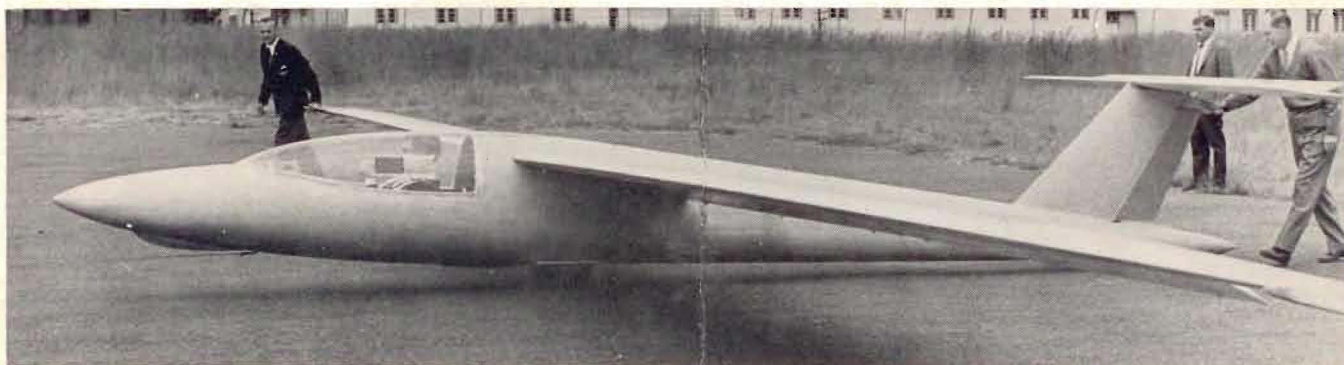


WORLD NEWS

ENGLAND

Mrs. Anne Burns, flying an Austria SHK, scored a total of 4252 points during the five days of the British National Gliding Championships at Lasham, Hampshire. Mrs. Burns thus became the 1966 British National Champion and, to our knowledge, the first woman ever to win a national gliding championships. George Burton and John Williamson, both of whom were members of the 1965 British Internationals Team, finished just behind Mrs. Burns, Burton with 4225 points, John Willy with 4063. Both flew 17-meter/retractable Darts [which also finished 4, 5, 7 (Philip Wills), 14, 16, 17, 20 and 25]. Further down the list were Nick Goodhart (Dart 17) (15th); Tony Dean-Drummond (Olympia 419) (21st); Peter Scott (Olympia 419X) (28th) and John Fielden, reigning national champion (Dart 15) (35th).

Peter Hanneman won League Two flying a K-6, scoring 4477 points. Mr. Hanneman, who is 27 years old, also won the Centenary Trophy, which is awarded to the competitor in League Two who is under 28 years of age at the start of the Championships and who scores the most points on any two days. The victorious K-6, incidentally, was one of 13 Standard Class aircraft of the 40 entered in League Two. Only six of the 40 competing gliders in League One were Standard Class machines. The highest of these in the final placings was the K-6E flown by John Delafield (3704 points).



The most recent addition to the South African soaring scene is the radical and striking BJ-3. The new ship is largely of metal and fiberglass and features Fowler flaps which vary the wing area from 132 to 172 sq. ft. At the larger area the wing loading is a value (5.53 lbs./sq.ft.) which allows a minimum sink of about 0.75 m/sec. and a stall speed near 35 m.p.h. With flaps retracted the loading goes up to 7.21 lbs./sq.ft. and the BJ-3 to inter-thermal speeds on the order of 125 m.p.h. — even in rough air. Under the proper conditions the sailplane should be capable of some extremely fast cross-country speeds providing the pilot can take the battering that goes with rough-air flying at high speeds.

COMMUNIST CHINA

Gliding was born literally overnight in Communist China (with a big assist from the Poles) in 1952. Presently the country has numerous training centers and more than thirty aero clubs. The entire gliding program — training centers and clubs — is state supported and flying is free to all members. The only requirements for membership are a medical examination and dues paid to the sporting committees or to the training centers by the students. There is said to be a great variety of equipment in current use, although the majority of it, like the know-how and training methods, are presumed to be of Polish origin. Present national records for free distance are 345.9 kilometers (feminine) and 412.9 kilometers (masculine).

— AVION

GERMANY

The statistics for West Germany, compiled for the year 1965, reveal the following data: 25,000 active soaring pilots; 1,700 pilots with instructors certificates; 1,000 chief wood workers; 700,000 tows and 190,000 hours of flying in gliders.

It was a poor year as far as accidents were concerned, there having been a total of 74, including 14 fatalities. The majority of the accidents (42) were on landing; 14 occurred during aero tow when lines broke below an altitude of 300 feet; 2 were structural failures during aero-tow and six were structural failures, due to gusts, in free flight. Of the six gliders that broke up in free flight, two were prototypes. In these instances the pilots were saved by using their parachutes.

During the years 1961 through 1964 the following badge legs were completed in Germany: 3344 Silver, 358 Gold and 598 Diamond.

— AVION

FRANCE

As a result of their experience with the all-plastic, four-place WA-50, the Wassmer firm has begun production of a fiberglass sailplane, the WA-26. The ship is presently under construction, the front section at Issoire, the rear section at Merville.

The two-part wing of 15-meter span uses a Wortmann section. In the interests of maintaining extensive laminar flow the air brakes are set well back, as in the Elfe and the Prue Standard. Because brakes set this far back are of limited efficiency they are given the largest possible area, but are mounted far enough out

from the fuselage so as not to upset the airflow over the tail surfaces. They hinge at their 60% chord and rotate through 90 degrees.

The rear section of the fuselage is of plywood, the front a stratified shell, reinforced by an interior honeycomb skin which forms the floor and walls of the cockpit. The controls run between these two layers. The pilot position is reclining, but to a lesser degree than in the Edelweiss. (This fuselage was, in fact, intended for an 18-meter sailplane, now abandoned.) The wheel of the prototype is retractable, but the production model will have a fixed wheel to conform to Standard Class rules.

Anticipated performance has not been given by the designer.

—SAILPLANE & GLIDING