

WORLD NEWS

POLAND

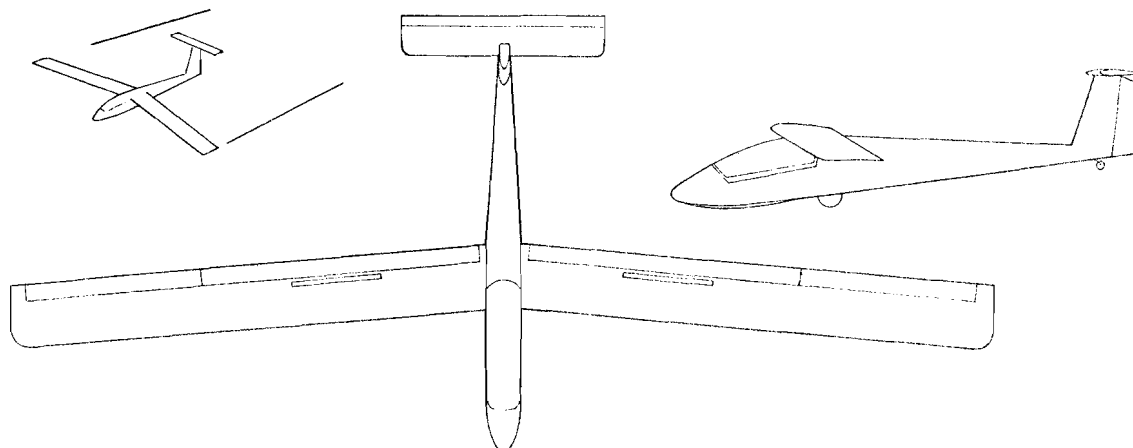
How do they go about recruiting glider pilots in Poland? In brief, as follows: A representative of the Polish Air Force visits a class of high-school seniors and gives an informative talk on gliding. From among those volunteers attracted by this talk are screened a certain number who are subsequently (during the Christmas-vacation period) given basic theoretical training. The following summer these students spend one month at a glider training center, such as Jelenia Gora, where they fly the Czapla, a two-seat, all-wood, strut-braced training glider. Winch tows are used exclusively in this training.

Since this is an Air Force preparatory course, all the trainees wear uniforms and there is a certain amount of marching and drilling entailed. Students solo after 50 to 60 launches and generally finish with a C badge. The following year the trainees receive power instruction, and from that course they may graduate to the Polish Air Force Academy.

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ENGLAND

Slingsby Sailplanes has announced the development of a new type, the T.53, a two-place tandem trainer that departs from standard practices at Kirby-moorside in several respects. For one thing, the new ship features a constant-chord wing, with flaps, and a T-tail. More radical than these innovations, however,



is the fact that the new variant will be built entirely of metal. The Slingsby management feels that the production advantages of metal will make a low ex-works price possible.

The tandem arrangement was chosen, in part, because Slingsby's current two-seater, the Capstan, features side-by-side seating. Full-scale mock-ups and tests were used in the design of the cockpit area with the result that excellent all-round visibility for both pilots has been achieved. Provision is made for a rear instrument panel, but the front pilot's panel is visible from the rear-cockpit position.

The performance of the new glider is expected to be quite high, due to its clean lines, aspect ratio (15.9), low structure weight and the use of new Wort-

mann airfoil sections in conjunction with flaps. Wind-tunnel testing of the wing-root juncture is being done at the Imperial College of Science and Technology.

Work on the prototype is well advanced, probably to the test-flight stage by this time. First deliveries are scheduled for the spring of this year. At a later date, probably in 1968, Slingsby plans a single-place, 15-meter aircraft using the same wing and tail components. Technical data of the T.53 are as follows:

Wing span	55.5 ft.
Overall length	24.5 ft.
All-up weight	1050 lbs.
Stall speed (flaps down)	31 knts.
Red-line speed	117 knts.
Maximum L/D	30:1
Minimum sink	2.5 ft./sec.

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NORWAY

The 1966 Nordic Gliding Championships, sponsored its third time around by the Norwegian Aero Club, was won by Birger Bulukin of Norway who flew an Austria SH. This competition is limited to three competing pilots from each of the five participating countries, but inasmuch as neither Iceland nor Finland were able to send a team to Gardemoen (near Oslo) the contest was limited to nine contestants, three each from Norway, Sweden and Denmark.

There were a total of eight contest days during which the weather was generally quite good. Some tasks were flown at speeds as high as 90 m.p.h., and on one particularly good day, when the first turn-

point was 94 miles upwind (in winds of 8 to 10 knots), three pilots exceeded 500 kilometers. Distances such as this are not, as a rule, easily made in the Nordic countries.

The results were as follows (N for Norway, S for Sweden and D for Denmark):

1. Birger Bulukin (N), Austria SH	6973
2. Sture Rodling (S), Vasama	6842
3. Carsten Thomasen (D), K-6B	6708
4. Goran Ax (S), K-6CR	6307
5. Ib Braes (D), Foka	6075
6. Niels Sejstrup (D), K-6CR (mod)	6004
7. Tor Nernes (N), K-6CR	4983
8. Erik Korslund (N), Vasama	3080
9. Jan Hallback (S), Zugvogel III	2815