

During the General Conference of Active Members of OSTIV at Châteauroux, France, on 29 July 1978, the

nominations of L.A. de Lange to be Honorary President of OSTIV, and of Floyd J. Sweet to be Honorary Mem-

ber of OSTIV were approved unanimously.

L.A. de Lange – 2 years Vice-President and 28 years President of OSTIV



Lodewijk Anthony de Lange – “Louis” to one and all – was born on 5 January 1909 at Leiden, the Netherlands. He has had a distinguished and wide-ranging career in civil aviation, in the course of which he has had a number of books (on aerodynamics, on grading and training of airline pilots, on training of glider pilots, and on aviation history) published and has received several awards, including the Gold Medal of the Royal Netherlands Aeronautical Association and the Lilienthal Medal of the Fédération Aéronautique Internationale, high honours indeed.

His career started at the Koolhoven Aircraft Factory, at which he designed the FK 43, a four-seater aeroplane, used as a taxi-plane by KLM before the war, making all aerodynamical and strength calculations by himself.

His next job, in the Dutch Civil Aviation Authority, involved supervision of flight and ground training of personnel, supervision and encouragement of gliding activities, and representing the Netherlands at the International Civil Aviation Organization ICAO at Montreal, Canada, in 1947 and 1948, where he took the initiative in reducing the re-

quired flying hours for private pilot licences for applicants having a certain gliding experience. He then became Chief Inspector of the Dutch Air Board. Immediately after World War II, Louis de Lange organised the setting-up of the domestic airline network in the Netherlands – the first post-war activity of KLM, Royal Dutch Airlines. This work included not only the usual negotiations with municipal, provincial and other authorities, but also making arrangements for booking offices and even the conversion of firemen transport vehicles without windows, used in London during the war, to small buses for the transportation of passengers between the cities and the air-ports. The network was completed in September 1945.

Short after that, whilst starting activities for the realization of the Dutch Airline Pilot School, Louis de Lange examined some hundreds of candidate-airline pilots – most former military pilots – for KLM, not only on technical matters (flying qualities, rules of the air etc.), but also during practical pilotage on the Douglas DC 3. He finished this task in 1948, when appointed to be director of the airline pilot school, which function he carried out for about 11 years.

His last career task was to draw up a plan for a permanent aeronautical exhibition and conference building at Schiphol Airport to a combined order of KLM, Fokker Aircraft Factories and Schiphol Airport Authorities, and then to execute the work of construction and fitting out. The building is now well known as the Aviodome. It commemorates KLM's, Fokkers' and Schiphol Airport's Golden Jubilees, and has the largest geodetic roof in Europe.

Louis de Lange founded the first Dutch gliding club in 1929 and became a pilot in 1931. Four years later he made the first Dutch 5 hours flight, a national gliding record at that time. He soon became an instructor, both at the profes-

sional institute at the airfield Ypenburg, near The Hague, (in spare time, unpaid!) and elsewhere. This hobby included too training of instructors, and – as a result of his numerous professional activities – had to be brought to an end in 1948.

Though he could not prove it in that time, Louis de Lange had been convinced already before the war that gliding could be a means of selection “par excellence” for future airline and military pilots, provided that the instructors in gliding schools and clubs were well prepared for this task.

For that reason he prepared plans for the establishment of a gliding centre with professional instructors in the Netherlands, which – with his co-operation – led to the foundation of the well known Gliding Centre at Terlet, near Arnhem, in 1950.

There the school and club instructors are taught uniformity in the system of instruction and appreciation, prepared in the analysis of character of the pupils and in the compilation of a character sketch for the benefit of “grading committees” for admittance to airline and military schools.

De Lange's leading thought had been that a long, unconstrained observation in an environment, where the boy who wishes to become an airline or military pilot actively and with sheer pleasure participates in flying (gliding) as a sport, is much better suited for the grading in aid of the admittance to the training of airline and military pilots than a “snapshot” of some days, taken under the pressure of an examination.

That this thought had been right was shown by data collected during ten years as director of the Dutch Airline Pilot School, and by data obtained from the military authorities, both concerning the results achieved during the grading and the training, with glider pilots and with non-glider pilots.

Moreover it was evident from the data collected that gliding also has its value for the recruitment of commercial and military pilots.

In lectures delivered for several domestic and foreign authorities, and in articles published in aviation periodicals all over the world, he explained the background of his ideas and showed the results which demonstrated how right they were.

It has been certainly the greatest satisfaction of his life that with this activity he made a notable contribution to the acceptance of the value of gliding, leading to the support of it by governments in many countries.

