

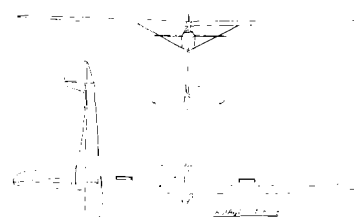
The spar is of box construction, using spruce sides with plywood top and bottom. The leading edge is covered with plywood, which carries the torsional stresses. The main portion of the wing has the G 535 airfoil, while the tapered tips graduate off to the NACA-M6. The large ailerons are hinged on ball bearings. Their differential ratio is 1:2.5. Exceptionally fine, smooth lateral control is claimed as a result.

The front part of the fuselage has a hexagonal section rounded on the top, while the rear is four-sided. The entire fuselage covering is of plywood. The pilot's seat has been made especially comfortable to give the least fatigue on

a long flight. The release is similar to the DLV and is operated by a convenient lever. The barograph compartment is behind the pilot's head. The landing skid is mounted on tennis balls for shock absorption. The ball-bearing mounted control stick is dural, as are many of the metal parts.

Control rods and cables are connected internally. The assembly of the "Asiago" requires only 15 bolts and can be done in eight minutes.

One of the most outstanding features of this ship is its low cost of construction through production methods of manufacture, which makes possible a price of approximately \$550.00 c.i.f. Milan.



Specifications

| | |
|--------------------------------|-------------------------------------|
| Span: 44.9 ft. | Gliding ratio: 1:20 |
| Length: 21.3 ft. | Weight empty: 264 lbs. |
| Wing Area: 136.7 sq. ft. | Useful load: 198 lbs. |
| Wing loading: 3.6 lbs./sq. ft. | Gross weight: 462 lbs. |
| Aspect ratio: 1:14.8 | Load factor: 9 |
| | Minimum sinking speed: 2.6 ft./sec. |



POLAND

EDITOR'S NOTE: Six months or more we have been waiting for news of this contest with no result. Perhaps our Polish friends cannot read English any better than we can read Polish, but we have word of possible entry in our 9th National Contest of a Polish team so, to show what competition we may expect, we are here with publishing results of the contest received from The Sailplane and Glider.

The 5th National Sailplane Contest was held at Inowroclaw, Poland, August 5th to 15th, 1937, and had as its aim an investigation of flat country soaring possibilities. All launching was by airplane tow, altitude of release varying from 1600 to 3100 feet. The results were very successful and showed that the level Pomerania country was better for high performance soaring than the foothills of the Carpathians.

Rules, like ours for this year, required distance of 50 km. and altitude of 1000 m. to count. Thirty per cent was added for successful goal flights. Prize for best performance was given for the 194.5 mile flight of Adam Dzimzynski, from Inowroclaw. (Continued on Page 13)

SUMMARY OF THE CONTEST

| Summary of the Series | | | | | | | | | | | | |
|-----------------------|----------|---------------------------------|-------------------------|---------------------|-----------------|------------------|-----------------------|------------------|-----|----------------------------|---------------|---|
| Date (Aug.) | Launches | Total Flying Time h. min. | Total Distance (km.) | Distance flights | Goal flights | Group flights | Group-goal flights | Flights of 50 | 100 | distance, exceeding 200 | in km: 300 | |
| 5 | 36 | 70 | 56 | 2,400 | 19 | — | 2 | — | 17 | — | — | |
| 6 | 15 | 11 | 51 | 177 | 5 | — | — | 1 | — | — | — | |
| 7 | 37 | 88 | 08 | 2,420 | 28 | 3 | 2 | 11 | 4 | 5 | — | |
| 8 | 24 | 62 | 19 | 1,926 | 18 | — | — | 6 | 3 | 3 | — | |
| 9 | 18 | 84 | 32 | 3,495 | 17 | 3 | — | 1 | 5 | 10 | 1 | |
| 10 | 12 | 37 | 33 | 1,634 | 10 | 1 | — | 2 | 3 | 4 | — | |
| 11 | 21 | 52 | 59 | 1,989 | 16 | 3 | 3 | 1 | 12 | 1 | — | |
| 12 | 30 | 65 | 02 | 2,675 | 4 | — | 1 | 2 | 5 | 7 | — | |
| 13 | 18 | 35 | 11 | 724 | 13 | 1 | 1 | 8 | 2 | — | — | |
| 14 | — | — | — | — | — | — | — | — | — | — | — | |
| 15 | 21 | Altitude flights only. | | | | | | | | | | |
| Totals..... | | 508 | — | 17,440 | 140 | 21 | 5 | 4 | 32 | 51 | 30 | 1 |