

Scale Documentation for Sailplanes.

FLUGZEUGTYPEN Volumes 5 and 6, are two excellent reference booklets, published by **Modellsport Verlag**, in Germany. Translated into English, they are available through **Traplet Australia**, and are an invaluable source of documentation for various models of sailplane, as well as just plain interesting to read.

Volume 5, Sailplanes 2, is a 65 page book with colour photos, black and white photos and 3 views of models such as the;

Schleicher Rhonadler 35. -

A history of the sailplane and the designers, is given, as well as colour schemes, fuselage former shapes, airfoils and a heap of interesting photographs and stories. First designed in 1931, the Rhoenadler plans were lost and then eventually found in Australia in the 1980's. Back in 1940, the Rhoenadler was the most widespread, high performance sailplane of its time, and the Schleicher factory had manufactured 65 units. The Rhoenadler 35 has not survived time, but a reconstruction from the original plans, can now be seen in the vintage sailplane museum on the Wasserkuppe, in Germany.

Glasfluegel Standard Libelle. -

Again, plenty of stories and 3 views. For many glider pilots, the Standard Libelle was the first GRP sailplane, they ever flew. In the years 1967 to 1974, there were 601 of these sailplanes built. They led the way in composite construction, and were a very popular sailplane for many years.

Schleicher ASH 26E. -

This modern, GRP sailplane has a folding propeller/power system, driven by a water cooled Wankel engine. This model was developed, following requests from a large number of pilots, who wanted an 18 metre class sailplane, with a retractable engine. With this self launching capability, came freedom to launch and fly at anytime, without the need for ground crew or tug pilots. With a retractable engine, the risk of outlandings was virtually eliminated. Lots

more pages of information and photos of the ASH 26E contained in this segment.



Blanik L13 -

Many people who have learnt to fly sailplanes, or have been on a joyflight, have been up in a Blanik. The basic design, including semi retractable undercarriage and Fowler flaps, made it an ideal initial trainer for pilots, before moving on to more advanced models.

FVA 10b Rheinland. -

A high performance sailplane of its day. The first design and construction of the FVA-10b was completed in 1937 and the first flight occurred on 13th May of that year. A few weeks later, Felix Kracht succeeded in crossing the Alps in this sailplane, despite having very limited experience in the new design. The flight took 3 hours 56 minutes. Much more historical documentation and photos are included in this section.

Glaser-Dirks, DG 200 and 202 –

This company is perhaps the youngest of all the major, German glider manufacturers, but perhaps one of the better known ones of these times. The DG 200 was introduced after the LS-3, Mini Nimbus, Mosquito, PIK 20D and the ASW 20, making it the 6th racing class aircraft to make it into the market. It is pure GRP construction, without balsa or foam sandwich filler. In 1979/80, many improvements were made, and the new version designated DG 202. A truly high performance sailplane.

Schleicher KA2b Rhoenschwalbe. –

By 1945, the Schleicher company had developed into one of the largest sailplane manufacturers, and had produced 21 different types of glider. The KA2b first flew in 1955, and was a 16 metre wingspan. This upgrade of the KA-2 allowed the 'b' to extend the performance, from trainer status, to performance flying. They are still attractive aircraft, and many KA series can be seen flying today.

Schemp-Hirth Discus. –

The Schemp-Hirth Discus, is the successor to the Standard Cirrus. The prototype first flew in April 1984, and used the fuselage of the Ventus. The major design coup, was the optimizing of the wing plan form. Multiple leading edge sweepback and a corresponding taper in both chord and thickness, prevent the boundary layer from migrating outwards along the wing trailing edge, and thereby creating more lift at lower drag. In competition flying at world championships, the Discus had a high success rate, right from the start. The

design dominated the standard class for more than a decade, and newer marks will no doubt become THE standard class sailplane.

Grob G109B Motor Glider. –

In March 1980, the first of this two seat motor glider, took off for its first flight, and ushered in a new era of German aviation. This machine led to a new group of customers being attracted to the modern day motor glider, and by 1981, 150 examples had been sold world wide. With an engine derived from the VW transporter, the 4 cylinder Grob 2500 was modified to aviation standards, and developed a maximum of 90BHP. With a 100 litre fuel tank and a comfortable cruising speed of 170kph, the engine uses around 12 litres per hour. Drop the speed to 140kph and the consumption drops to 7.8 litres per hour. At around 200kph, the consumption increases to 20 litres per hour. Not bad, for a days cruising about.

As can be seen, the first of these books has a lot of fascinating information and pictorial content. It describes the exhilaration of flight in early times, as well as the progression to modern day sailplanes and composite construction.

Volume 6, Sailplanes 3, has now been released, and it further whets the appetite for avid sailplane enthusiasts. The theme of volume 5 continues in this publication, and the colour photography, as well as the three views and technical information, is unsurpassed. Space permitting, I will do a further, mini write up on the models represented in that issue.

The books are available from Traplet Australia, so any questions or orders, can be directed to Dave Burns at (02) 9520 0933.

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