



VGC News

No. 112 Summer 2004

The telephone call from Varna

**Polish gliders:
Orlik and PWS-103**

International News

The ascent of Red 31

Rally roundup





<http://www.vintagegliderclub.org.uk>

Objectives of the Vintage Glider Club

To promote the international preservation, restoration and flying of historical and vintage gliders; to collect, preserve and publish information about the above; to locate and preserve documents and artifacts connected with gliding; to co-operate and negotiate with government bodies and other interested organisations to ensure that members' best interests are protected; and generally to do all such acts as may be conducive to the objectives of the Vintage Glider Club being met.

Design: David Tarbutt.

Printed by: Barwell Colour Print, Unit 34, Westfield Trading Estate, Midsomer Norton, Bath BA3 4BS

VGC News is published by:
The Vintage Glider Club
Wings, The Street
Ewelme
Oxon OX10 6HQ
Tel: 01491 839245

Editor
Margaret Shrimpton
Fairfields, Fosse Road
Oakhill
Somerset BA3 5HU
Tel: 01749 841084
e-mail: vgcnews@aol.com

Front cover: *Bungee launching a Swiss Grunau at the Swiss OSV meeting.*

Photo by Kurt Stapfer

Back cover: *A photo recently sent to Geoff Moore of Jeff Byard's Beautiful Bowlus.*

Notice to all members

The Rally Secretary is Graham Saw. Please forward details of any vintage glider rallies you may be planning to: G.Saw. 16 Prince Andrew Close, Maidenhead, Berks. SL6 8QH Tel 44(0)1628 776173 e-mail: graham@servotechnique.co.uk

Advertising rates are £35 per 1/4 page for commercial adverts and £25 per 1/4 page for others

Copy date for the Winter issue is 4th October 2004.

Please submit material to
Margaret Shrimpton —
VGC News Editor
Tel/Fax: 01749 841084.
e-mail: vgcnews@aol.com

Wanted

Vertical Format Coloured Prints of vintage gliders if possible, in flight, for the future covers of VGC News. PLEASE send them to the VGC News Editor Margaret Shrimpton:- "Fairfields", Fosse Road, Oakhill, Somerset BA 3 5HU. Photos will be returned.

The views expressed, and the contents of all material, in this magazine are the opinion of the author and may not necessarily reflect those of the Vintage Glider Club Committee or the Vintage Glider Club membership. No responsibility is accepted by the Vintage Glider Club Committee or its Membership, for any safety related (or any other) technical advice, transmitted in the magazine or any document issued by, or on behalf of, the Vintage Glider Club. No responsibility is accepted by the Vintage Glider Club or its Membership, for any adverts placed in the magazine by individuals or commercial entities.

Will members please note that Technical Articles have been withdrawn from sale and are being updated. They will however be published periodically in VGC News

Officers of the Vintage Glider Club

President: Chris Wills, Wings, The Street, Ewelme, Nr Wallingford, Oxon OX10 6HQ, UK

Vice President: Willie Schwarzenbach, 52 Rte de Cossonay, 1008 Prilly, Switzerland

Vice President: Neelco Osinga
Prof C. Eykmanstraat 17 7415 EK Deventer
Netherlands Telephone 05700 23139
email kranich@zonnet.nl

Vice President: Harald Kamper,
Leyerstasse 161, 49076 Osnabruck, Germany
Telephone: 05221 981835

**Vice Presidents also vote on the International Council.*

International Council

Chairman: David Shrimpton, Fairfields, Fosse Road, Oakhill, Somerset BA3 5HU, UK.
Tel 01749 841084 e-mail: vgcnews@aol.com

Secretary: Nel Dijkstra, Melis Blecklaan 61, 4634 VX Woensdrecht, Netherlands.
e-mail: knvvlpda@xs4all.nl

Australia

Alan Patching, 22 Eyre Street, Balwyn, Vic. 3103, Australia. e-mail irtpate@melbpc.org.au

Belgium

Firmin Henrard, Rue Porcheresse, B-5361 Mohiville Hamois, Belgium.
Tel/Fax Belgium 083/612194
e-mail: henrard.f@belgacon.net

