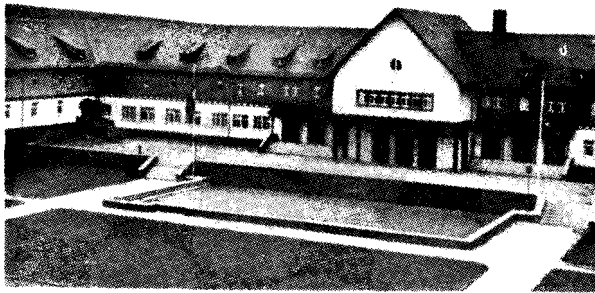


The 20th RHON CONTEST

Condensed from Flügspport



Buildings on the Wasserkuppe
Above, Lilienthal House, with Hall of Honor. Below, pilots' dormitories.

Despite unfavorable weather conditions 42,000 miles were flown with many goal flights or triangular flights. One cannot describe all the single performances. Between the crack pilots Kraft, Schmidt, Braeutigam, Haase, and Hoffman-Berlin there developed a sharp battle at the end of the contest. The younger generation performed in a way which could compete with the old fighters. Reading the daily reports one is astonished at the performances recorded. Every day it was the same picture. The Wasserkuppe was mostly covered with clouds and fog in the morning, but nevertheless the planes and crews would be standing ready on the take off place in order to be in the air as soon as possible after the clouds started to lift. In a short time, the launchings would be under way.

Then the loud-speakers began to announce the first landings. The board at the Groenhoff House attracted attention showing the landing reports. The distances were growing, the tension was growing. Everybody was anxiously speculating: "Who will make the best performance today?"

The retrievers were working regularly all night long until the early hours of the morning. A few hours sleep only were possible in order to be ready for the next day.

It was a continuous fight. Once Schmidt was towed back 212 miles from Cottbus, arriving shortly after 11:00 a. m. His plane was quickly brought to the Western ridge, and, hastily eating a piece of bread, he was again in the air at 11:50. One had to hurry in order to keep pace. It was a fierce battle.

Besides the soaring performances there was also remarkable progress in research and design. Engineering activity in soaring is considered an excellent training for inventing and designing for the young student of aeronautical engineering. For that reason section 44 and 45

of the Contest Regulation provided special prizes for technical achievements. The awards for technical prizes of improvements of planes, instruments and trailers were extremely numerous and covered all angles.

During the contest it could be observed how quickly the pilots became used to the blind flying equipment, the radio equipment to communicate with their transport-crew, and the oxygen equipment for altitude flying. There is no better pre-military training for the air force than soaring.

For that reason one understands why the High-Command of the Air Force showed the greatest interest to all these operations in the Rhon. Visitors on the Wasserkuppe included the Chief of the Training Section General Kuehl; the Chief of the Technical Section, General Ernest Udet; the President of the Aero Club of Germany, General Lander; and many other leading personalities.

Participating in the Contest were:

Class A (Experienced Pilots)	41 pilots
	41 planes
Class B (Two-Seater Contest)	36 pilots
	18 planes
Class C (Junior Pilots)	12 pilots
	12 planes

Winner of the Contest A—Erwin Kraft.

Total Points 2550.2

Total Distance 1575 mi.

Winner of Class B (Two-Seater Contest)—Kuehnold and Schroeder.

Total Distance 788 mi.

Total Points 1105.0

Winner of Class C (Junior Pilots)—W. Paesold.

Total Distance 557 mi.

Total Points 527

Pilot with highest total distance—K. Treuter with 1810 mi.

Points 2331.2

Greatest distance:

E. V. Treuberg 245

Highest altitude:

N. Fick 19,000 above sea level.

Total distance traveled by retrieving crews—195,000 mi.

OLYMPIC SAILPLANE

We have been officially informed that the drawings of the D.F.S. Meise may be obtained free of charge thru the National Aeronautic Association. However, it has not been made clear whether the drawings are to be released to anybody who wants them, or are to be used only for the ships that will compete in the olympics. The Soaring Society is asking for eight sets of plans, and will obtain the C. A. A. type certificate. It is hoped that, by the time these matters are cleared up, the plans will be ready for distribution.