# • First World Championship

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**distances** flown during the day.

**III.—Race to Goal Pre-set by Clerk of Course.**

Speed points $= F_v \times V$

where $V = \frac{D}{T}$

and $D$ = distance between centers of take-off and landing

$T$ = time in hours from release to landing.

$F_v = \frac{15}{\sqrt{V_m}}$

$V_m$ = average of three highest speeds of the day.

The category of the day was announced by the clerk of the course each morning at the pilots' meeting after meteorological report.

The meteorological service was provided by a Royal Swedish Air Force unit. The reports read in the two official languages of the contest, English and Swedish, and each contestant was furnished a dittoed copy of the report. These reports were quite complete and I believe could well be the pattern for such a system at our own contests.

At the top of the page was a simple sketch indicating clouds with base and top altitudes shown at different times during the day. Under this was the forecast. Below is a typical one for July 7th, the day picked for the speed dash to Lidkoping, 142 kilometers southwest of Orebro.

**General Outlook**

The High with center northwest of Norway is moving northeastwards and causes weak winds from northeast to east over Sweden.

**Soaring Forecast**

The convection currents will start at a ground temperature of 15 degrees C with the cloud base of 800 m. At a ground temperature of 16 degrees C (at about 9 o'clock) cloudbase 1000-1200 m, tops 2200 m. When the temperature reaches 20 degrees C (at about 12 o'clock) cloudbase 1500-1700 m and then some of the tops will break through an inversion between 2100 and 2400 m and reach 3500-4000 m. From these clouds some light showers. Dry thermals (at about 20 degrees C ground temperature) 2-4 m/s, cloud thermals 4-6 m/s. Moderate icing in clouds 2400-4000 m.

**Wind**

| | | |
|---|---|---|
| 500 m | 70-50 degree | |
| 1000 m | 70-50 degree | |
| 2000 m | 60-40 degree | |
| 3000 m | 50-40 degree | |
| 4000 m | weak changeable | |
| 15-25 km/h | | —14 degr. C |
| 15-25 km/h | | —10 degr. C |
| 20-30 km/h | | — 1 degr. C |
| 20-30 km/h | | — 6 degr. C |
| | | —10 degr. C |

The Fourth of July was duly celebrated by the setting off of a bunch of firecrackers and other miscellaneous fireworks under the windows of the British team at the school house barracks that evening by certain members of the U. S. Contingent who shall be nameless, since it nearly provoked an international incident, — not by the Britishers who took it all in good spirit, — but by the Swedish officials and police whose sense of humor seems to follow different lines!

The Competition was officially opened on Wednesday morning, July 5th, with flag raising ceremonies and an address of welcome by Major General of Uhr. The teams were lined up before the flagpoles upon which had been raised the flags of the competing nations, and the General greeted personally each team captain, competitor, and crewman.

The meteorological briefing followed. A category I day was declared, and the contest was on. Launchings started just before 11 a.m. and all 29 contestants were away by 12:20. The weather could be described as fair to good.

When the category was announced, a time at which contest launchings would start was also given. Contestants were allowed to pick their own starting times thereafter, the clerk of the course having the authority to decide exact order should several contestants ask for the same time. This was decided in general on the sequence of the requests. With nine tow planes the launching rate could be such that delay from one's desired take-off time was a few minutes at most. This system seemed to work quite satisfactorily.

On this first day all launchings were successful, and no contestant returned to the field.

When the first day's results were in, Alm of Sweden was in first place with a distance of 284.5 kilometers and a maximum altitude gain of 3030 m. and a resultant point score of 138.127. Paul MacCready was second with 246.5 kilometers, 2885 m, and 123.712 points. Nilsson of Sweden was third with 261.3 km, 2120 m, and 113.712 points.

Thursday, July 6th, was declared a pilot-selected goal task day, Cate-

| Competition No. | Pilot | Type Glider | Nation |
|---|---|---|---|
| 1 | Jensen | Hutter 28 | Denmark |
| 2 | Rasmussen | Fi-1 | Denmark |
| 3 | (Egypt did not appear) | | |
| 4 | Haltiala | Weihe | Finland |
| 5 | Temmes | Weihe | Finland |
| 6 | Fantielles | Arsenal 4111 | France |
| 7 | Lambert | Air 100 | France |
| 8 | Lepanse | Breguet 900 | France |
| 9 | Forbes | Weihe | Great Britain |
| 10 | Mallett | Gull IV | Great Britain |
| 11 | Welch | Weihe | Great Britain |
| 12 | Wills | Weihe | Great Britain |
| 13 | Kleyn | Fokker Olympia | Holland |
| 14 | Malotaux | Fokker Olympia | Holland |
| 15 | Hayden | Olympia | Norway |
| 16) | | | |
| 17) | | | |
| 18) | Withdrew before contest | | Poland |
| 19) | | | |
| 20) | | | |
| 21 | Lasch | Air 100 | South Africa |
| 22 | Alm | Weihe | Sweden |
| 23 | Lof | Weihe | Sweden |
| 24 | Magnussen | Weihe | Sweden |
| 25 | Nilsson | Weihe | Sweden |
| 26 | Persson | Weihe | Sweden |
| 27 | Gehriger | Weihe | Switzerland |
| 28 | Legler | Moswey III | Switzerland |
| 29 | Maurer | Moswey VI | Switzerland |
| 30 | Ruckstuhl- | Moswey III | Switzerland |
| 31 | Schackenman | Air 100 | Switzerland |
| 32 | Comte | Moswey VI | U. S. A. |
| 33 | MacCready | Weihe | U. S. A. |
| 34 | Arbajter | Weihe | Yugoslavia |
| 35 | Borisek | Orao II | Yugoslavia |

Twelve types of sailplanes were used, the Weihe being by far the most popular.

| Type | Number In Competition | Design | Design Date |
|---|---|---|---|
| Weihe | 13 | German | Pre-World War II |
| Olympia | 3 | German | Pre-World War II |
| Air 100 | 3 | French | Pre-World War II |
| Moswey III | 2 | Swiss | |
| Moswey IV | 1 | Swiss | |
| Moswey VI | 1 | Swiss | |
| Hutter 28 | 1 | German | Pre-World War II |
| FI-1 | 1 | Swedish | Pre-World War II |
| Arsenal 4111 | 1 | French | Post War |
| Breguet 900 | | French | Post War |
| Gull IV | 1 | British | Pre-World War II |
| Orao II | 1 | Yugoslavia | Post War |