France

Didier Fulchiron, 333 rue Louis Blanc, 38420 Le Versoud, France.
e-mail: didier_fulchiron@mail.schneider.fr

Hungary

Lazlo Meszaros, Erkel utca, H-1092 Budapest, Hungary.
e-mail: typosen@westel1900.net or
matomex@e34.kbnetnet.hu

Italy

Antonio Carlo Zorzoli, via G. Marconi 118, 41026 Pavullo nel Frigano, Modena, Italy.
email: zorzac@zorzactin.it

Slovakia & Czech Republic

Joseph Ott, Panska dolina 2, Nitra, Slovakia, SK94901. e-mail: potk.josef@post.cz

USA

Jeff Byard, 13555 El Camino Real, Atascadero CA 93422 USA e-mail jbyard@thegrid.net

Committee

David Shrimpton - Chairman.

Tel 01749 841084.
e-mail: vgcnews@aol.com

John Dredge - Treasurer.

158 Tolcarne Drive, Pinner, Middlesex HA5 2DR Tel 0208 582 2576.
email jmd@christchurch-financial.com

Austen Wood - Secretary (acting).

6 Buckwood Close, Hazel Grove, Stockport, Cheshire SK7 4NG Tel 0161 487 4522.
e-mail: buckwood@tesco.net

Graham Saw - Rally Secretary.

Tel 01628 776173.
e-mail: Graham@servotechnique.co.uk

Peter Underwood - BGA Technical Representative.

Tel: 01525 221495.
e-mail: peter_underwood2000@yahoo.co.uk

Jan Förster - Technical Officer.

Peppelhoven 27, 6225GX Maastricht, Netherlands.
Tel Netherlands (0031) 43-3634069.
e-mail: jftandemtutor@hetnet.nl

Geoff Moore - Membership Secretary.

Tel/Fax 01442 873258. Arewa, Shootersway Lane, Berkhamsted, Herts, HP4 3NP, UK.
e-mail: vgcmemsec@btopenworld.com

Co-opted members

Margaret Shrimpton, Laurie Woodage, Robin Wilgoss.



Chairmans address *The EASA effect?*

Sitting here in June writing this, with the recent spell of good weather no longer with us and the all too familiar forecast for more winds and rain, I look forward to the International Rally with the optimism that Continental weather is statistically better than ours is! On a not so rainy day recently we flew into Kemble where we were the guests of an organisation that specialises in rebuilding, maintaining and flying VINTAGE jet fighters. During the presentation we looked up into the hangar roof to see, a neatly stored T21! I have in the past seen a Rotax powered T21 but..... Our offer to remove the glider was declined but we were assured that it would fly again. We do not know for sure, but perhaps it was a reminder to someone in this enterprising organisation of his first flights with the Air Training Corps. I wonder how many youngsters obtained their first taste of flight with the ATC propelling them into a career flying military jets?

Time inevitably moves on and Willi Schwarzenbach and Jan Scott have both decided to step aside for newcomers. Willi remains as a Vice President but nominates Werner Ruegg to represent Switzerland on the Council. Jan has proposed Jeff Byard to replace him also on the Council. We will see Willi in Poland and to him, Jan and Mae we offer our sincere thanks for their support and wish them well for the future. Looking forward to the next AGM in Gliwice the Committee will be asking the membership to vote on and endorse all recently announced changes to both the Council and to the committee. It is refreshing to see volunteers coming forward to fill the vacancies.

The proposed new European regulations (European Aviation Safety Agency) are beginning to dominate clubroom discussion because of the effect it will have on us all sooner or later. For example, future legislation on glider markings and certification procedures continue to cause apprehension. In the UK the BGA currently provide us with useful concessions on these issues. However, the cynics in our club are already suggesting that in common with most European announcements, "the Germans probably already comply, the British will adopt any changes and enforce it to the letter whilst the French, having agreed to do it, will do what they've always done anyway", but seriously what changes would be welcome, and how could the VGC help to manage them. Finally, I hope that this VGC News reaches you before the Rally if only because we include some advice on how to get to Gliwice and even some Polish words such as "please" and "thank you etc". Personally, since travelling abroad each year with the VGC I have had a growing ambition to improve my knowledge of foreign languages — now where did I put that Polish phrase book?

