



Photo by Fritz Sebek

The Phoenix sailplane flown by Rudolf Lindner, 1962 German National Soaring Champion. The wheel retracts in flight. Some of the towplanes can be seen in the background.



Photo by Fritz Sebek

Rudolf Kaiser, designer of the Schleicher Ka-6 series of sailplanes, chats with German and World Standard Class Champion Heinz Huth as Nancy Sebek watches the birdie.

## 1962 GERMAN NATIONALS

by FRITZ SEBEK

The German National Soaring competitions were held at Freiberg, a picturesque city at the foot of the rolling hills of the Black Forest. The event ran from May 27th through June 8th.

The site was a French occupied airfield at the edge of the city and a short distance from the French and Swiss borders. Some of the tasks were flown across these boundaries.

The well-organized meet was blessed with the best weather in the history of German soaring competitions.

Twenty-seven of the 42 competing sailplanes were Ka-6's. Ten Luftwaffe Dornier Do-27's launched all sailplanes in 45 minutes.

The first ten pilots in each class, their sailplanes (Zug. stands for Zugvogel) and scores were as follows:

### Open Class

1. Rudolf Lindner	Phoenix	4685.9
2. Rolf Kuntz	HKS 3	4635.8
3. Rolf Spanig	Zug. III	4559.6
4. Rudolf Gailing	Phoenix	4510.1
5. Emil Bucher	Phoenix	4297.3
6. Wolf Lemke	D 34 d	3661.2
7. Dr. E. Frowein	Zug. III	3512.8
8. Jakob Laur	Zug. III	3043.8
9. Wilhelm Auer	Zug. III	3003.2
10. Gunter Haase	Phoenix	2804.8

### Standard Class

1. Heinz Huth	Ka-6CR	4148.7
2. Hans W. Grosse	Ka-6CR	3729.9
3. Dr. W. Bulang	Ka-6CR	3698.1
4. Hans Pietsch	Ka-6	3695.7
5. Otto Schauble	Ka-6CR	3609.5
6. Karl Fischer	Ka-6CR	3597.8
7. Dr. W. Gross	Ka-6CR	3525.3
8. Ullrich Plarre	Ka-6	3413.6
9. H. Schmidt, II	Ka-6CR	3400.5
10. Gernard Roemer	Zug. IV A	3378.1

## French Wave Season Results

Issoire is the primary center operating in France for wave soaring on a commercial basis. They accept interested French and foreign pilots who may arrange to fly in the equipment of the center or, as many do, bring their own ships. It is located in the mountains of south-central France near Vichy.

During the 1961/1962 wave soaring season (Oct. through March), 23 days produced flights of more than 3,000 meters gain (as compared with 32 days in 59/60 and 30 days in 60/61) and another 80 days produced usable waves. Gold altitude gains were made by 56 pilots and 17 made Diamond altitude gains.

Pilots at the Center included 75 Germans, 50 French, 26 Dutch, 18 Belgian, 5 Americans (including Mike Little who got his Gold altitude and Col. Seneff who got his Diamond), 3 English and one each from Luxemburg and Canada.

Three altitude gain records were broken: world feminine multi-place by Mlles. Trouillard and Suchet from France, 8571 meters (28,120 ft.); Dutch national, 8,000 meters by a Mr. Krols; and the Belgian national multi-place.

MAJ. R. F. LITTLE

## OSTIV News

The "OSTIV Section" of the October, 1962, issue of the Swiss *Aero Revue* had the following contents:

Full technical data, three-view drawings and photos of these sailplanes: the two-place American Laister-Kauffman LK-10; the Ru-

manian IS-9 (a single-place, pod-and-boom powered type) and IS-13 (a 15-meter span single-place with L/D of 24); and, from Czechoslovakia, the L-425 Super Sohaj (L/D of 26), the Orlik (L/D of 32.5), the VSM-40 Demant (L/D of 33) and the L-21 Spartak (L/D of 35.5).

## Jon D. Carsey

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and publish *Flypaper*, a one-sheet, midmonth, supplement to *Spirals*. He was a co-owner of many sailplanes. While he rarely flew, and had little actual need for a sailplane partnership, he did this that others might enjoy soaring. He started the practice of Daily Bulletins at National Soaring Contests. He organized the design contest that resulted in the selection of the SSA emblem. He was the first TSA member to champion a club-owned gliding facility. While President of SSA he and Mary visited almost every active soaring club in America, giving the Society a badly needed sense of unity. He helped organize and direct three National Contests and many regional ones.

These are but a few of the things Jon did for soaring; some important, some not. His greatest interest was in the young and he strongly supported every youth training program, both in TSA and on a national level. For these things, and many more unsaid, all soaring will sorely miss Jon. Most of all we will miss him because he was a friend who personified all the finest things that word implies.