

TWENTY YEARS AGO

by E. J. REEVES

From the November and December, 1938, Issues of SOARING

Schemp & Hirth of Germany were advertising on a full page that firm's 'Minimoa,' the sailplane of the Masters. Extolling this machine's virtues based on recent record performances, viz. - Wills of England, 209 mi., Barringer of USA, 212 mi., Nessler of France, 11,000 ft., etc. (The great soaring man, Mr. Wolf Hirth, is currently visiting in this country - telling of his latest designs, the LO-150 series.)

Editor Lew Barringer gave comment regarding the desirability of establishing official State Soaring Records. It was noted at this time that SSA membership included all states except South Dakota.

Paul and Ernest Schweizer related at length and in most interesting detail their ambitions for their newly designed 'Two-Place, All-Purpose Sailplane' to become best known by its military designation, TG-2. The requirements set by the Brothers Schweizer for this new bird were—

1. That it be rugged enough and practical for routine airport training flights.

2. That it perform well enough so that soaring flights could be made from winch tows under ordinary conditions.

3. That it be easy to assemble and disassemble and easy to handle on the ground.

4. That it's cross-country and general performance be good enough so that record attempts could be made under good conditions.

5. That it's price be as low as possible (\$1,250) so that it will be within reach of clubs.

During these past twenty years, the Schweizer firm has realized many worthy ambitions, but perhaps none succeeded more satisfactorily than these five had for the durable old TG-2. Even now this famous machine is seen working away at many a training and pleasure flight all over America. Perhaps its most amazing record has to do with its being almost 'depreciation proof'; it continues to fetch up in the market place a price very near its factory tag.

This period of time - twenty years ago - seemed one of great creation. As far as this writer can tell, nothing

has quite matched it since.

In these same issues of 1938, Jack W. Laister reported the completion of his magnificent sailplane, the first of his famous line of L-Ks. This design of Mr. Laister was built at the Lawrence Institute of Technology at the direction of Mr. George E. Lawrence, President of that Institution.

An exceptionally fine photograph of Jack's first version, a beautiful gull-winged machine, together with three-view accompanies his report. He, as the Schweizers, had most noble ambitions for this creation, all of which were to be fully realized.

We dare say there are few sailplane designers who can look about them two decades later and see, as Jack Laister and the Schweizer brothers, that creations conceived so many years ago still bringing great pleasure to soaring people and continuing to pile up highly beneficial contributions to the art, sport and science of motorless flying. Such must be the most desirable profit that comes to one of creative abilities.

Young designer pilot Harland Ross described an altitude try at Wichita Falls, Texas, on August 21, 1938. This flight was made in a primary glider (the kind and vintage could not be discerned by this writer) from an auto tow to 600 ft. using 1200 ft. of telephone wire. The flight carried to 7,000 ft. at cloud base. The National Altitude Record at that time stood at 6,804 ft., held by Richard duPont.

Young Ross bitterly lamented the absence of barograph and instruments and longingly wished for his R-2 as he struggled to avoid the strong up-draught at cloud base.

Still a vigorous and aggressive pilot-designer, Harland told in the Sept.-Oct., 1958, *SOARING* of his latest exploits while soaring in Texas. This at Odessa almost twenty years later when he established record speed flights. Old soaring pilots never die - they just fly.

Descriptions and specifications were given of four new German sailplanes: The Horten III, newest version of an all-wing high-performance machine; the Chemnetz C-11, a full

centilever high-wing with retractable landing skid, flaps and spoilers; the Berlin B-6, incorporating the 'double wing' similar to that on the Junkers airplane; and the Condor II, a refinement of an older design - assisted by the famous German soaring pilot, Heini Dittmar.

It was reported from Los Angeles, Calif., that William Briegleb (could this be Gus?) along with four other chaps had been awarded their C's - flying a Briegleb utility under the official observance of NAA glider designee Jay Buxton.

Frank Kelsey reported from Utah an accident occurring in that area and quoted the three orders given by Admiral Moffett to his Navy Pilots -

1. Keep flying speed
2. Keep flying speed
3. Keep flying speed

This would seem an altogether valid proposition - even now twenty summers later.

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NICK GOODHART HONORED

Nick Goodhart's many friends in the U. S. will be pleased to hear that he has recently been awarded the Legion of Merit by the U. S. Ambassador in England. This was for his invention and work on the mirror landing system now used on all U. S. aircraft carriers.

Incidentally, Nick now has a wife whose name is Lydia. U. S. friends may remember meeting her at a Snowbird Meet in Elmira during the early '50's. Congratulations, Nick, on both counts!