David Shrimpton, Chairman

Contents

Chairmans report	3
Club news	3
Diary Dates,	4
New Members	5
Letters	16
Model news	40
Classified ads	44

INTERNATIONAL NEWS

Australia, Belgium,	29
Britain,	30
Czech Republic	31
France,	32
Germany	33
Polland	35
Switzerland	36
USA/Hungary	38

FEATURES

The ascent of Red 31	18
Polish gliders: Orlik	22
Polish gliders: PWS 103	28
T31 restoration	39
From the old days	42
The telephone call from Varna	45

RALLY ROUNDUP

Haddenham	8
Brian Middleton memorial rally	9
VGC National Rally, Husbands Bosworth	10
IVSM 2005	11
16th OSV, Mollis GL, Switzerland	12
Oldtimer flying meeting, Hahnweide	14

From The Editor

It's not often you hear from me directly, I don't have time normally to sit down and write something learned and original – our contributors are much better at it than I am. This time, however, I must make an effort and allow some space in this issue of the magazine for some messages from the Editorial Team.

Personally, I have a 'love-hate' approach towards being the Editor of this fine clarion of Vintage Gliding. It is often very stressful leading up to the next issue. Do we have enough material? Are we allowed to print this article? Where are the photographs? Are we being politically correct? And so it goes. These questions are always there but often fade into insignificance when the technology decides to fail...!

Then the next issue gets printed – doesn't it look fantastic! And the compliments keep coming – so it was all worth it, wasn't it? And the roller-coast-

er of gain and pain starts again.....

And of course, none of this would be possible without the massive contribution from Chris Wills with his wealth of knowledge and dedication and the ongoing support from the Executive Committee who have to listen to my never ending ranting about deadlines.

So after some debate about how we can share the success, the credit and not least of all the workload, we have decided to try and develop a network of 'International Correspondents' who will be co-ordinated by a relatively new member to the club, Bruce Stephenson. Bruce, a commercial pilot and owner of a Mucha, introduces both himself and the scheme below.

There is a wealth of talent, knowledge and commitment in our world wide membership and I truly believe that we can represent the international community a lot better than we do. So please consider our proposal, feel free to comment and in any case, watch out for fur-

ther details on its progress.

VGC International News Correspondents

Hello to all fellow VGC readers! Firstly, may I take this opportunity to introduce myself as a new member of the VGC editorial team. My name is Bruce Stephenson, and to many of you I will be a stranger, however over time I look forward to rectifying this, and meet as many of our VGC family as possible. In the meantime I look forward in helping to bring to you an enjoyable and interesting publication, and contributing to the long-term success of our magazine.

The continued development of our magazine is naturally closely intertwined with the continued success of the organisation. Primarily, our first concern is you the reader, and naturally it is you the reader who has a bearing on the final shape and form of the magazine.

With this in mind, we propose that the

best way forward is to seek volunteers from our International members to become a point of contact for Vintage Gliding news for their country or region as VGC International Correspondents, responsible for seeking out and reporting on their country's or region's Vintage Gliding news and events, and verifying information that we may receive.

Ideally we would like to hear from any volunteers outside the UK who can provide us with reports in English, however in some cases this may not be imperative. We would encourage any volunteers to source their material from all forms of information, we only ask that it be checked for its authenticity. This does not however stop any of our regular contributors contacting VGCNews or Chris Wills directly as they do now.

If you are reading this, feel you can be of assistance and would like to become an international correspondent for the magazine, then please contact us at VGCNews@aol.com. We would be very pleased to hear from you. Thank you and regards to you all, *Bruce Stephenson*

Membership Secretary chatline

We did have some response to our earlier request for all those members with computers to send us an e-mail forwarding your email address to the Treasurer John Dredge or myself. It will enable us to send mail shots to you, only

Diary Dates for 2004/2005

1 – 8 August

VGC Rendezvous Rally Jelenia Gora and Jezew (Grunau) Poland
mail@vgcpoland.aleja.info

