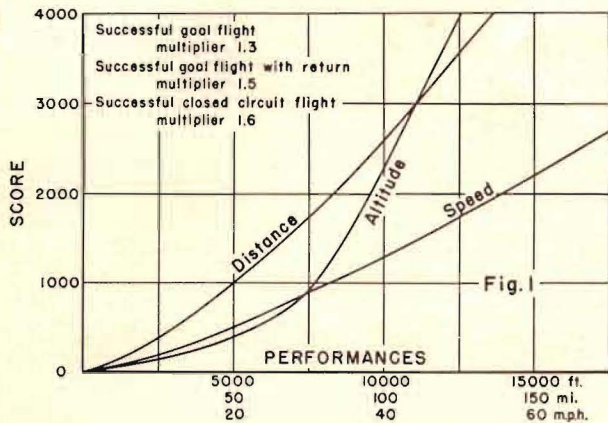


Points were awarded for each performance as shown in Fig. 1. For lesser altitudes only a few points were given, as it is easy to gain 6000 feet in Samedan.



For high altitudes the score increased progressively. The distance points were in good proportion to the altitude points. The score granted by speed was low in order not to discourage foreign contestants. Ann Douglas, captain of the English team, said that the Swiss pilots know all the up-currents by their first names. The contest proved, however, that the foreign pilots were able to learn very fast and the final result is encouraging for foreign entries in future international contests at Samedan.

July 20 was the first day of the meet and a goal flight with return was on the program. The goal was Weissfluhjoch near Davos, the total distance 42.5 miles, and points were awarded for distance and altitude. It was a favorable day and easy to complete the flight. Speed was not considered so altitude determined the first day's winner. H. Lambert of France reached the top of a Cumulus cloud in an AIR-100. With a 15,700 gain of altitude (approximately 22,500

feet above sea level), he won a tremendous advantage to lead with 7343 points. Second was P. A. Persson, Sweden, 5697 points; and third was L. Welch, Great Britain, 5080 points. Only five of twenty-eight pilots failed to complete the circuit. Two were the Swiss favorites, S. Maurer and M. Schachenmann. To obtain a greater gain in altitude, they had dived into a deep valley. There they could not find any more lift and had to land. This caused them to lose about 5500 points and took away almost all their chances to win the contest.

On the second day, the 28 pilots started on the 100 Km. speed race to Altenrhein on the northeastern border of Switzerland. Time was counted from the moment when the sailplane flew at 200 feet altitude over the starting line near the hotel on Muottas Muragl. Several high mountains had to be topped on the way and the last part of the track was known to have generally bad soaring conditions.

Eighteen contestants reached the goal, and H. Lambert again took first place by covering the 68 miles in the time of 1:40:41 at an average speed of about 41 miles per hour. Lambert got 4227 points and was followed by S. Maurer, whose time was a minute longer and who got 4206 points. Inasmuch as the speed did not give such high points as the altitude the day before, it was more important to reach the goal than to go too fast and risk being forced down on the way. Six pilots had to land at distances of one to 10 miles from the goal. They lost approximately 1000 points for not having completed the flight—there was a multiplier of 1.3 for reaching the goal.

On July 22, 27 pilots started for the 100 Km. triangular speed race. It was a favorable day and only two contestants did not finish. The timing began again when the pilots buzzed over the starting line on Muottas Muragl and the flight was completed in the same way. The other two corners of the triangle were

(Continued on page 9)



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International Champion P. A. Persson, Sweden, charting the course for his 186-mile trans alpine flight from Samedan to Geneva. A Swiss WLM-1 heading for the starting strip of the 100 km. triangular race. S. Maurer, first holder of the International Speed Record and Champion of the 1947 Swiss Competitions.