It is of course for his ISTUS/OSTIV activities that Louis is best known in gliding circles.

He represented the Royal Netherlands Aeronautical Association at the ISTUS congresses from 1936 to 1939, and has

participated in CIVV meetings since 1946, first for the above association and then for OSTIV. Of this last body he became Vice-President in 1948 and President in 1950.

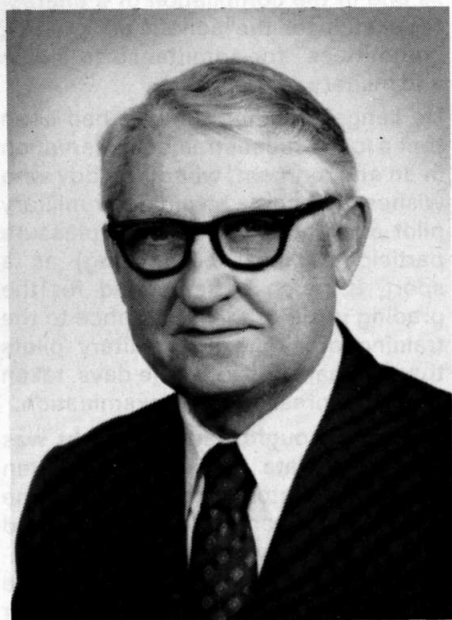
From the latter office he retired in 1978, having firmly held the reins for 30 years, and then he was made Honorary President.

Those years were not always peaceful. Louis has always had definite opinions, is never afraid to speak his mind (in

Dutch, English, French or German), and will compromise but rarely. Once his mind is made up, he is prepared to defend his position with utmost energy. Not everybody, of course, agrees with his approach – a fact that worries this dynamic personality not one whit – but none can fail to respect him, if not as an ally then as an adversary.

Cedric O. Vernon

Floyd J. Sweet – 15 years Member of the OSTIV Board and since 1960 Chairman of the Technical Section of OSTIV



Floyd J. Sweet passed his youth in Elmira, New York, where he received his elementary education. The desire to fly prompted him in 1929 to join a small group of sailplane builders, constructing a glider called Dagling Primary. With this glider Floyd made his first flight in August 1930. A year later he joined a more advanced group in Elmira which owned a Franklin PS-2, a sailplane with which he gained his "C"

badge – No. 45 in the USA – on 12 October 1931, making a flight of 1 hour and 12 minutes at an age of 17 years. In 1932 he entered the (third) U.S. National Soaring Championships, with which a competition "career" started, both in national and regional competitions, which lasted until 1957.

He matriculated to the university of Michigan in 1932, and joined the local gliding club there as an instructor. In 1937 he graduated with a Bachelor of Science degree in Aeronautical Engineering, after which he returned to Elmira where he was appointed to be director of the Elmira Aviation Ground School. That function he continued until 1940 when he was elected a director of The Soaring Society of America, which involved that he also had to act as secretary of the Board of Directors and as editor of SOARING.

Being an army officer since 1936, Floyd Sweet was ordered to active military duty with the Ordnance Corps in March 1941. In consequence of his gliding and aeronautical background, Floyd transferred to the Air Corps in August of that year, through which he became directly involved in the military glider programme. Within the framework of this programme, for a short period he was in charge of training a cadre of commissioned officer pilots in

Elmira, whereupon he was appointed to be director of training at the largest Air Corps Basic School in California. A manual for that training was drafted by him.

In the middle of the war, in 1943, Wright Field, near Dayton, Ohio, came the next assignment, in which Sweet served successively as a glider project engineer, experimental test pilot and director of military glider and assault aircraft development. For his contributions in that field, the Chief of Staff of the United States Air Force presented him the Edward S. Evans Trophy in 1946.

After graduation from the Armed Forces Staff College in 1952, Lt. Col. Sweet had an extended tour in the Pentagon, first in aeronautical research and development, and then as secretary of the Air Force Scientific Advisory Board.

In 1954 he was elected President of The Soaring Society of America, and served in this capacity for three years. During that period, he represented this society at CIVV meetings in Paris, and headed the U.S. team in the World Gliding Championships in St. Yan, France, July 1956.

A transfer to Headquarters USAF Europe in 1958 brought Floyd Sweet into close contact with OSTIV, first as deputy of Dr. Wolfgang Klemperer in the Board, later as Chairman of the Technical Section (as successor of Boris Cijan in 1960) and as member of the Board (as successor of Klemperer in 1963).

Returning to the USA in 1961, Sweet retired from the military, and joined the secretariat staff of the National Aeronautics and Space Administration (NASA) in Washington. He completed his professional career in 1976.