6 – 15 August

VGC International Rally Gliwice, Poland
mail@vgcpoland.aleja.info
www.vgcpoland.aleja.info

27 August-4 September

Slingsby Rally Sutton Bank

Enquires to: Phil Lazenby
lazenby98@onetel.net.uk enquiry@ygc.co.uk
01845 597237

15 – 19 September

**Gleitertreffen in Laucha, Germany
Luftsportzentrum Laucha – Dorndorf**
Gerhard Maleschka
gerhard.maleschka@statistik.sachsen.de

2005

August 6 - 14

International Vintage Sailplane Meet (IVSM), Harris Hill, Elmira NY

This should enable those who wish to attend the VGC Rally or the Oshkosh Convention to do so before coming to Elmira.
Details from Jan Scott. ■



Annual Dinner & Prize Presentation

Location:	The London Gliding Club
Date:	Saturday 2nd October 2004
Time:	7:30 for 8:00
Cost:	£17 per head
Notes:	For your comfort and safety, a limit of 65 places has been set. Please book early to avoid disappointment. Wine is <u>not</u> included in the price of the meal. A provisional menu is available on request. Please advise any special dietary requirements. All bookings should be made via Laurie Woodage. Payment should be received within two weeks of booking to retain your place. Cheques payable to L.P.Woodage
E-mail:	L.P.Woodage@herts.ac.uk
Tel:	07788 478361 (mobile)
Mail:	28 Sollershott Hall, Sollershott East Letchworth, Herts. SG6 3PN

Geoff Moore

available for VGC use not by others, we find this a simple and efficient way to make contact, so if you have not already done so please forward your contact address right away or at any time you change an address.

At the beginning of this year we included the membership cards for 2004 on a tear off slip which gave instructions to keep the card and forward the renewal subscription. Perhaps the instructions were not clear enough, as some members are making late payments. We shall improve on our method next time. As you can see by sending out the cards together with the reminder form does save the VGC quite a bit of your money.

As you can see by the current list of new members found elsewhere, since our last magazine over 60 new members have joined us this year. Not bad, perhaps the VGC has something different to offer our members by way of building replicas, rebuilding and flying of these older gliders, the social fun at our meetings and other benefits together with modelers creating models of our gliders. This is just some of the enjoyment to be found with classic and vintage gliders and meeting new friends through the VGC. May you enjoyment continue.

32nd International Vintage Glider Rally, 6th to 15th August 2004; GLIWICE, Poland

Some additional details about the programme of the 32nd Rally

As already advertised, and dependent on the number of our guest pilots wishing to participate, we are planning up to three evenings devoted to night flights in "Bocian" (SZD-9). Our instructor will provide all the help and guidance from the rear seat. You will be taken by aerotow to 400 metres (1200 ft) and released over the centre of the airfield. Making a very wide circuit over the lit up town in the easterly direction you will see the night panorama of Upper Silesia, whilst to the north and west the contrast of the agricultural region will be evident by scattered beacons of lights from villages and small towns. Usually the dura-

tion of flight is about 10 minutes.

Excursions:

The coach journey to the silver mine in Tarnowski Gory will take about 25 minutes. The guided tour of the mine to the depth of about 30 meters will last approximately 2 hours. Part of the underground travel is by boat. Those taking part are advised to dress casually, have sturdy footwear and anorak as the average temperature in the mine is about 10-12 degrees C.

Krakow:

Our ancient capital is one of the great European cities which can offer something of interest to everybody. The spacious Market Place with beautiful renaissance Cloth Hall and nearby St. Mary's Church are at the heart of the Old Town. The carved wood altar by Witt Stwosz from Nuremberg is the centrepiece of the historic church. The medieval buildings of the Jagiellonian University are only a few streets away from the square and only slightly further away is the Wawel Castle, the seat of the early Polish kings.

One of only a very few in Europe and the only one in Poland, located in Krakow is the aeronautical museum which includes an extensive collection of most of the Polish gliders as well as other rare exhibits from many branches of aviation.

