

Boris Josip Cijan receives OSTIV Plaque 1960

Boris Cijan was born on 11 February 1909, in Gorica (now in Italy) near Trieste. He began to study engineering in 1928 at the University of Ljubljana in Yugoslavia. In 1934 he obtained his degree in Mechanical Engineering (Dipl.-Ing.) in Prague.

However, he began his aviation career some time before his graduation, for in 1930 he founded in Maribor (Marburg an der Drau) the first Yugoslav Academic Gliding Group. He then with his colleague Humek organized the first Yugoslav gliding exploration. In conjunction with the Maribor group they tried out the Pohorje mountains for two months but found them unsuitable, as they were too high (up to 1500 m) and the valleys were dangerous for landings.

After graduation in 1934, Cijan was invited by the University of Belgrade to organize a further gliding exploration, this time the first investigation of the Zlatibor mountains in Serbia. This he did without pay, and used the Hols der Teufel training glider.

Cijan's first independent glider design (1937) was the Galeb I (Donkey) which was on the lines of an improved Grunau Baby. Thanks to the co-operation of W. Stepniewski a $1/20$ scale model of this glider was tested in the wind tunnel at the Lwow Polytechnic in Poland, and indicated a gliding angle of 27.6 and a minimum drag coefficient of 0.0204 which were unfortunately not attained on the full-scale glider, a fate shared by many a designer. Further collaboration between Cijan and Stepniewski was on a special adaptation of the Junkers "Double Wing" type of flap to sailplanes, and this was reported by Stepniewski at the 1938 ISTUS Congress in Bern with credit given to Cijan.

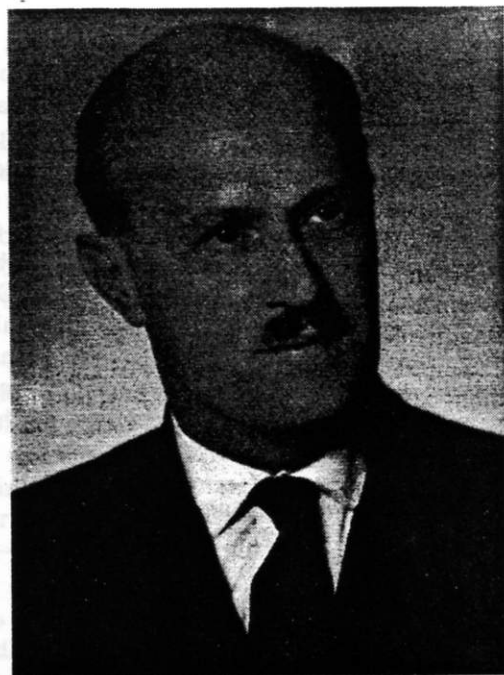
In 1938 Cijan and Landsberg designed a primary glider called "Skakavac". By this time Cijan had settled in Zemun just outside Belgrade after doing his military service which he completed in 1935. He then joined the civil service in the aviation department dealing with gliding and he remained on such work until the beginning of the war.

But during this period Cijan was widely active. He became a reserve officer in the Yugoslav Air Force. In 1938 Cijan took part in the ISTUS Congress in Bern, reading a paper on Gliding in Yugoslavia, his first international appearance, and at that congress he was made a member of the Olympic Sailplane Committee which eventually chose the Meise for the 1940 Olympics which never took place.

In 1939 Cijan and G. Petkovic designed the Aero I, a single-engined (Gipsy-Major) low wing trainer of wooden construction. This was developed as the Aero II and built for the Yugoslav Air Force after the war.

In 1939/40 Cijan became professor at the military aeronautical academy in Belgrade. In 1940 Cijan and K. Antonov wrote a book of 342 pages "Sailplaning" and Cijan translated into Serbian Lippisch's famous paper on the design of sailplanes. Cijan also took an active part in test-flying. He did a considerable amount of such work on the Me-109 delivered to Yugoslavia from Germany and was factory test-pilot for Hurricanes built in Yugoslavia.

In the war between Yugoslavia and Germany which started on 6th April 1941 and lasted two weeks, Cijan flew Hurricanes against the enemy and afterwards worked for a time in a railway car factory. He was suddenly arrested in September 1942 and sent to a German prison camp. After a



couple of unsuccessful escape attempts, one of which was close to success, he made a successful attempt in February 1945, reaching home deviously through Russia in March 1945 and for the last few weeks of the war was at the front again.

As early as October 1945, Cijan was busy on the design of the Aero II trainer of which several hundred were built, using 160 H.P. Walter engines built in Yugoslavia under licence. Many are still in use in Aero Clubs in 1960. It was at this time just after the war that he joined the aircraft firm of Ikarus of which he is chief designer today.

Cijan's Galeb glider designed before the war was produced for the Vršac centre. Also shortly after the war, Cijan designed the side-by-side trainer with a 65 H.P. engine and which was called the "Trojka". Eighty of them were built. Later the high-wing (metal-covered) reconnaissance "Kurir" was built and its development, the "Hydro Kurir" (Fowler flaps) on floats. In 1947 Cijan, Obad and Mazovec designed the high performance sailplane "Orao" which made a very favourable impression internationally. The all-metal "Meteor" which followed the "Orao" and was first seen outside Yugoslavia at St. Yan in 1956 is generally considered to be an outstanding design. It was also the result of collaboration between Cijan, Obad and Mazovec, Cijan specializing in the structure. Unlike many sailplane designs which in the past have tended to act as models for later powered-aircraft, the "Meteor" wing was based structurally on that of the "Kurir". The boom tail tube was developed from that of Cijan's "Kobac" two-seat training glider. In 1958 the "Meteor" gained two World records—the 100 km and the 300 km triangular courses. In 1955/56 Cijan designed a two-seat training sailplane, the B.C.-7 with a span of 16 m and swept forward wing which has not yet been built.

