

Performance — at a standard pilot weight of 75 kg.:

- min. sinking speed 0.83 m/sec at 67 Kilometers/hour
- glide path (angle) 24 at 78 Kilometers/hour
- sinking speed 1.63 m/sec at 100 Kilometers/hour

The whole peak of the speed polar is greatly spread out so that for the same pilot of 75 kg. sinking speeds below 1 m/s are obtained for 54 Km/hr. to 87 Km/hr., which gives the airplane good operational flexibility, the more so because the glide path angle curve also is very wide.

At a gross weight of 211 Kg. corresponding to a pilot of 88 Kg.:

- min. sinking speed .87 m/sec at 71 Km/hr
- max. glide path angle at 84 Km/hr and
- sinking speed at 100 Km/hr is 1.50 m/sec.

In comparison with the Meise-Nord 2,000, the C.E.V. has established in addition that the performance of the AV36 is superior for all speeds, except for a few centimeters less in sinking speed between 60 and 65 Km/hr.

C.E.V. also found that the V type towing installation — which incidentally permits winch starts at more than 130 Km/hr. has a great effect on making take-offs with cross-wind easier, which is helped also by the effectiveness of the ailerons.

The AV36 has more than 150 hours flight by 45 different pilots without showing any signs of fatigue or requiring any revisions or special maintenance, despite overspeed tests, fruitless attempts to put it into a spin, and acrobatics and landings in unprepared fields.

Dr. Wolfgang Klemperer, now Vice President of the Soaring Society of America and a Research Engineer for Douglass Aircraft Company, was the first to break the world's soaring record set by Orval Wright in 1911, in a flight of 15½ minutes at the second Rhoen competition in 1921.

Switzerland has four National languages, German, French, Italian and Romansh. The latter is spoken in the upper Engadin Valley in which Samaden is situated, where the 1948 International Soaring Championships were held.

The first successful rocket-powered glider take-off (or first take-off of a piloted rocket plane) was made by Fritz Opel on September 30th, 1929, at Frankfort, Germany.



Spiraling

with E. J.

In the midst of this soaring contest season, I have gotten to thinking about the business of contests as such. What of the values and the meaning to the soaring movement? Can we truly consider ours a national contest in fact? Due to the wide disparity in the performance capabilities of our machines, are our contests really contests after all? Taking into account the results of our national and major regional competitions, are we able with any degree of accuracy to say just who our most skilful pilots are?

My answer to all of the above is — "Yes and no." Proving that I am a very positive and to-the-point chap — like other writin' fellers.

Due to distances in this country of ours, the two-weeks' vacation, and the fact that something less than a majority of our soaring people are millionaires, our national contests cannot, unfortunately, be really national in scope.

The 20th National this year saw more equality in ships than ever before, the top half dozen or so being equipped with almost identical machines. (This fact must have been very satisfying to young Dr. MacCready.) So we are at least improving our situation in that direction. And the day may not be far distant when we will see real "class competition" as in sailboating and some other sports where a machine of some kind is employed.

Looking at the marks of the "top finishers" in the national and the several major regional soaring meets, we can pretty well know who the better tournament gladiators are. This is not to say that there aren't maybe a few flowers blooming unseen to waft their soaring fragrance on the desert air, or that there are not maybe a few capable pilots who have as yet not had the opportunity for a go in the big time with a really good machine. But I doubt seriously if we have overlooked many. A skilful man can make even a medium performance machine go.

(Per — Dick Johnson's flying a TG-2, two-place, for a distance of 312 miles long before the RJ-5 was even dreamed of.)

Now, as to the values of contests, regional, national and world, their contributions to the soaring movement and the advancement of aviation in general — here is where I need a house top from whence to shout — *Yes — Yes — "A Thousand Times 'ditto' — and H — 'ditto'."* The reasons are so many and so well known that I need not mention them here. But for some of the best and most clearly stated, I would refer you to Bob Distin's Story of the 20th Nationals right here in this issue of SOARING.

Now, having so cleverly answered the questions, all of which were of my own making and nobody having asked them in the first place, here would seem a good place for me to spiral down and land while I can still maybe reach the field. So until the next time — *adios amigos.* — E. J.