About 30 km to the east of Krakow is Wieliczka famous for its 600 years old deep salt mine. The exhausted old chamber workings often are 20 metres high and as far as 200 metres long. The salty atmosphere helped preserve the old workings and structures, many of which are a few hundred years old. On the way to the deepest level at 300 metres (900ft) you will see several chambers, which comprise many sculptures and carvings by miners, made of crystal clear rock salt. Some of the chambers are so large that at various times they were used for concerts and for convalescence by people with respiratory complaints as the specific climate is said to have healing and medicinal properties.

Dependent on the level of interest and the numbers we will either combine the two tours – Aeronautical Museum with the visit to Wieliczka mines, or organise dedicated visits to each of these very interesting destinations.

Zar Mountain

The 70 year old mountain gliding school at Zar is located about 80km south of Gliwice. At the foot of the picturesque

NEW MEMBERS

Welcome to the following new members

2393	Ian Davies	UK	3019	Roger Lawrence	UK
2394	Stephen Whitaker	UK	3020	Clive Groves	UK
2395	Paul Anker	Denmark	3021	Sidney Unsworth	UK
2396	Niels Andersen	Denmark	3022	Roger Cowles	UK
2397	Leik Midtboll	Denmark	3023	Paul Harris	UK
2398	Robin Woods	Ireland	3024	Graham Barrett	UK
2399	Lino Pel-Pio	Italy	3025	Lawrence Wand	UK
3000	Leo Enegren	Finland	3026	John Gilbert	UK
3001	John Hailey	UK	3027	Michael Simms	UK
3002	Robin Birch	UK	3028	A.P. Mulder	Netherlands
3003	Fredric Ben-Abdallah	France	3029	Derek Abbey	UK
3004	Caroline Bonnet	France	3030	Brian Martin	UK
3005	Jose Martins	France	3031	Michael Borrowdale	UK
3006	Andre Trocellier	France	3032	Linda Johnson	UK
3007	Michael Burridge	UK	3033	Fabrice Charlier	Belgium
3008	David Joslin	UK	3034	Jorn Assman	Germany
3009	Ian Bateman	UK	3035	Frank Fraunhein	Germany
3010	Daryl Offlanagan	UK	3036	Garth Cameron	New Zealand
3011	Greatham Smith	UK	3037	Christel von Eyiss	Germany
3012	Geoff Stilgoe	UK	3038	Wolfgang Tschorn	Germany
3013	Christopher Offen	UK	3039	Sean Boustred	UK
3014	Martin Lawrence	UK	3040	John Stephen	UK
3015	Chris Gooch-Butler	UK	3041	Philip Alexander	UK
3016	David Catherwood	UK	3042	Edward Jenkinson	UK
3017	Apsley Pellatt	UK	3043	John Burdett	UK
3018	Malcolm Davies	UK	3044	Shaun Ryan	UK

Zar mountain, 700m (2100ft) high, is Zywiec reservoir. The location and construction of the hydro-electric power station in 1960 has irreversibly destroyed the higher level airfield. The lower airfield continues to operate. The opening last year of the funicular railway provides access and means of transport to the top for tourist and gliders. Hillside launches are again possible.

Silesian Beskidy

The picturesque wooded mountain range 90 km south of Gliwice is 900 to 1500 metres high (2700 to 4500 ft). We are planning a 2 hour walk in Kubalonka valley, near river Wisla with a visit to Istebna and a stop for refreshments at "highlanders' hideout". On the way back we will visit Koniakowa, Beskidy vilage with long tradition of fine lace and wood carving production.

We hope that our varied programme of excursions will offer something for every taste and interest.

Could all those interested in taking part in any of the above let us know as early as possible their choice and preferences, preferably on the day of arrival, or in advance via the e-mail and internet, to help us with appreciating possible numbers and making appropriate arrangements and bookings.

HOT FROM THE PRESS!!!

The club restaurant and two bars will be fully opened during the rally. The restaurant and one of the bars are located in the Gliwice AeroClub building.

There will be a choice of simple food and refreshments including ice-creams, soft drinks, and beer.

Especially for our rally, every day for 10 days the catering company from nearby Zabrze will open a restaurant - "Under the Conker Tree" in the grounds of the airfield next to the camping area.

