

THE MOSWEY VI

AS WE have said many times in the past to obtain a super sailplane, one must either buy—American or foreign—or design and build one himself.

For the better breeding of American sailplanes we hope that all of these alternates will be used. That the better foreign designs will be imported, as Shelly Charles is doing with the Moswey VI, to keep us informed on what is being done abroad. We hope that individuals will still feel that they can do a better job than anyone else and design and build their own as have Vernie Ross and Irvin Prue and; we hope that Schweizers, Briegleb, Steinhäuser and other manufacturers will continue to provide our own excellent brand of sailplane.

Possibly the most interesting sailplane in America for the next few years will be Shelly Charles' Moswey VI and as the Minimoa did before the war, it may well set the pace in our postwar era. Designed and built by the Moswey-Technik, G. Müller of Zurich, Switzerland, it is the big brother of the Moswey III (SOARING, November-December, 1945) whose smooth lines and high performance has caused a number of U.S. glider pilots' hearts to go pitty-pat. The Moswey VI is a two-place but Shelly's ship will not have the rear seat or controls which will probably give it even lower minimum sink. The addition of a water ballast tank (which may be done) will then give it an even greater speed range.

The following is information released by the manufacturer:

Description of Construction

Wing: The box spar with its plywood nose is torsion proof, fabric covered aft of the spar. Right and left wing panels can be assembled on the fuselage in a few minutes and also quickly taken apart. The differential ailerons are fastened with 7 hinges, and are controlled by tubes, not cables. The Moswey spoilers and dive brakes located in the first third of the wing are aerodynamically clean when closed. When the wings are

assembled, the controls for the ailerons and spoilers couple automatically.

Fuselage: The fuselage is of rounded plywood as are all other Moswey models. Inside of the plywood skin there are bulkheads and stringers. The fuselage is perfectly streamlined.

Elevators and Rudder: The fixed portion of both rudder and elevator are built of wood; movable surfaces are covered with fabric. Assemble easily with automatic coupling.

Controls: All controls of the plane such as ailerons, rudders and elevators are built with bars, no cables, temperature corrected. Easy to check and fix. No vibration.

Cockpit: The cockpit is very roomy and convenient. The two seats are in tandem the second seat a little higher than the first. Visibility unrestricted. Canopy (plexiglass) over all seats. Can easily be released in emergency. The first seat has arm rests as in a car. The pilot in the rear seat has lots of elbow room in the roots of the wing, also baggage space. All controls lead to a central column and can be released with 3 bolts. Rudder pedals are adjustable. This is the same proven control assembly used in previous Moswey models. This simplifies the fuselage construction. The controls can be easily adjusted and checked.

Landing Gear: Completely retractable wheel. A simple lever operates it and when retracted the wheel well is covered. The wheel is mounted in hydraulic shock absorbers and will take drop landings. In case of need one may land on the skid with wheel retracted.

Performance:

Best sinking speed at 35 miles	1.9 feet
Sinking speed from 35-50 miles	1.9 - 1.95 feet
Sinking speed at 65 miles	3.4 feet
Best glide angle at 50 miles	1:32.5
Glide angle 42-53 miles	more than 32
Glide angle 40-65 miles	more than 30

