

telephone installations to check the times at which competitors passed and to report these immediately to the supervisory staff.

The checking posts were located on mountain peaks or at other readily distinguishable points at altitudes varying from 8530 to 10,170 feet above sea level.

The three closed circuit competitions, the "Kleiner Rundflug" as a training flight, the "Tour de St. Moritz" and the "Tour de la Bernina," extended over distances of 16, 13½ and 32½ miles respectively, while the distance flights to Mt. Baselgia and the Weissfluhjoch above Davos covered 22½ and 42½ miles respectively. Both involved a return to the starting point. The meteorological service was taken care of by officials of the Swiss Central Meteorological Institute and the Swiss Federal Air Office.

Prof. W. Georgii, of Paris, the founder of scientific gliding, co-operated as a guest in the meteorological service.

The competitions were thrilling in the extreme. Needless to say, the Swiss competitors, who were already familiar with Alpine gliding, had the advantage, but it was striking how the performances of the foreign pilots improved daily.

The crack group, almost throughout the competition, consisted of the four Swiss competitors: Maurer, Schachenmann, Kuhn and Comte. An impressive duel was fought out between Maurer and Schachenmann, a decision being reached only on the last day, in favor of the former.

Cevers (Sweden), Branciard (France), Zientek (Poland) and Plesko (Czechoslovakia) tenaciously worked themselves up into the front ranks.

Much appreciated were the performances of the two ladies taking part in the competition, Mlle M. Choynet (France), the holder of several women's world records, and Miss I. Triimpy, well known as a skier.

Plesko, who was prevented by travel difficulties from taking part on all but four days of the competition, was the only competitor apart from the winner,



The soaring center of Samedan

Maurer, to succeed in carrying through the particularly difficult distance flight with fixed target, from Samedan to Weissfluhjoch and back.

SCHACHENMANN piloted the new Swiss "WLM-1" high-performance sailplane, in which, on the first day of training, he reached an altitude of 20,177 feet above sea level. The other Swiss competitors used the well-

(Continued on page 10)



Sailplanes at Samedan Airport