This company has established itself as specialist caterers who recently provided for Industrial Trade Fair and Alfa Romeo Trophy events.

There will be a choice of purchasing a "day voucher" for 10 Euro which will include breakfast, lunch/dinner and evening supper, or separately each meal at the cost of 7 Euro.

All meals will be served in the marquee next to the camping area. Fully stocked bar will also serve soft drinks, selection of beers and stronger "aviation fuel".

Each day there will be a selection of

dishes, including Polish specialities as well as those recognising international tastes.

Only the lack of space precludes me from providing you with a list of menus for each day of the rally.

I wish you BON APPETITE.

Zbigniew Jezierski

How to get to Gliwice?

There are well founded rumours about the state of the Polish roads. Noticeable improvements are being made but these are slow and are fragmented.

My suggestions below aim at making your journey not necessarily the shortest route but as far as it is possible stress free.

For pilots travelling from Great Britain, Germany, Belgium, Holland, Denmark and France:

The choice is of two options:

- 1) From Frankfurt/Oder- Kunowice border crossing; from the motorway at the border continue on Road No.2 to Swiebodzina (70km) and further south on Road No.3 to Zielona Gora.

There is an comfortable hotel at the airfield at Zielonia Gora for an overnight stay if required; tel +48 68 321 30 10 or +48 68 321 34 40.

From Zielona Gora to Gliwice the distance is about 400km through to Legnica where you can join the No4 motorway in the direction of Krakow. This motorway is under construction. There is only one carrieway in each direction as far as Wroclaw but it is of good quality. From Wroclaw to Gliwice normal motorway standards apply.

The link road from the outskirts of Gliwice to the town is yet to be improved. I advise strongly to travel at speeds not exceeding 40 km/h.

At the end of this short section you will be relieved to see VGC direction signs posted frequently to guide you to our airfield.

- 2) Follow the Motorway No.4 from Germany through the border crossing at Ludwigsdorf north of Gorlitz o Road No. 30 to Jelenia Gora – there is an opportunity for an overnight stay at the airfield – from here take Road No.3 to Bolkowa from where continue on Roads Nos 5 and 35 to Wroclaw. From Wroclaw to Gliwice follow the instruction as for option 1) above.

Going to the Rally? – “Speak Polish please!”

‘Where is the Aeroclub Jelenia Gora please?’

in Polish is ‘Gdzie jest Lotnisko Jelenia Gora, prosze...?’

(prosze is pronounced prochun).

‘Prosze’ is also a very useful word for ‘excuse me’.

‘Thank you’ is... ‘dziekuja’. (dziekuja is pronounced dzienkuja..with plenty of French pronunciation!!!).

This phrase might come in useful:

‘Na lewy..’ **‘to the left’**. ‘Na prawu.’ **‘to the right’**. ‘Prosty’.. **‘straight on.’**

‘Ja nie rozumiem popolsky’.. **‘I don’t speak Polish’**.

‘Rozumiem po angielsky’.. **‘I speak English’**.

‘Nie wiem’.. **‘I don’t know’**. ‘Pan’.. **‘sir’**.. ‘Pani’.. **‘madam’**.

‘Herbata c mlekom’.. **‘tea with milk’**. ‘Kawa’.. **‘coffee’**.

‘Chleb c maslom’.. **‘bread with butter’**. ‘Cykier’.. **‘sugar’**.

‘Uwaga- pociag!’.. **‘look out.. train!’** (pociag is pronounced posiang with French pronunciation.)

‘Samochoď’.. **‘car’**. ‘Poczta’.. **‘Post Office’**.

For pilots traveling from France, southern Germany, Switzerland and Czech Republic.

- 3) From Prague and Hradec Kralove the border crossing is at Nachod/Kudowa from where taking Road No.8 continue to Klodzko.

Here take Road No. 46 to Nysa and continue until you join Motorway No.4 in the direction of Krakow. From the motorway exit to Gliwice observe my comments as for the instructions under the option 1) above.

- 4) From Prague take the motorway to Brno and Ostrawa in the direction of the border crossing at Bohumin / Chalupki from where take Road No. 78 to Gliwice. Our airfield is situated at the southern outskirts of the town on the right side of this road.

