

Foreign & News Notes

ENGLAND

First reports of the British National Gliding Contests, held at Dunstable, July 9th to 17th, have been received from *The Sailplane and Glider*. The meet started off with a new international endurance record for two-seaters, of 22 hr. 13 min., set by W. B. Murray and J. S. Sproule, in the Falcon, breaking that of 21 hr. 2 min., set by Erich Meyer, at the Hornberg on June 29th. The first official international record of 9 hr. 48 min. was set last year at the internationals, by one of the present holders, Murray, and J. S. Fox.

Principal Awards and Prizes

Lord Wakefield Trophy for best distance during year—P. A. Wills, 206 miles.
DeHavilland Cup for best altitude during year—P. A. Wills, 10,080 ft.
Volk Trophy for best duration during year—W. B. Murray, J. S. Sproule, 22 hr. 13 min.
Manio Cup for best goal flight during contest—C. Nicholson, 87 miles.
L. DuGarde Peach Trophy for winning club team—Cambridge University Club (Kirby Kite).
Firth-Vickers Trophy for all-British ship winning most points—King Kite flown by Sqdn.-Leader P. M. Watt.
Best distance was 106 miles to Lowe-stoft, by C. Nicholson, in the Rhönsperber. Best altitude was 5,130 ft., by D. F. Greig, in a Kirby Kite. Best duration was 6 hr. 31 min., by Chingwin, in a Kirby Kite. The points were awarded to the ships, rather than the pilots, so the top five listed as follows:
Rhönsperber—C. Nicholson, J. P. Dewsbury—464.
King Kite—P. M. Watt—459.5.
Rhönadler—J. S. Fox, P. B. N. Davis—413.
Minimoa—P. A. Wills—332.5.
Rhönbuzzard—R. Pasold, I. Pasold—200.5.

A new British duration record for single seaters of 13 hr. 7 min. was set on July 31st by Angus O. Pick in his Grunau Baby. His flight exceeded by 20 minutes the former mark set by J. C. Neilan, three years before. During the flight, he witnessed the first collision in British soaring, when W. C. Sharpe, in a Grunau, and W. R. Horsfield, in a Scud II, turned into each other. Both ships were badly damaged, but both pilots escaped without injury. Horsfield stalled into some trees, from which he shouted down that he was doing his five hours for his Silver C and hadn't landed yet. Sharpe, with the Grunau's tail nearly cut off, fluttered down out of control.

To P. A. Wills goes the great honor of being the first Englishman to receive the "Golden C" of the Ictus. His is number three of the international series.

FRANCE

Just received is the report of a new French altitude record of 11,800 ft., made by Eric Nessler, flying a Minimoa from Pont Saint Vincent to Strasbourg, on June 30th. The former record of Lamort was 6,100 ft.

At the time of take-off, 10:00 a.m., there was a variable west wind, with the bases of the cumulus clouds at 4,600 ft. Immediately after releasing from winch tow to 350 ft., Nessler encountered a thermal, in which he climbed to the cloud base. Heading east with the wind, he flew toward the Vosges Mountains, over which he saw large cumuli. Arriving over the mountains at a height of 5,000 ft., he flew south to find the largest clouds. Finding one to his liking, he entered and started spiralling up into it.

Soon afterwards, his steady climb stopped abruptly, as he hit a violent gust, which caused him to lose control of the ship. Everything loose in the cockpit was thrown about. Finally regaining control, he continued to spiral and climb from 3 to 13 ft. per second, while his airspeed varied from 30 to 70 m.p.h. After ten minutes, he reached a height of 8,000 ft., came out of the cloud and started to descend. The sky was overcast, as if from a higher cumulus. He steered toward a dark wall of cloud and soon began to climb again, his ascent varying from zero to 17 ft. per second. He got the impression that he was not in the center of the upcurrent, so missed the most violent turbulence.

Becoming extremely cold, as ice formed on the ship above 10,000 ft., he soon gave up, left the clouds and continued toward Strasbourg, where he landed on the airport at 5:40, after 7 hr. 40 min. in the air. Nessler said the stability of the Minimoa played an important part in the success of the flight. The French, British, and American altitude records were all made with this ship, but the latter figure is far too low by comparison.

GERMANY

Over the Wasserkuppe, during the 19th Rhoen, the German national soaring contest, there prevailed this year, for 13 days out of the 14, such weather as comes only once in many years. As



A Kranich 2-seater

a result, the meet was an enormous success, with unheard of performances. The world's altitude record was raised to 7070 meters (23,330 ft.), which represents an altitude of over 26,700 ft. above sea level. In one day, there were 27 flights of more than 300 km. (184 miles). There were 40 flights of more than 4,000 meters (13,000 feet). Probably 15-20 Golden C's were won.

Best distance:

1. Spaete in Reiher—445 km. (278 mi.).
2. Brautigam in Weihe—429 km. (266 mi.).

Best altitude:

1. Drechsel in Minimoa—7070 m. (23,330 ft.).
2. Fick in Minimoa—5550 m. (18,315 ft.).
3. Blech in Horten—5400 m. (17,820 ft.).

General Standing of Contestants:

Pilot	Ship	Pts.	Miles
1. Wolf Spaete	Reiher	3855	1565
2. Kurt Schmidt	Mü 13	3613	1790
3. K. Treuter	Minimoa	3231	1448
4. O. Brautigam	Weihe	3159	1562
5. Opitz	Condor	2943	1312
6. L. Hofman	Weihe	2766	1471
7. G. Haase	Minimoa 38	2678	1400
8. Max Beck	Minimoa 38	2663	1421
9. G. Peter	Berlin B6	2653	1055
10. Boy	Rhönadler	2590	1010

Even the 34th in the list had better than 1000 kilometers (625 miles).

Standing of the 2-seater class:

Pilot	Ship	Pts.	Miles
1. Romeis	Kranich	1777	810
2. Vergens	Kranich	1585	1063
3. Kahibacher	Mg 9a	1127	555
4. Ruhl	Kranich	1080	690
5. Diehl	Erstlingen	968	695

There were a total of 62 sailplanes, 54 single-seaters and 8 two-seaters. They were: 15 Minimoas, 12 Rhönadlers, 7 Kranichs, 3 Mü 13's, 2 Weihes, a Condor, Reiher, Rheinland, and many new designs.

As can be judged by the altitude records, the weather for this type of soaring was extraordinary. One pilot climbed in 5 minutes to 20,000 ft. Several pulled up very fast to heights of 15,000 to 22,000 ft. Four ships broke to pieces in the "thunder-storm hell" as Wolf Hirsh, who sent us these figures, described it. Two pilots jumped to save their lives from hailstones and lack of oxygen. They are now safe in the hospital, suffering from frozen fingers and noses. Werner Blech, probably the greatest of the soaring pilots, specializing in altitude flying, who jumped from the tailless flying wing, "Horten III", was dead when he reached the ground. Another was killed striking a tree. Some of the pilots actually regained considerable altitude in the violent upcurrents, while coming down in their parachutes, and landed 10 minutes after the parts of their ships! Others reported their variometers recording more than 20 meters per second climb. That represents a vertical velocity of close to 4,000 ft. per minute or 45 miles per hour, straight up!