



A Moswey III above the Crasta-Mora Glacier

Photos by S. Maurer

Alpine INTERNATIONAL

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DURING the last decade the conquest of the High Alps by and for motorless flying has been successfully carried out, and Swiss soaring enthusiasts have eliminated the last traces of hesitancy in the face of the once unknown obstacles and perils.

Seizing its first opportunity since the war for providing Alpine gliding competition for colleagues abroad, the Swiss Aero Club held the first International Soaring Contest at the Alpine airfield of Samedan, in the Upper Engadine, not far from famed St. Moritz, from July 30 to August 9, 1947.

A total of 22 pilots, with 20 machines, sent in applications for the competition. Apart from Switzerland, teams from England, France, Poland, Sweden, Czechoslovakia and Egypt were represented.

Although the event was actually a competition, the organizing committee stressed the necessity of enabling foreign pilots to familiarize themselves with the topographical and meteorological peculiarities of gliding in Alpine regions. For this reason, the first two days were given exclusively to training, and some of the foreign pilots were shown the entire surrounding district during flights in powered aircraft.

The individual competitions consisted of altitude flights, closed circuit flights and distance flights to fixed targets followed by a return to the starting point. All flights were analyzed in accordance with a point system, under supervision of an international jury.

In the case of the closed circuit competitions, speed was taken into consideration in conjunction with altitude when awarding points, and in the altitude contests the maximum extent, as recorded by the barograph, by which the lowest point reached during the flights was exceeded, was used as the basis for the award.

Launching was carried out by electric or auto-winches and, in special cases, towing by powered aircraft. In the closed circuit competitions the pilots had to work up to the hotel on the Muottas Muragl — at an altitude of 8530 feet above sea level — and fly over the starting post in front of the terrace of the hotel, at an altitude not exceeding 65 feet. Only then did the pilots embark on the circuit proper.

At both the starting and finishing post on Muottas Muragl, and at all the prescribed turning points in the circuit, observation posts were equipped with radio-