

INTERESTING GLIDERS

by PETER M. BOWERS



Photo: Courtesy of Hans Gerwein, Lufthansa Airline

The Mu-10, built in 1933 and still in use in Germany.

Quite often, those who fly some of the older sailplanes that are still airworthy are accused of robbing a museum. In the case of the Luft-hansa (Airline) Club in Munich, Germany, this is actually true. One of the machines that they fly, a Mu-10, is actually owned by the Deutsches Museum and carries a Museum exhibit number. It was put in the museum before World War II and managed to survive the bombings that destroyed many of the other aircraft exhibits. When soaring was again permitted several years after the war, the enthusiastic pilots were so desperate for equipment with which to overcome the almost total sailplane shortage that they did not hesitate to approach the museum officials and ask about using the obsolete two-seater.

The machine is now in regular use, and Hans Gerwein, a Lufthansa employee assigned to Boeing in Seattle during the building of Luft-hansa's 707's, reports that it has made two flights across the alps from Southern Germany into Italy.

The Mu-10 is a 1933 vintage two-seater, with steel tube fuselage, wood wings and tail surfaces, and rather elaborate glasswork around the cockpits. The tail surfaces are of the one-piece type, with no fixed horizontal stabilizer or elevator. The Wing-span is 17.8 meters (58' 4") and the length is 6.75 m (22'). Wing area is 20 square meters (212 sq. ft.). Gross weight is 365 kilograms (800 lbs.) and the L/D is 1:22 at 70 kmph (43 mph).

The registration marking is interesting. As with the prewar Horten II (incorrectly termed a Horten I), illustrated in the previous issue of

SOARING, German gliders still use a different system than German power-planes. Here again, the D stands for Deutschland, or Germany. The first figure 1 indicates the gliding zone in which it is registered and the second 1 indicates that it is No. 1 in that zone. The lettering on the nose, which cannot be read in the photograph, is "Akaflieg Munchen," which is short for "Academische Fliegergruppe Munchen" or roughly, Munich Technical School Flying Group. The Mu-10 was designed at the Technical High School in that city.

OSTIV NEW ADDRESS

With the return of Betsy Woodward to the United States, affairs concerning OSTIV membership will no longer be looked after by her at Imperial College in London.

Inquiries from all parts of the world concerning membership, including individual membership, should in future be addressed to OSTIV, c/o London Gliding Club, 22 Half Moon Street, London, W.1, and will be answered by Mrs. B. Benton, who has kindly taken over this work. Individual membership costs 4 dollars a year and checks should be made payable to OSTIV.

Subscribers to this organization, whose full name in English is International Scientific and Technical Organization for Soaring Flight, get (a) the SWISS AERO REVUE with its OSTIV section every month, containing papers given at congresses; (b) reprints of papers from other journals; (c) free attendance at congresses, and (d) 10% discount on recent publications such as Betsy Woodward's "The World's Sailplanes."

Announcements

World Congress of Flight
April 12-19, 1959
Las Vegas, Nevada

SSA and soaring will be represented at the first Air Force Association-sponsored World Congress of Flight in Las Vegas during mid-April. SSA will have a display of signs, photographs and literature in the NAA booth at the Convention Center. In addition, a number of sailplanes will be on display and make short flight demonstrations on the afternoons of Tuesday, April 14th and Saturday, April 18th.

The flight display will take place at the stadium (horse track) adjacent to the Convention Center. Take-offs will be from McCarren Field and releases made over the stadium. Les Arnold will fly his Hummingbird, U. S. National Soaring Champion Dick Schreder will fly Joe Lincoln's 1-23D and World Soaring Champion Ernst Haase of West Germany will fly Pacific Coast Mid-winter Soaring Champion Larry Bell's double-bubble flat-top L-K with Larry in the rear seat. The 1-23D and L-K will make a double tow behind Joe Lincoln's Pacer. A low fly-by, pull up and spot landing on the race track in front of the stadium by each sailplane will take place while being described to the public by SSA President, Dr. Harner Selvidge, who is arranging the soaring show. FAA regulations for the Congress prohibit aerobatics, so the sailplane demonstration will be rather tame but safe. Many persons high in military and civilian aviation circles will see it, however, so it should help educate them some about soaring.

Spring Soaring Contest
May 16-17 and 30-31, 1959
Elsinore, California

The Associated Glider Clubs of Southern California, Ltd. (the San Diego Soaring Club), is organizing a two weekend Spring Soaring Contest at Skylark Field, four miles south of Elsinore, California. It will be sanctioned by SSA and be scored as per the rules for the 1958 Nationals; no spot landing, bomb drop (Aw, chucks.—Ed.) or duration. Two open and two task days. Ship entry fee to probably cover four aero tows. Approximately \$100.00 worth of awards are expected.