

# SWISS CONSTR

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**A**BROAD, where gliders are owned above all to break gliding sport records, a buyer will give anything to possess a first-class glider once he has become familiar with its advantages. To mention only one for example: when Eric Nessler, flying a Swiss designed glider, made the 38-hour record for France (this record has been beaten since), the whole of the flying world, far beyond the boundaries of France, immediately became interested in the S-18 glider constructed by the engineer J. Spalinger.

Today international flying circles announce gliding as the "aviation sport of the future." Hence it is of the utmost importance that Swiss gliders of the most varied categories and types should be sent abroad and flown by the leading experts. The flying performances of the latest Swiss gliders are in no way inferior to those of the corresponding foreign types. With regard to their maneuverability, they are clearly superior to almost all foreign models of the same category. Owing to the fact that our machines very often have to be dismantled when they are to be used on high alpine flying fields (mountain railway transport), special attention has been given to ease of assemblage and dismantling. In mountainous countries, all the more recent machines are equipped with dive or landing brakes which have shown themselves to be very effective.

It may also be mentioned that our sailplane designers have always had their own particular ideas of model designing. The various types of planes which have been developed independently of each other, and which are completely different both in form and construction, have all turned out to be very good in actual tests since the manifold problems have in all cases been solved with much originality by the designers. The utility of the Swiss glider types is shown by the fact that only an

Above: The Moswey III and the S-18-1 in an aerobatics demonstration at Engadin, Switzerland. Below: The Spyrr V, two-place, taking off.

SOARING