For pilots travelling from Austria, Slovenia, Italy and Hungary:

- 5) Travel through the Czech Republic to the border crossing at Bohumin / Chalupki from where follow the instructions as for the option 4) above.

For pilots travelling from Denmark, Sweden, Norway and Finland:

- 6) Take ferry from Ystad to Swinoujscie and follow Road No.3 to Gorzow, Miedzyrzec to Zielona Gora (with option for an overnight stay ; see note 1) above). Continue through Lubin to Legnica to join the Morway No. 4 from where instructins under the note 1) above apply.

For pilots travelling from Finland:

- 7) Through Estonia, Latvia and Lithuania head towards the border crossing at Kalvariija / Budzisko. Take Road No. 8 to Augustow form here take Road No. 61 to Lomza where you will join Road No.63 to Zambrowa and rejoin Road No. 8 through to Wasaw and to Piotrkow Trybunalski. Take Road No.1 here in the direction of Swierza where you need to take Road No.78 to Gliwice.

Wish you all safe and pleasant journey and welcome to 32nd International Vintage Glider Rally.

Zbigniew Jezierski

The British Gliding Museum

As reported in the last VGC News, there are problems with the access to the Museum hanger conflicting with the operation of the Cotswold Gliding Club. Another alternative route is being negotiated.

David Cotton has obtained the prototype SKYLARK 3, which was damaged (broken in half) being towed by car backwards across the airfield). Its owners were even thinking of the age-old ritual of burning it! (shame, even in this day and age !)

Other gliders have been reserved for the Museum including Bob Arnold & Co’s 1943 built GOEVIER 2 BGA 1992, which we have been told has been painted red. in N.S.F.K. colours. (CW has never heard of an n N.S.F.K. Goever being red, but this does not mean that there was not one). Also recently

obtained for the museum is Bill Manual's relatively recently built 1930 CRESTED WREN, which has been located stored in a very wet barn in mid Wales. The roof of the building has given way to rain. There is much glue failure in the non-ply covered parts of the wings, tailplane and rudder. Presumably, it was Aerolite 306 glued? Chris Duthie-James in France, for whom, with Barbara Reid, the Wren was built, has given David Cotton permission to rescue it.

It will be restored as Britain's oldest sailplane type in existence. We congratulate David Cotton on his promotion, as his job is sending him all round Europe and even to Turkey! Let us hope that he still has time to fight for the British Gliding Museum.

Bicester

The new civilian Gliding Club "WINDRUSHERS" has started to operate on the airfield of Bicester from the 1st July 2004. A short term lease has been negotiated. The club of course is open to civilian members and the Oxford University Gliding Club is already there and has been at the site for some time. "Windrushers" was formerly an RAF gliding club, which was formed at Bicester in 1956, but it became part of the RAFGSA Center in 1963. Thus, the "Windrushers" club has formed again after a gap of more than 40 years. The new club will specifically encourage juniors and students. It is to use Ka-13s as training two-seaters. The RAF GSA Center has moved to RAF Halton, where the RAF Chilterns Gliding Club has been flying for years. Many members of the RAFGSA Center of Bicester, have stayed on at Bicester with the "Windrushers" Club, as they do not want to leave their beloved airfield. Bicester is an 85 years old airfield, which was designated a Conservation Area by the Cherwell District Council in 2002 and is an "English Heritage" Listed site. To express your interest in joining the "Windrushers" club email to enquiries@windrushers.org.uk. Although there are no slopes near by, there is a hope that funds might be obtained to do up the second hangar, part of which could become a Vintage Glider Museum in the distant future. The above information, apart from the last sentence, was taken from the "Sailplane & Gliding" magazine Vol. 55 No 5- April-May 2004.

At Bicester, there is already a T21b and a Doppelraab might be obtainable.

Another T21b, which needs recovering with fabric, is at Shennington.

