

**Results:** About two-thirds of the pilots failed to complete the task, among them front runners Waibel and Grosse. It was oppressively hot, and after rounding the second turnpoint Waibel blacked out in the poorly ventilated D-36 cockpit. Fortunately he was able to land safely, but the loss of several hundred points dropped him hopelessly out of the running for the Open Class lead. Grosse was displaced to fourth in the Standard Class due to a disappointing 179 miles. Spaenig demonstrated his remarkable skill, and the amazing performance capability of the BS-1, by beating the next-fastest pilot's time by nearly three-quarters of an hour!

Open Class			pts.
Spaenig	BS-1	43.7 mph (1)	5150.4 (1)
Kuntz	SHK	35.0 mph (7)	4950.3 (2)
Waibel	D-36	152 miles (12)	4844.3 (3)

Standard Class			
Huth	K-6E	31.9 mph (5)	4699.7 (1)
Lindner	Phoebus	33.0 mph (3)	4608.0 (2)
Fischer	K-6E	28.9 mph (12)	4553.2 (3)

After a gruelling and unprecedented seven solid days of competition, a well-deserved rest day was declared as a storm front moved through Roth on June 6th. The next day the 131-mile triangle which had been set had to be cancelled because of continued scattered showers and low cloud bases.

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**Task,** 104-mile triangle; **Weather,** good cumulus and thermal conditions early in the afternoon, but with increasing cloud cover and scattered rain later.

**Results:** All but five pilots completed the task and several unsuccessfully attempted to better their speeds with second tries. The three best times in the Standard Class were set by pilots flying the very fast Phoebus, and again Lindner was one of the three. Again the margin of speed was valuable: Huth was 4.2 mph slower than Lindner and received 71 fewer points. Now his overall lead was only 21.1 points. Spaenig, in the Open Class, had a more comfortable lead over Kuntz, and could afford to fly more conservatively.

Open Class			pts.
Spaenig	BS-1	46.2 mph (5)	5959.2 (1)
Kuntz	SHK	44.3 mph (8)	5726.1 (2)
Waibel	D-36	46.4 mph (4)	5656.7 (3)

Standard Class			
Huth	K-6E	38.9 mph (15)	5439.8 (1)
Lindner	Phoebus	43.1 mph (2)	5418.7 (2)
Fischer	K-6E	40.0 mph (11)	5311.7 (3)

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**Task,** 153-mile triangle; **Weather,** excellent thermal conditions, high cloud bases, and little wind.

**Results:** With the exception of Hammer, in the Kria, all pilots completed the task, and with the best speeds in the contest. Once again Spaenig showed the rest of the flock the T-tail of the BS-1, and once again Gloeckl and Kriechbaum pushed their Phoebuses to two of the three best speeds in the Standard Class. Lindner could not quite maintain the level of performance he had demonstrated on the three previous

days and dropped further behind the hard-fighting Grand Old Man of German soaring, Huth:

Open Class			pts.
Spaenig	BS-1	52.6 mph (1)	6850.0 (1)
Kuntz	SHK	49.0 mph (9)	6561.8 (2)
Waibel	D-36	51.6 mph (3)	6534.3 (3)
Standard Class			
Huth	K-6E	48.7 mph (4)	6277.7 (1)
Lindner	Phoebus	48.1 mph (6)	6246.9 (2)
Fischer	K-6E	48.4 mph (9)	6126.7 (3)

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**Task,** twice around a triangle for a total distance of 229 miles; **Weather,** a continuation of the excellent conditions of the day before, but weakening (and impaired by heavy haze) later in the afternoon.

**Results:** About two-thirds of the contestants were able to close the triangle for the second time and speeds were comparatively good. For the seventh time in ten days Spaenig flew the BS-1 home with a better speed than any other contestant, thereby winning undisputed claim to the Open Class Championships and proving that the BS-1 is, indeed, a super-sailplane. Rudi Lindner's speed in the Phoebus, the machine he helped design and build, was 4.6 mph faster than Huth's in his K-6E and this was just enough to transfer the title from one of the toughest competitors in the world. The final results:

Open Class			pts.
Spaenig	BS-1	49.4 mph (1)	7663.6 (1)
Kuntz	SHK	47.4 mph (3)	7349.1 (2)
Waibel	D-36	48.6 mph (2)	7337.9 (3)

Standard Class			
Lindner	Phoebus	44.2 mph (2)	7033.1 (1)
Huth	K-6E	39.6 mph (16)	7012.1 (2)
Fischer	K-6E	41.4 mph (8)	6881.8 (3)

## CONCLUSIONS

[Reporter/analyst Stevenson has submitted a comprehensive and detailed table of sailplane performance data backed by some heady formulations which we are unable to reproduce due to space limitations. In presenting the conclusions drawn from the German contest, and the results of the various performance calculations, the author is, in the editor's opinion, skating on the thinnest of ice. There are, in the final analysis, three predominant factors involved. Two of these, Man and The Weather, are among the most capricious, inconsistent and unpredictable that can be imagined. To endeavor to draw even the most tentative conclusion about the third, the relatively consistent Sailplane, on the basis of the performance of the other two is about as chancey as—well—setting out to fly several hundred miles in an airplane without an engine. But we all do it, so why not Mr. Stevenson?—Ed.]

This competition was remarkable not only because of the advanced sailplanes flown, but also because the results provide more trustworthy evidence than normally available concerning the performance of both pilots and sailplanes. This was, in fact, a model of what a soaring championship should ideally be. The closed-circuit tasks and designated-start system made it possible to fly more competition days and made results less subject to random factors. Weather varied from extremely weak to the strongest conditions experienced in Germany.