YEATES NEW CANADIAN SOARING CHAMPION

Charlie Yeates of Oakville, Ontario, became the 1959 Canadian National Soaring Champion by winning the individual class in the Canadian Championships held at Regina, Saskatchewan, from July 1-10. Charlie flew his Schweizer 1-23 sailplane in the contest and, on July 11th, established new Canadian distance and goal records by soaring 325 miles from Regina to Carrington, N.D.

There were six contest days flown out of the ten possible. Peter Nickols and Leo Smith of Ottawa, flying a Ka-6B, won the team class. More complete details on this contest will be published in a forthcoming issue of SOARING.

NEW ALTITUDE RECORD

Floyd Sweet reports from Germany that on June 20, 1959, Karl Bauer of Waiblingen, Dettinger, established a new, unofficial altitude gained record for soaring. He gained 9665 meters (31,711 feet) in a cloud flight. If this is approved by FAI, it will replace the current record of 9,174.5 meters (30,1000 feet) established by Bill Ivans on December 30, 1950, in a Schweizer 1-23 while wave soaring at Bishop, California. This record has been exceeded a number of times, but never by the 3% (900 feet) necessary to establish a new record. It has stood a long time.

The Germans have some restrictions on cloud flight but do not seem to enforce them where sailplanes are concerned. In controlled areas around large cities, soaring is not permitted above about 2000 feet.

HAASE WINS GERMAN NATIONAL CHAMPIONSHIP

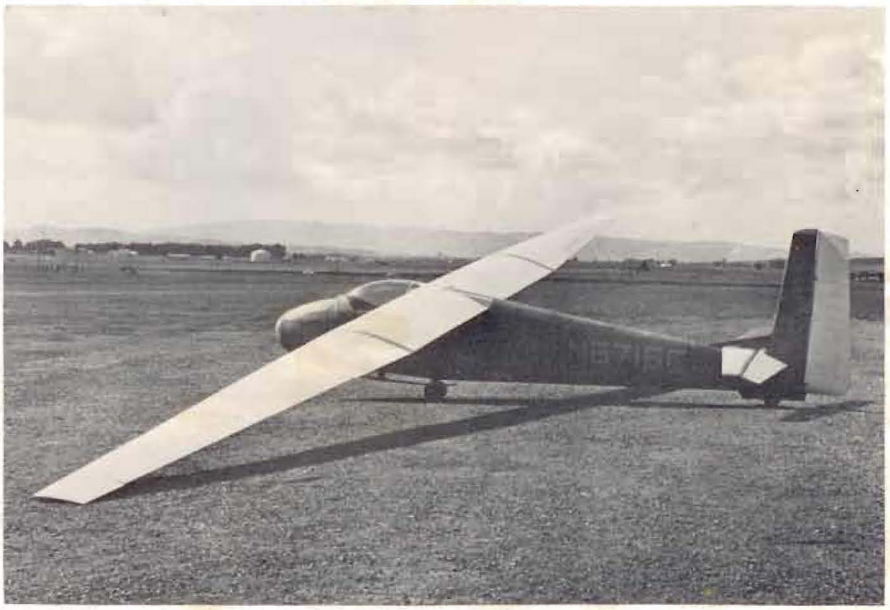
Ernst-Guenter Haase won the title of German National Soaring Champion in his country's contest concluded on July 5, 1959. Haase is also current World Soaring Champion and used the same HKS-3 sailplane to capture the new title as he used in Poland last year in winning the World Championship. He did very well on the sixth task, a triangular course; and on the seventh and final task, a 90 mile goal and return; to win by a comfortable margin. The scores had been rather close after the fifth task.

Weather was generally not too good throughout the contest — a predominant high was over most of Europe resulting in little frontal action.

Early in the contest the Standard Class pilots were out-performing the open class. There were only 13 entries in the open class, including H. Nagele in the Phoenix FS-24. Six of the other sailplanes were Zugvogel III's. In the Standard Class 17 of the 22 entries were Ka-6's, four were L-Spatz's and the other was a Ka-8.

THE M-1 SAILPLANE

by FRED H. MATTESON



The M-1 sailplane is the result of studies and sketches begun over eight years ago. The photograph shows the ship completed sufficiently for its first flight late this last winter. After the flight characteristics proved satisfactory, the lift under the clouds permitted a soaring flight of over an hour on the initial flight.

The object of the project was to provide a machine with good flight characteristics and performance, of simple construction suitable for kit-type construction, as well as an educational project for the writer. Notable features include a three-piece wing allowing construction in a garage and storage in a trailer 4x4x24 feet (with the exception of a fairing for the vertical tail). The 51 foot wing of aspect ratio 20 has an NACA 63-518 root section tapering to an NACA 4412 tip section. Construction is in wood, but no severe bends need be made in the plywood. For example, elevator and rudder aerodynamic balances are formed from foam plastic and are covered with fiberglas. The main wing spar is a simple, solid laminated beam; the leading edge portion ahead of the spar is filled with foam plastic. Large under-surface dive brakes are very effective.

When I went to work with John Graves in Germany I took my plans with me. While there, Mr. Martin Schempp, so well known for his Minimoas, offered to build the ship. On his staff was Mr. Alfred Vogt, of LO-150 fame, who redesigned the ship to German standards and materials. Complete manufacturing drawings have been made. The workmanship on the glider is outstanding. Push-pull tubes are used for elevator and aileron controls with independent cables for the rudder pedals so that low temperatures have no detrimental effect on the controls. The cockpit is very roomy accommodating a 250 pounder comfortably, and in-flight adjustable rudder pedals extend amply for those in the 6½ ft. class. The wing position behind the pilot's neck and the large canopy furnish visibility where it is needed most.

The flight characteristics are good. The rather large vertical tail and low geometric dihedral make it possible to make gentle turns with the feet off the rudder pedals, a quality which makes coordinated thermal flight very easy. No performance measurements have been made, but the flat glide gave me a new thrill in soaring.