

INTERNATIONAL

OLYMPIC SOARING CONTEST
1940

The Federation Aeronautique International has sent us a book of preliminary regulations for the first Olympic motorless flight competitions. Following, in condensed form, are the principal rules:

Only Olympic type sailplanes chosen by the F.A.I. are eligible.

For goal flights, they will count (a) for speed, (b) for altitude.

Only three sailplanes are allowed per country.

The winner of the Contest will be the Olympic Soaring Champion.

1st prize, of platinum, Olympic Medal and diploma to champion.

2nd prize, of silver, medal and diploma for second place.

3rd prize, of bronze, medal and diploma for third place.

The sporting rules of the F.A.I. will be followed.

Contestants must be members of recognized sport flying clubs.

Each sailplane must have its national colors and a certificate of conformity to the Olympic model.

For anyone interested in further details, the complete booklet is available at S.S.A. headquarters.



FRANCE

Wolf Hirth writes that he plans a flight to Le Bourget Field at Paris in his Klemm, towing a Minimoa flown by pilot Knoepfle. The French Air Ministry recently placed an order for two Minimoas and two Wolfs.



ITALY

On page 29 of *Model Airplane News*, there is a picture of a beautiful 10-foot flying model sailplane built by Mr. Laurenzi of Livorno, Italy.



POLAND

News has just reached us from Charles Wood that T. Gora made a remarkable distance flight of 354 miles from Bezmiechowa nearly to Vilna in a PWS-101 on last May 18th. This is the third longest soaring flight ever made. Far surpassing the German national record of 313, it comes next to the world record for single seaters of 405 miles held by the U.S.S.R. Gora is standing behind Mynarski in the photograph on page 2.

Latest figures on Polish motorless flight activity are: 130 groups with 30,000 members, 10,000 of whom are qualified pilots, 107 holding "Silver C's". Last

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year there were a total of over 8,000 launches with 7,000 hours of flying. There were 256 flights over 35 miles, totalling 18,347 miles.



SOUTH AFRICA

Soaring in South Africa has been practiced chiefly during the past few years, yet it has shown extraordinary progress. The distance record of 30 miles, made by P. A. Wills in October, 1936, was broken on Christmas day, 1937, by Hermann Winter, who soared 81 miles in a Minimoa. This year, on September 11th, Herbert Bartaune, "Silver C" pilot No. 106 and a leader in South African soaring, flew the same ship 210 miles from Johannesburg to Bremersdorp in Swaziland. This flight was exceeded during the national contest held in October, by Winter, who covered 214 miles. He also reached 10,200 feet altitude on this flight, winning for him the first "Golden C" in Africa.

A description of Bartaune's flight from *Flugsport* and the *Sailplane* follows:

Bartaune started from Alberton, near Johannesburg, at 11 o'clock in the morning by being auto towed into a thermal and was soon up above 3,000 feet. His intention was to try for Lourenco Marques, Delagoa Bay, nearly 300 miles away to the east. Although the air was thick and grey behind him, that in front was clear, though the sky was covered with a veil of cirrus. However, this, he says, does not inhibit the sun's radiation as it does in Europe. He tried at first to find something to take him higher before setting off eastwards, but there appeared to be a strongly stable layer at 3,500 feet. He had to go ten miles, travelling at 55 m.p.h., before finding the next thermal at only 1,000 feet above some salt dumps.

The flight proceeded with alternate thermal climbs and fast glides, mostly keeping between 2,400 and 3,300 feet, though once rising to 4,250 feet. The thermals were extremely turbulent. After an hour's going, there was still a cirrus veil overhead, but some shreds of cloud from thermals appeared far away to the east. Below was the flat Transvaal, with the occasional grass fires, one of which provided him with lift up to 5,250 feet so that he grew bold and glided off from this height at 60 m.p.h. to expedite his eastward progress.

The first recognizable place on the map was a railway junction at Breyton. Beyond lay an area containing lakes, some with open water and some difficult to recognize through being filled with reeds; but says Bartaune, "there was room to fly between them". He reached the aforementioned cloud shreds, but after finding that they were inclined to melt on him and leave a down-current in their place, he decided to ignore them. In fact, the best thermal of all, which took him up to his maximum height of 5,900 feet, was found between two clouds under clear sky, and only a little wisp appeared at its

top as he left it. Actually, this was over 13,000 feet above sea level.

Things now began to change. The landscape became hilly, with small woods about; the air ahead was thick with haze; the pilot, who had so far proceeded eastward from thermal to thermal with the simplicity of an aeroplane pursuing a compass course, had to use all his skill to get any further. Soon a mountain range loomed out of the haze; this was the Drakensberg, and before long, he arrived over the notorious Komati River Valley, where formerly two aeroplanes had their wings broken off in the violent gusts.

All this was unexpected, as the pilot had only a road map, which didn't show mountains at all. What with this and the poor visibility, it was impossible to know where there was a way through, and Bartaune went many miles to the northeast, nearly to Barberton, in a vain search for one. Returning on his course, he found the haze thicker and the thermals weaker and inclined to give out altogether. It was 3 p.m. and he had been in the air four hours. A shred of cloud provided evanescent lift, and then there was nothing to do but prepare for a landing in the only possible place, a stubble field by a farm. Yet only 100 meters above this, some weak, patchy thermal lift again appeared; its kernel was hard to discover, but once found, it lifted the Minimoa slowly to 5,700 feet and this, combined with the drift of the wind, enabled it to clear the mountains.

At this point, the pilot had to give up his idea of trying for Lourenco Marques, since it would have meant crossing 60 miles of bush country, impossible to land in without breakage and inhabited by lions, crocodiles, snakes, and malaria germs, but hardly any of the human species. So Bartaune decided on a downhill run along the valley which descended from Mbabane to Bremersdorp. Along the east side of the valley, the rocks rose 2,600 feet, providing a fine soaring slope 10 miles long, unblanketed by anything of consequence on the west side. Soaring along this ridge was extremely rough, and when at the end he cut off a corner to reach Bremersdorp, the resulting bump inflicted bruises on his head and shins which were still visible a few days later.

Arriving at 4,600 feet above the town at 4 p.m., the pilot still found some weak thermal lift about, but it was not good enough to attempt a crossing of the bush which lay ahead, so he sank slowly to a landing at 4:20.



(Continued from Page 11)

NEW JERSEY

GLEN ROCK

these clamps are used, spaced about 10 inches apart, and the wing has been prepared by the sanding method described above, a swell looking job is insured—no nailholes, no bumps, and good joints."