

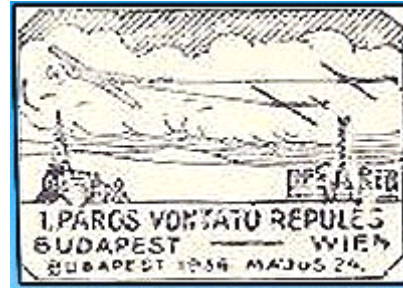
## Events in connection with the ISTUS Congress, 1936, held in Budapest

In honour of the ISTUS Congress held in Budapest between May 15 and 24, 1936, Bruno Gumpert and Ignaz Stiefsohn noted Austrian glider pilots performed a nonstop dual aerotow flight with two Rhönsperbers at May 19, 1936, on the flight route Vienna - Sopron - Győr - Budapest. The pilot of the towplane was Hans Bruckner. Over Sopron and Győr airmail - altogether 715 letters - were dropped from the gliders in special containers. The return flight started at May 24 however the towrope of Gumpert's glider was broken and Gumpert landed in Czecho-Slovakian territory. As Czecho-Slovakian authorities did not permitted for the towplane to land and to pick up Gumpert's glider the towplane arrived to Vienna only with one glider in tow.

*Bruno Gumpert of Innsbruck during a glider meeting held at Gaisbergplatt (1286 m), in the vicinity of Salzburg, at August 1935, performed a 142 km distance flight to Amstetten. Ignaz Stiefsohn of Vienna finished his Silver C badge - international serial number of 50 - at October 14, 1934.*



*Austrian airmail postcards*



*Austrian and Hungarian memorial postmarks*



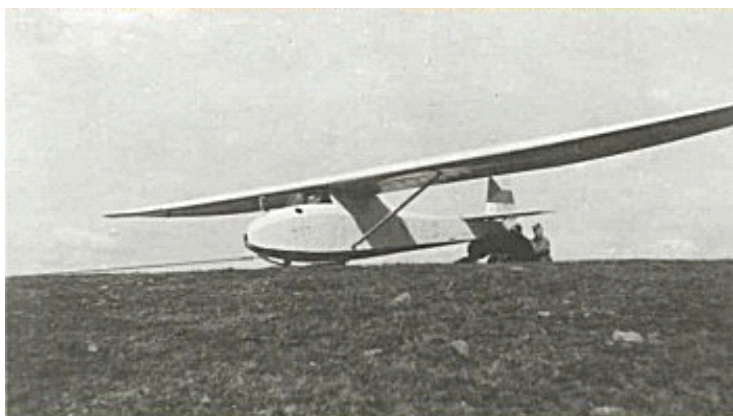
*Austrian and Hungarian airmail letters*

At the international glider contest organized collaterally with the ISTUS Congress the gain of height contest was won by Heini Dittmar (*Rhönsperber*) gaining 1800 m height, the duration contest was won by Béla Sipos-Szabó (*Grünau Baby*) with a 7 hours 9 minutes flight and the distance flight contest was won by Lajos Rotter (*Karakán*) performing a 138,9 km flight. In the distance flight contest Ignaz Steifsohn (*Rhönsperber*) was second with a 133,5 km flight.

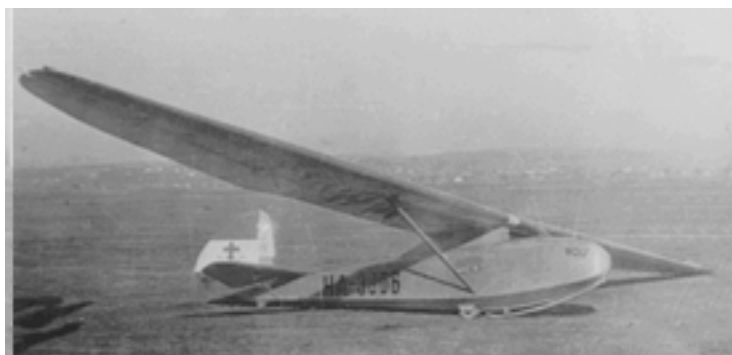


The participants of the ISTUS Congress visited the glider field at Gyöngyös which is located at the south foot of the Mátra mountain, and Mátyásföld, a glider field and civic airport of Budapest. One of the participants was Wolf Hirth, who after the conclusion of the Congress performed an autotowing demonstration flight with a Grönuau Baby of the Hungarian Scouts at May 24, 1936, at Mátyásföld airport. Not contacting any thermals he performed a couple of spectacular figures. At the end of his performance he started a loop roughly at 70 m height. The loop was not ended according to his intentions and the glider hit the ground in a 30 degree position. As it turned out later a pliers remained in the fuselage at the last overhaul and blocked the elevator's activation mechanism. Hirth sustained heavy injuries: broken right tigh, ankle and pelvis as well as concussion. He spent four months in hospital and he underwent

on more then one operations, however he never gain back his health completely. However this not prevented him to perform significant flight performances during his later life. For example in 1938 he made a long distance flight to South-Africa with a 100 HP Bückler-131. Wolf Hirth donated to the Hungarians a Wolf in place of the broken Grönuau Baby.



*Grönuau Baby-2*



*Gö-1 Wolf*

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***Sources:***

Peter Riedel: Über sonnige Weiten. Erlebte Rhöngeschichte 1933-1939. Motorbuch Verlag, Stuttgart. 1985

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