Foreign & News Notes

INTERNATIONAL

TWO NEW WORLD RECORDS

ALTITUDE

Many who read of the astounding world altitude record made by Walter Drechsel in a Minimoa over the Wasserkuppe on August 5th, and recently recognized as the official mark of 6,687 meters, or 21,939 feet, probably felt that this mark would remain unbroken for several years, as was the previous record of 14,189 feet, set by Heinrich Dittmar in 1934. However, this was not to be the case, as we now hear that on November 28th, Erwin Ziller, of the Grunau Soaring School in Silesia, flying a Kranich, established there a new world record of 8,600 meters, or 28,215 feet. At this great height of 5.3 miles, the pilot flew for over an hour in ice-crystal clouds at a temperature of 40° (C. or F.) below zero!

Flugsport

Ziller in the Kranich

DURATION

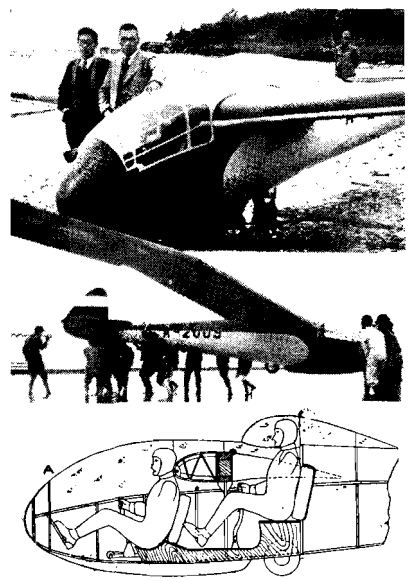
The world two-seater endurance record of 40 hours, 51 minutes, set by Kahlbacher and Fuehringer near Vienna on September 10th, was destined to be even more short-lived. The latest issue of Flugsport announces a record of no less than 50 hours, 15 minutes, made in a Kranich by August Boedecker and Karlheinz Zander, starting 10:45 a.m., December 9th, and ending when they landed more than two full days later at 1 p.m. on December 11th. This flight was made over a sand dune 4½ miles long near Rossitten on the north coast of Germany, which resembles the country near Frankfort, Michigan. Their altitude was between 300 and 1,000 feet as the wind varied from 30 to 60 miles an hour.

ICELAND

One of the last places where one would expect to hear of motorless flying is the island of Iceland. However, we hear of real activity in this cold land, where the mountains rise to nearly 6,500 feet. The Reykjavik Gliding Club made over 1,200 flights last year with a Grunau 9. Fourteen "A" pilots and eight "B" pilots were qualified. There is also one "C" pilot who won his rating in Germany. Another club has recently started up at Akureyri in northern Iceland, also with a Grunau 9.

JAPAN

From Flugsport, we hear of a very interesting, new two-seater, high performance sailplane, designed and built by Yosio Yamazaki, a member of the S.S.A. Unusual in its seating arrangement with the instructor or passenger sitting behind the pilot at a higher level so that he can see over his head, the new ship is otherwise built along usual lines. It is a shoulder wing design with a full cantilever, gulled wing with slight sweepback. It is equipped with a landing wheel and spoilers.



Specifications

Span	18.2 m.
Length	7.18 m.
Height	1.3 m.
Wing Area	18.7 m.²
Aileron Area	2.24 m.²
Wing Loading	19.7 kg/m.²
Weight empty	218 kg.
Weight loaded	368 kg.
Safety factor	8.5
Gliding ratio	1:24.5
Sinking speed	.71 m/sec. (57 km/hr)
Best ratio at	70 km/hr

PORTUGAL

(FROM L'AIR)

The first gliding in Portugal was done with the sea-sailplane "Portugal", built by the young engineer Varela Cid. Not long afterwards, pilot Lt. Freire de Menezes built a training glider which flew with real success. This same year, R. de Sousa Lima formed the Gliding Association of Portugal, which established a center for motorless flying in Northern Portugal.

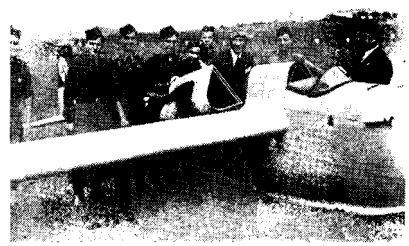
This association procured plans of a Zögling from the Spanish government. Shortly afterwards, financial difficulties reduced this group to a section of the Sport Club of Portugal, which built a Bonomi glider, based on the Zögling plans, and flew it at the airport at Paramos.

The Aeronautical Section of the Lisbon Technical Institute built a secondary glider. Two other schools built primaries. The Aero Club of Portugal then started a gliding school and trained a number of students from the military school.

There has been only one course operated by expert instructors. This was started in September, 1937, at the airport at Amadora by the Mocidade Portuguesa, an organization of youth of the pre-military ages from seven to eighteen. The course was under the direction of a German pilot, Koel Baur, who was assisted by Hans Stolz. Before November 20th, when the course was stopped because of inclement weather, eight of the ten students had "A" licenses.

Equipment used included what the correspondent described as a two-seater Wolf, but which can be recognized from the photograph below as an early open-cockpit Kranich, two Grunau 9's, and a Minimoa. Launching was done by automobile and airplane towing.

At the invitation made to the M.P. by the Institute at Darmstadt, a mission, led by Captain Humberto Delgado, of the air force, has gone to Germany to be trained as expert soaring pilots to enable them to return and train future Portugese instructors.



ENGLAND

"The Sailplane" reports Kite Soaring experiments by the Cambridge Glider Club:

"We have found on windy days that it is best to use a lower gear than usual and to slow down the winch almost to a stop long before the glider has reached its full height."

On one launching, the winch was stopped and the brake put on shortly after the take-off. The ship continued to climb until it was in the normal position at the top of the launch at about 1000 ft. Then the winch operator allowed the cable to run out. The ship climbed until there was no cable left on the drum and stayed up on the cable for a half hour between 1500 ft. and 2000 ft., varying with the gusts.

"We intend to get even higher by releasing the cable from the drum when it is all off and attach it to a length of very light cable and let it out by hand. There is surprisingly little tension at the lower end of the cable, the normal pull at the nose of the glider being almost entirely due to the weight of the cable. We have visions of sending up sailplanes on windy days and letting them wait on the wire until a good thermal comes along, then going across country. It should be possible to discriminate between gusts and thermals by comparative readings of the variometer and airspeed indicator."