

The Olympic Sailplane

Reprinted herewith for the information of our members is all the available data regarding the Olympic sailplane. The following are the translations of the letters received from the Aero Club von Deutschland, e. V.

Berlin SW11
the 8th of March,
1939

Aero Club
Von Deutschland e. V.
Sailplane "DFS Olympia"

1.) The technical examination of the Olympic sailplanes took place at the aerodrome of Sezze Littorio near Rome from February 19th to February 25th, 1939.

At the final voting the committee, nominated by the F.A.I. for the technical and flying examination of the Olympia sailplanes, appointed the sailplane "DFS Meise" (construction Jacobs, DFS-Darmstadt) with a majority of four votes (France, Germany, Holland, Italy) against one (Poland) to be the "Olympia" sailplane.

The hitherto existing type designation "DFS Meise" will be changed into "DFS Olympia."

2.) Relative to all matters concerning the "Olympia" sailplane, commissions included, every national Aero-Club has to correspond exclusively with the Aero-Club von Deutschland, Berlin SW11, Prinz-Albrecht-Strasse 5, "Haus der Flieger."

3.) After the 11th of March 1939 every country may get a set of tracings taken from the preliminary workshop-drawings free of charge. These drawings are preparatory supports for the manufacture of patterns and are not to be regarded as complete and finished works. Accordingly, completeness cannot be warranted.

4.) After May 1st, 1939 the final detail drawing, fit for tracing, can be delivered by the Aero-Club von Deutschland, also one copy free of charge.

5.) There is only allowed to employ the preliminary workshop-drawings and the final detail drawings of the "DFS Olympia" for the requirements of the nation in question, that is to say within the sphere of the competent national Aero-Club. A professional use of the "Olympia" sailplane and the delivery to other countries is not admissible.

6.) All "Olympic" sailplanes have to show the inscription "DFS Olympia" as type designation. Corresponding marks will be handed together with the final detail drawings.

7.) Nearly after the 1st of June, 1939 the Aero-Club von Deutschland will be able to deliver the first "Olympia" sailplanes.

Costs: Airworthy, from factory (with-out instruments) RM 2.200.—

Conditions of payment: 50% to be paid when placing order in the currency of the country or according to the Clearing-Arrangement between Germany and the same country, the balance of 50% is payable in the same manner, viz.: in the currency of the respective country or according to the Clearing-Arrangement between Germany and the same country, respectively against bill of lading.

The paint is ivory-coloured.

8.) Private orders and demands cannot be taken into account. All letters of that kind will be handed to the national Aero-Clubs with the request to answer them.

August 28, 1939

1.) The first units of sailplanes type "DFS Olympia" will be shipped Sept. 1, 1939.

2.) The National Aero-Clubs, which received plans for building the sailplane "DFS Olympia" themselves, will get plans regarding changes of design from Sept. 1, 1939.

Those changes are only of minor importance regarding little mistakes or uncertainties in the design of the first ships built in Germany.

3.) From Sept. 8th, 1939, the National Aero-Clubs will receive the instructions for assembling and disassembling of the plane and also the plans regarding the distribution of loads.

Those plans are calculated for a weight of the pilot of 85 Kg. (188 lbs.) following requests filed to the main-assembly of the Federation Aeronautique Internationale regarding change of the weight, which was hitherto provided for the pilot.

4.) Following the circular letter of March 8th, 1939, the sailplanes Type "DFS Olympia" ordered in Germany will be delivered with painting. It is suggested to choose the same color for the soaring planes, which are built by the National Aero-Clubs themselves. The main assembly of the F.A.I. in September, 1939, is going to determine the signs for nationality.

AERO-CLUB OF GERMANY
KROGMAN, Vice President

CLASSIFIED ADS

FOR SALE—Special Cadet 2. Perfect condition NC licensed to August 1941. Special paint job, 4 1/2 hrs. total time, trailer etc.—\$325.00. Arthur Seiler, 54 Paroubek St., Little Ferry, N. J.

FOR SALE—\$650.00 Rowles Albatross Single-place Sailplane. Excellent condition. Equipped with altimeter, air speed indicator and bank indicator. Complete with Trailer. Write M. T. Whittier, VB2, Naval Air Station, San Diego, California.

The Sargent Winch

(Continued from page 3)

The tow rope comes out the back of the car from the underside of the drum providing greater safety for the operator, who looks back over his shoulder when towing. The small drum diameter allows good visibility and a trim appearance. Engine speeds are low, never exceeding 40 mph in high gear. Second speed may also be used for towing big ships or when there is a strong wind, allowing more flexible control for the slow speeds at the top of the tow. In either gear takeoffs are swift, there is no slippage and there is power enough to launch anything the rope will tow. The tires have not shown excessive wear and are always cool, which may be due to the metal drum conducting the heat away from the rubber.

The winch was built during Herb's spare evenings last winter and rushed to completion for the 1940 Decoration Day Meet at Wurtsboro, N. Y. It was put into heavy service there without any previous trial and fulfilled every expectation of its designer and builder.

Contributors This Month

John Wolbarst, Lewin B. Barringer, U. S. Air Services, D. G. Manges, Robert M. Stanley, Edward Quarterman, The Thermal, Sailplane and Glider, The Air Bubble, Joe Steinhauer, Jerome Gordon, Fred Tietzel, John Nowak, Paul Nissen. E. R. Warnke, Jr., Edward F. Knight.

Front Cover

The front cover photo was made by Dick Durrance, American Ski Champion and ace photographer. The picture was taken at Sun Valley, Idaho, and shows the Schweizer two-place sailplane with Lewin Barringer at the controls and Josef Froehlich, passenger, as they left on their record-breaking flight.

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