

Foreign & News Notes

INTERNATIONAL

ISTUS CIRCULAR FROM PRESIDENT GEORGII

The General Council of the F.A.I., which meets in January, will discuss the question of motorless flying as an Olympic sport. Before the resolution deciding if a motion to accept gliding and soaring as a part of the Olympic program will be presented to the International Olympic Committee, the Commission of Motorless Flight will present to the General Council of the F.A.I. certain propositions.

To this effect, a number of questions of a technical and scientific nature will be discussed before the F.A.I. deciding on the sporting side of the question.

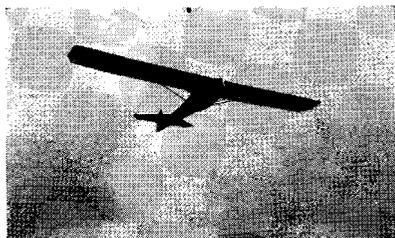
For this reason I invite the members of the ISTUS to participate in a special meeting, which will be held Tuesday, December 14th, at the Hotel Bayrischer Hof at Munich.

(EDITOR'S NOTE: This communication reached us on December 13th, which hardly gave us time to cross the Atlantic even if we had been able to make the trip. We await the outcome of the meeting with great interest.)



ENGLAND

The London Gliding Club announced that during the ten months from January to October, 1937, they ran up a total of 10,000 launches and 1,000 hours of flying, which shows an increase of nearly 90 per cent over the same period in 1936.



Kirby Kadet soaring at Dunstable.

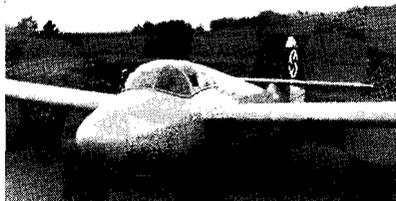


FINLAND

News comes that our "good neighbor", Finland, which has been the only European nation to pay us back what she borrowed in the last war, is making real progress in gliding and soaring. Even in that small country which has a total population no larger than that of the city of Chicago, they have an active, government supported school. Accommodations and equipment of the school includes a dormitory holding eighty students, a restaurant, large airport, twelve Grunau "9" primaries, two Komars, one "Wrona-bis", one Grunau "Ei", three Grunau "Babies", one Rhoenbussard, one Klemm tow plane, and a winch mounted on the rear wheel of a Packard phaeton.

GERMANY

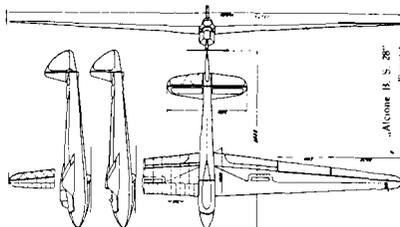
Martin Schempp sends us news and a photograph of a long-awaited event—the test flight of the Goepfingen 4 which took place at the end of November. This new side-by-side two-seater training sailplane is a full-cantilever, mid-wing design and is equipped with a wheel and brake. Further details are eagerly awaited.



ITALY

During the recent Italian aviation show, in the Mailaender Salon, there was exhibited a new Italian sailplane, the Alcione B.S. 28. It is made in two models, one with open cockpit and the other closed. This is a full cantilever, mid-wing design built by C. Silva of the Aeronautica Lombardia. The plywood covered fuselage has square sides with V-shaped top and bottom. The horizontal tail surfaces are set well forward on top of the fuselage as in recent German designs. Unlike most European designs, this sailplane has a landing wheel and brake.

The highly tapered wings have a chord of 5 ft. 10 in. at the root and 1 ft. 7 in. at the tip. Airfoil sections used, from the root out, include the G 449, G 693, NACA 23012, and NACA 0012. Spoilers are incorporated on the upper side of the wings. There is an aileron differential of 1:25.



SPECIFICATIONS

Span: 47 ft. 9 in.	Weight empty: 352 lbs.
Height (rudder): 5 ft. 3 in.	Gross Weight: 539 lbs.
Length: 21 ft. 6 in.	Gliding Angle: 1:15
Wing Area: 152.5 sq. ft.	Safety Factor: 9



LITHUANIA

A letter from our good friend, Jonas Pyragius, of the Aero Club of Lithuania in Kaunas invites Lithuanians re-

siding in the United States to participate in National Olympic Games to be held at Kaunas on July 10th to 24th, 1938, to celebrate the twentieth anniversary of the independence of Lithuania. He is hopeful of real participation from this country as he says there are more than a million Lithuanians in the United States. All American pilots of Lithuanian origin may fly at the games in ships of the Aero Club of Lithuania, the only condition being a valid pilot's license and an early application. Flying activities include airplanes, gliders, and models.

All participants will receive free accommodation, including meals and lodging for one month. Their only expense will be travel over and back which will be around \$250.00 per person. Detailed information about the contests may be obtained free from the Aero Club of Lithuania, Maironio gve Nr. 14, Kaunas.



RHODESIA

STORKS IN THERMALS

The following is a letter from an English farmer at Chakari in Southern Rhodesia and is reprinted from the November *Sailplane and Glider*.

Have you ever had an opportunity of watching storks in vast numbers using what you call "thermals"? We get tremendous numbers of them here. In spite of this country being practically flat, with no kopjes or valleys, and very little wind except when the storms work up, there are obviously thermals going up at very short distances apart. Disturb a flock of storks on the ground and they never flap for more than a hundred yards before they start to soar and always in a spiral. The spirals vary in diameter, of course, but as a rule they are about 50 to 100 yards across. The rate of rising varies but is faster than it appears. The noise of their wings is often like that of a "Rushing Mighty Wind"; more especially is this so when the flock decides to come down, and the noise is audible while the individuals are still small specks in the sky. Not that they make a spectacular rush downwards like a hawk, but just a steady descent. They seem to soar, like you, just for the fun of the thing, for one will frequently see them rise and soar almost out of sight for an hour or so and then come back to the feeding grounds.



RUSSIA

(EDITOR'S NOTE: Ever since official word reached us of the three remarkable distance flights of Rastorgoueff and the two-seater record of Ilchenko, made last May, we have been trying to get details of them. The following brief account is translated from the Russian magazine *Samolet*.)