During these post-war years of change and development, Cijan was not only busy with designing and flying, but without a collaborator he re-wrote and greatly enlarged his pre-war book on Sailplaning. There is no equivalent book in English which covers aerodynamics, structure and other design problems and sailplane operation. In 1959 Cijan wrote his "Perspective Plan of Development for Soaring in Yugoslav Aero Clubs", a proposal which is leading to a complete

re-evaluation of the pattern of gliding in Yugoslavia as affected by the training gliders used.

For many years he has been chairman of the Gliding Committee of the Aeronautical Union of Yugoslavia.

Cijan's contributions to soaring include original work in the one and only issue of Aero Bilten (1953) which was mentioned by Eppler at the St. Yan OSTIV Congress. Papers by Cijan appeared in OSTIV Publications in 1951, 1954 and 1956. He has attended all OSTIV Congresses except that of 1952. He has been a member of the OSTIV Board since 1950 and for many years was chairman of the Technical Section of OSTIV. Cijan, having given much thought to the technical problems of the Standard Class

Sailplane, inspired and organized the Vienna meeting on these problems in 1959.

In 1957 the F.A.I. gave him the "Diplôme Paul Tissandier". Cijan's Silver C is No. 529 and in 1958 he achieved his first Diamond.

From the above remarks, it will be clear that Cijan has become an international figure of great repute in the technical fields of soaring. He has made known to the world and typified the aeronautical ability and strivings of his own country, Yugoslavia. Cijan, in his thirty years of activity in gliding, has touched and improved almost all aspects of it. As designer, pilot, collaborator and man of ideas, OSTIV is proud to present him with the OSTIV Plaque in 1960.

Ing. Bruno Gumpert †



Zutiefst erschüttert vernahmen wir die zunächst unaussprechliche Nachricht vom plötzlichen Tod Major Ing. Bruno Gumperts, der am 25. April einem Herzinfarkt erlag. Noch am Vortage hatte er für einen Flugtag auf der Bucker Kunstflug trainiert.

Bruno Gumpert, geboren am 17. November 1907, stieß Ende der Dreißiger Jahre zu dem damals noch kleinen Kader der österreichischen

Segelfliegerei und erwarb 1935 als vierter Österreicher die Silber-C. Im selben Jahre siegte er mit 142 km im Streckenflug beim ersten alpinen Gaisberg-Segelflugwettbewerb und wurde kurz darauf mit 4 Stunden 48 Minuten Sieger in der Dauerflugkonkurrenz beim ersten hochalpinen Segelfluglager auf dem Jungfraujoch und in der Gesamtwertung Zweiter nach Heini Dittmar.

Als 1935 die österreichischen Luftstreitkräfte neu erstanden, trat Gumpert zu diesen über, machte die Motorflugausbildung und wurde später Lehrer an der Wiener Neustädter Militärakademie. 1936 vertrat er Österreich im Segel-

flug-Kunstflug bei den Olympischen Spielen in Berlin. Namentlich trat er auch als Konstrukteur von Segelflugzeugen hervor. Besonders seine letzte Konstruktion vor dem Kriege – Schwalbe II – hatte für die damalige Zeit hervorragende Flugleistungen. Während des zweiten Weltkrieges diente Gumpert bei der deutschen Luftwaffe, geriet als Fernaufklärer nach Abschluß seines FW 200 Kondor verwundet in britische Gefangenschaft und wurde aber bald ausgetauscht.

Danach war er bei der Erprobungsstelle Rechlin, wo er maßgeblich an der Entwicklung des Beschleunigungsreglers für das Strahltriebwerk Jumo 004 b beteiligt war und weiter Entwicklungsarbeiten einschließlich Flugerprobung durchführte.

1945/46 führte Gumpert ein technisches Büro in München und wirkte 1946/48 als Entwicklungsingenieur bei Turboméca in Bordes. 1949 nach Österreich zurückgekehrt, arbeitete er maßgeblich am Wiederaufbau des österreichischen Flugsportes und war unter anderem mehrmals Vertreter bei FAI-, OSTIV- und WGL-Tagungen. 1954/56 leitete er die Versuchsanstalt für Luftfahrt in Wien und trat 1957 zum zweiten Mal in die österreichischen Luftstreitkräfte ein.

Es ist keine Phrase, wenn man sagt, daß die österreichische Luftfahrt mit ihm einen ihrer Besten verlor, und daß die Lücke, die sein Tod riß, lange nicht zu schließen sein wird. Bescheiden, hilfsbereit und geradlinig, ein Mann, der immer mehr war als er schien und ein großer Könnner – so wird uns Bruno Gumpert, der inoffizielle österreichische Kunstflugmeister, stets in Erinnerung und Vorbild bleiben. R. K.