



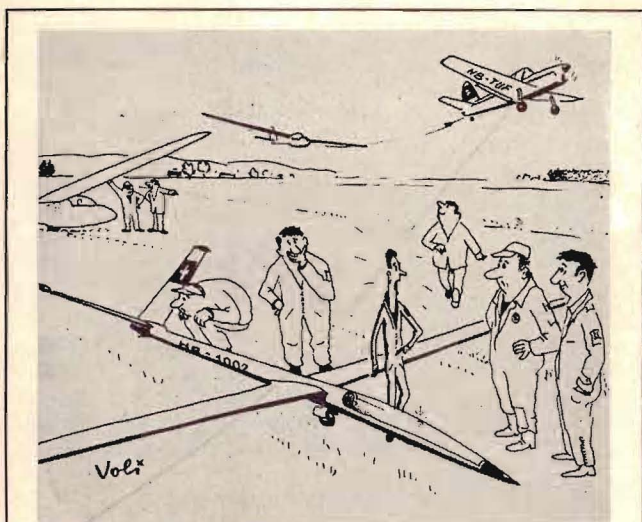
Photo courtesy Glasfluegel

The BS-1, using its tail chute as an air brake, just about to touch down. This particular aircraft, which Rolf Spaenig flew to first place in the Open Class at the German Nationals, was the first production model of the super-sailplane and was built from production molds by the Glasfluegel firm, makers of the Libelle.

## May 29th

Those attending briefing next morning were asked not to applaud as each contestant was introduced. This rule was broken only twice, once when the audience could not resist expressing admiration for Heinz Huth, "Der Lange" (the Long one), defending Standard Class Champion, twice World Champion, and at 57 the senior competitor, and the other time for Werner Hampel who indicated his desire to fly his L-Spatz-55 in the Open Class against the super-sailplanes (he was overruled by the contest jury, however, and had to settle for the Standard Class in which he was limited to outflying such machines as the Foka and K-6E).

The weather appeared marginal. A high-pressure system prevailed over the British Isles, with a low-pressure trough in Eastern Europe. Between these two pressure systems cold Scandinavian air flowed southward over Central Europe, bringing with it scattered showers. Contest regulations did not permit IFR flight, and although a 93-mile triangle was tentatively set, this finally had to be cancelled because of low cloud bases and showers.



Courtesy Swiss Aero Review

The hardest part of the entire project has been the dieting.

There followed ten contest days, the first on May 30th, the last on June 10th, the results of which are given below:

## 1

Task, twice around a triangle for a total distance of 190 miles; **Weather**, considerably improved from the previous day. By mid-afternoon the sky was filled with regularly spaced cu and thermal conditions were good.

**Results:** The BS-1, flown by Rolf Spaenig, removed any doubt about its potency with the best speed of the day, closely followed by Walter Schneider in one of the two D-36's. Hans-Werner Grosse (the unofficial 1965 American Champion) flew his K-6E to the best time in the Standard Class. Waibel (D-36) finished fifth in the Open Class with 46.7 mph and Huth was surprisingly far down the in the Standard Class listings (15th) with a speed of 41.4 mph. The top three in each class were:

Open Class				pts.
Spaenig	BS-1	50.3 mph		800.1
Schneider	D-36	50.3 mph		799.8
Hillenbrand	Libelle	48.7 mph		777.9

Standard Class				
Grosse	K-6E	47.1 mph		775.1
Lindner	Phoebus	46.6 mph		767.8
Reichmann	SF-27	46.2 mph		761.6

## 2

Task, goal-and-return of 174 miles; **Weather**, difficult due to increasing cloud cover and shower activity.

**Results:** Pilots had to fight a headwind going out, and although most competitors reached the turnpoint, progress was slow. On the return cloud cover over the course was complete and all progress was finally blocked by showers which put the 30 leading sailplanes on the ground within a few miles of one another. Lindner flew only 95 miles and dropped to 20th in the Standard Class while Huth, who man-