

Foreign & News Notes

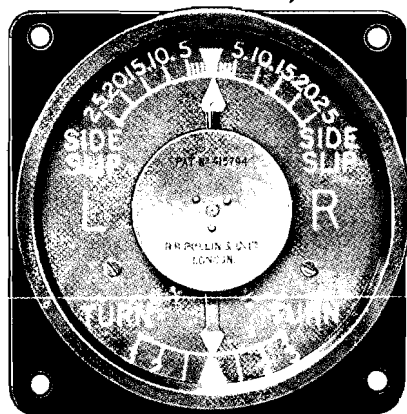
ENGLAND

Slingsby Sailplanes of Kirby-moorside have become agents for a new electrical turn indicator, known as the "Pullin", which is manufactured by the Korek Depth Gauge Company. This instrument was designed to overcome the disadvantages inherent in all venturi driven instruments, such as choking by foreign matter, moisture and the formation of ice, but at the same time to present an indicator which, though electrically operated, could be placed in close proximity to the magnetic compass without having any adverse effect on it.

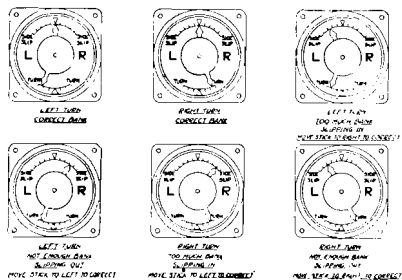
The instrument is compact, light and simple in operation. It is designed to fit flush into and occupy little space on the instrument board. The pointer indicating "TURN" is operated by an electrically spun gyro and moves across the bottom of a graduated dial, the divisions of which represent rates of turn of 125 degrees, 275 degrees and 475 degrees per minute.

The "SLIP" or "BANK" pointer moves across the top of the dial and consists of a balanced pendulum which moves at all times in the correct sense. That is to say, any bank or slip to the left is indicated by the pointer moving to the left, and vice versa. The pointer is sensitive to the smallest movement, even though well damped.

The indicator is operated from a 6 volt



DIAL INDICATIONS



Size	Dial Diameter		Width Across Fixing Flanges		Depth from Glass to Back	
	Inches	M/M	Inches	M/M	Inches	M/M
	3	76	3½	89	4¼	108
Weight	lbs.		Kg.			
	1.5		0.69			

supply and consumes only .2 to .3 amperes; 24 volt models can be obtained if desired, and it is also possible to have the pointers luminized. Price is 18.10.0 (\$92.50) at the factory.

GERMANY



On right

W. Setz



On left

W. Setz

Evidence of the Goepfingen factory's policy of constantly refining its products is shown in the accompanying photographs of the cockpit enclosure of the latest Minimoa. The picture at the left shows the first stage of rivetting the curved sections of Plexiglas. The one on the right shows the finished appearance after the joints have been covered with a thin layer of light tan-colored leather to improve the appearance as well as the streamlining.

The 1938 model of the Minimoa will be ready in July. It is understood that this model will be lighter than those now coming off the production line, which are already 30 pounds lighter than the first Minimoas imported to this country.

RUSSIA

A very interesting new "flying-wing two-place sailplane, known as the "MAK-12", has been built by N. A. Kuzakov. The photograph shows the ship about to take off for its test flight.



Velik-zhanin

The "MAK-12" Sailplane

RUSSIAN RECORD FLIGHTS

by Alexis Dawyloff

Information recently received shows with what consistency and over what a short period of time the performances of Russian soaring pilots have risen higher and higher. Most of the long distance flights were made over a terrain that is as flat as a pancake. Their earlier attempts for record flights were made at Kotel, Crimea, on the Black Sea. The country over there is quite hilly and, while suitable for soaring, is rather dangerous in case of landing, if one flies away too far inland. I know this country very well, having spent most of my childhood there. It was known as the Riviera of Russia. One of our favorite occupations was to watch the eagles and other birds of prey soar for hours over the mountains in search of food. These mountains are largely covered with dense forests, which makes landing possibilities rather precarious. Towards Kotel, the country gets flatter and vegetation is not so abundant. Crimea is similar to the Maritime Alp country of southern France.

All the long distance records were established between Moscow - Voronezh, Moscow - Saratov. Here the country is absolutely flat, the only hills being in Moscow itself, opposite the Kremlin, and known as Vorobyevi Gori or Sparrow hills, from which Napoleon observed the burning of Moscow in 1812. All take-offs were made from the Moscow airdrome by airplane tow.

This flat steppe country must be ideal for dry thermal soaring. However, there are also plenty of rivers through this region, which undoubtedly help a lot. I would like to see the same type of soaring done over in this country, because I am certain we could do as well, if not better, provided we had the equipment with which to try it. The Russian sailplanes are all built for very high cruising speed and, consequently, have a high wing loading, which makes them also land fast. They have quite a large gliding angle, said to be even greater than that of the Minimoa, and a low sinking speed.

Here is an example: the GN7 record breaking high performance sailplane is a mid-wing, gulled monoplane, with the wing located almost on the center line of the fuselage, so that the wing tips have very little ground clearance. The wings are attached to the fuselage in a manner similar to that of the Rhoadsperber. The fuselage is plywood covered, but not