

ARGENTINE SOARING

By LEO FOLLMAN

THE second Argentine Soaring Meet was held at Merlo from February 2 to 6, 1947. This contest, organized by the Club Argentino do Planeadores Albatross, was sponsored by the Y.P.F. aeronautical division (Y.P.F. are the national oil wells), who gave us free gasoline and other subsidies, such as board for pilots, etc. The following is a summary of contestants and activities:

PARTICIPATION: 16 sailplanes, 31 pilots, 15 helpers, 16 teams, six of them from clubs of the interior. There were two categories: high performance and intermediate class. During the first week we had a great deal of rain, but the second week found retrieving crews working overtime and resorting to benzadrine to keep awake. However, we were able to handle a large part of the job with aerotow.

LAUNCHING: Aerotow with fixed release height determined by meteorological conditions. This height averaged about 1800 feet.

COMPUTATION: Distance flights exceeding 31 miles and durations of more than one hour were computable.

Best Performances

DISTANCE: Laplace (flying a Rhonbuzzard), Merlo to Leberia, 250 miles; Conde (Rhonbuzzard), Merlo to Tandil, 186 miles; Martincich (Rhonbuzzard) Merlo to General Lavalle, 168 miles; Dori (Spalinger), Merlo to Maipu, 161 miles; Chourrout (Scott-Viking), Merlo to General Conesa, 152 miles.

Conde, flying a Rhonbuzzard, set an Argentine goal record with a flight from Merlo to Maipu, 161 miles.

DURATION: (with return to point of departure): *Thermal flights only. We have no ridges.* Laplace (Spalinger), 4 hrs. 27 min.; Chourrout (Scott-Viking), 4 hrs. 16 min.; Ramaglio (Grunau-Baby Ila), 4 hrs. 20 min.; Arguelles (Rhonbuzzard), 4 hrs.

During the contest 2520 miles were made in distance. Total time — 250 hrs.

WINNERS: High performance class; Dori - Laplace (Spalinger); Conde-Moreno (Buzzard); Chourrout - Madsen (Viking). Intermediate class: Valdes - Hennings (Grunau-Baby Ila); Rietz - Lucia Pfeifer (Grunau-Baby Ila); Bona - Ortner (Grunau-Baby Ila).



Photos by Author

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known Moswey III, while the Englishmen, and one Swede and one Frenchman preferred the Swiss "Spalinger S-18." The remaining Frenchman flew the "Nord 2000" (Olympia), the Egyptian, Kamil, selected the "Kranich," the Poles the "SepSP" and the "Weihe." The Czechs had a "Kranich," a "Weihe" and an "Olympia-Meise." Excellent service at the starting post was rendered by the Swiss Jaray auto-winch.

The final list of placings in the First International Engadine Gliding Week follows:

1. Maurer (Switzerland), 1773 p. 2. Schachenmann (Switzerland), 1437 p. 3. Kuhn (Switzerland), 1394 p. 4. Comte (Switzerland), 1219 p. 5. Cevers (Sweden), 930 p. 6. Branciard (France), 923 p. 7. Salm Elsasser (Switzerland), 911 p. 8. Zientek (Poland), 869 p. 9. Ruckstuhl (Switzerland), 855 p. 10. Mlle Choisset (France), 791 p. 11. Plesko (Czechoslovakia), 780 p. 12. Gasnier (France), 768 p. 13. Miss Trumpy (Switzerland), 675 p. 14. Kamil (Egypt), 661 p. 15. Hanslian (Czechoslovakia), 615 p. 16. Kendall/Brooks (England), 487 p. 17. Poljacek (Czechoslovakia), 399 p. 18. Refregier (France), 141 p. 19. Wall (England), 60 p.

Throughout the competition, 361 launches were effected and the total flying time was 596 hours 45 minutes. The international tourist public present in the Upper Engadine at the time took a lively interest in the competition. Numerous spectators followed, from the Muottas Muragl, the progress of the extremely interesting closed circuit flights.

In view of the outstanding success which attended this event in the world of gliding, it is intended to carry out the Engadine Gliding Week in 1948 as a Gliding Olympiad or as the European Gliding Championships, on an expanded scale and under the auspices of the Federation Aeronautique Internationale.

THE COVER

A Moswey III, having climbed up from Samedan Airport in the Valley below, prepares to dive over the starting point in front Muottas-Muragl Hotel and begin the Great Engadine Circular Flight.