

THE WEIHE

THE Empress Silver Company of 2 East 23rd Street, New York 10, New York, is the agent for importing Swedish built gliders of both German and Swedish design. The gliders and sailplanes they have include the Weihe, the Olympia (both of German design), the Fi-1, an aerobatic ship similar to the Habicht, and the Baby Falcon, an intermediate sailplane similar to the Grunau Baby but with a steel tube fuselage. Very little information on the Weihe has been received in this country other than secondhand reports that it is an exceptional sailplane. Kronfeld and others reported that it is in many respects better than the Minimoa although Kronfeld felt that the Mini was still the best all around sailplane (he did not include some of the Swiss sailplanes in this as he was not familiar with them).

The Weihe is a considerably better performing sailplane than the Olympia. It is also better suited for competition as it has a large speed range. It has the height and distance records in Sweden, also the world's duration record. Like the Olympia it has excellent blind flying characteristics. The Weihe version that is being built was designed as late as 1942 and it has a specially designed wing assembly that makes it possible to assemble the plane in less than 2 minutes and disassemble in less than 1 minute.

In Sweden they have used the Weihe since 1943 and even if it is a rather expensive plane due to its construction and great span, it can be said that it is more economical than any other type as it gives cheap flying time. When no other plane can soar, the Weihe can still be kept in the air for several hours and under ordinary soaring conditions it is not difficult to meet the five hours of thermal soaring required for the Silver C. The Weihe is also the standard high performance sailplane in the Swedish Air Force where it is compulsory for all pilots to have certain soaring training.

It is one of the most advanced type of high performance sailplane ever produced, with the exception of a few German experimental sailplanes. This type now holds the world's duration record for the second time (55 hours, 52 minutes). The Weihe is also known to have been used for more Golden C flights than any other type. It holds the Swedish goal distance record with 357 km. (236 miles) and the height record with 5,700 m. (18,700 feet).

The wing is of conventional design with the exception that the drag load is taken by the small frontspar



The Weihe (PP-4) compared with a Grunau Baby (foreground), a Wolf (PP-10) and a Rhoenbuzzard (background), all belonging to the Varig Aero Esporte in Porto Alegre, Brazil.

instead of by the usual diagonal spar. The wing section varies from Go.549 at the root to Go.676 (M12) at the tip. Diagonal plywood is used. The spoilers are of the double type.

The fuselage is reinforced by bulkheads composed of Swedish pine, spruce and plywood. On highly stressed points diagonal plywood is used. The hardwood, main skid has a fabric fairing and rubber ball shock absorbers. There is a roomy luggage compartment behind the pilot's seat and there is also space for a barograph and oxygen equipment.

The cantilever stabilizer is of all wood construction (plywood covered).

The control surfaces are of wooden construction with fabric covering. The leading edge is plywood covered to take up torsion.

The control system has ball bearings except at the rudder hinges.

Specifications

Span	18 m.	58 ft.
Length	8.30 m.	27.2 ft.
Wing area	18 sq. m.	193 sq. ft.
Aspect ratio	1:18	1:18
Empty weight	230 kg.	507 lbs.
Gross weight	335 kg.	740 lbs.
Min. sinking speed	0.60 m./sec. (54 km./h.)	2 ft./sec. (33mph.)
Best gliding ratio	1:29 (76 km./h.)	1:29 (48 mph.)
Wing loading	18.6 kg./sq. m.	3.73 lbs./sq. ft.
Span loading	18.6 kg./m.	12.7 lbs./ft.

No prices or information on delivery dates have been received as yet.