Updates on recent VGC News - CW

On page 14 of our last VGC News (NO.111), there is a photograph of the US pilot Dick Schreder trying out a Soviet A-15 at the South Cerney World Championships for size He flew it and said that it was quite as good as it was claimed to be. He also said that the KAI 14 was the fastest glider he had ever flown and that pilots should be given medals for just flying it ! On his left, is the Soviet pilot and personal friend of CW, Vladimir Chuvikov. Of the four Soviet pilots, he was the only one not to break his glider during the Championships. He took part in the next World Championships at Leszno in 1968, and other Gliding Championships, but it is said that he died after an accident with his motorcycle, during which its petrol caught fire. We do not know whether this actually happened ?

During previous VGC News, it was reported that Felix Kracht was locked up in Austrian police stations after he had landed his Rheinland in full German markings, in Austria during the ISTUS International Contest at Salzburg in 1937. We wondered whether this was because he had landed in South Tirol. This was not so.

Relations were so tense between Germany and Austria in 1937 that it was thought perhaps that he was starting a German invasion. It is possible that Rainer Karch's father was also constrained to "visit" Austrian police stations at that time, as he won the contest with the Mu 10 "Milan". After the Anschluss in 1938, things changed and all Austrian gliders had to have German markings. They became the gliders of N.S.F.K. Gruppe 17 and Austria was renamed Ostmark.

The Lost Polish Gliders

In our last VGC News, we mentioned the fate of Polish gliders in 1939 in the east of Poland. Here is information concerning Polish gliders in the rest of Poland from the German magazine Flugzeug Extra, Jan 2004 - Beuteflugzeug (Booty Aircraft) In September 1939, about 1,200 gliders were in Poland. Most of them belonged to the military glider camp in Ustianowa. Some of them were destroyed during the air attack. A few hundred of them were captured. They were brought from Ustianowa to Krosno and stored.

Because of the bad storage conditions most of them were destroyed during the course of time. 250 machines were brought to PZL at Mielec. Still serviceable machines were taken over by the NSFK. 12 gliders of the type CWS 'Wrona' (Crow) were sent to Slovakia and 20 'Salamandras' were sent to Croatia. It was not possible to repair the other machines. In 1942, they were destroyed by a fire in the works of PZL WP-2 Meilec. It was sabotage by some employees of the works. The NSFK put into use other gliders found on airfields. Most of them were put to use in Silesia and Zaglebic Dabrowa (Steinkohlebecken fran Dabrowa) these were mostly the types Wrona and Zaba (Frog). In the school of Golenlow one Koma (Gnat) as used but it was later crashed. High performance sailplanes were brought to German gliding centres. One of the type WWS-3 'Delphin' found itself in Schleswig Holstein and was later taken over by the Danish airforce and had the registration OY-DYX. Two interesting types of the motorglider 'Bak' and one example, SP-1136 from the Polish flying school of Polichno were brought to Germany. Here all further traces were lost". Information from Manfred Franske. CW

Missing Horten

In our last VGC News, No.111, we asked whether anyone had seen the Horten 33's centre section. We saw the aircraft almost complete in the little German village of Dietershausen near the Wasserkuppe during our International Rally there in 1974 (as reported by Jurgen Doppelbauer). So far, as far as we know, its centre section has not yet been found. Its main planes have been in the German Gliding and Model flight Museum on the Wasserkuppe for years. ■



The Vintage Sailplane Association

Soaring from the past into the future! The VSA is dedicated to the preservation and flying of vintage and classic sailplanes. Members include modelers, historians, collectors, soaring veterans and enthusiasts from around the world. Vintage sailplane meets are held each year. The VSA publishes the quarterly BUNGEE CORD newsletter. Sample issues are \$2.00. Membership is \$15 per year. For more information, write to the:

Vintage Sailplane Association
1709 Baron Court
Daytona,
FL 32124 USA



The Haddenham Start of Season Rally

1st, 2nd & 3rd May 04. A Memorial Rally for Brian Middleton by Chris Wills.



Britain was covered by a stationary low pressure area for most of the week beforehand and for the week afterwards. Thus, we were happily surprised when on Sunday the 3rd, the sky lightened and cumuli were seen advancing from the South West, The light wind allowed into wind winch launches and we were only surprised that there were not more thermals under them. We were very happy to be visited by the legendary Derek Piggott from Lasham who added much happiness to the proceedings. With us also was David Bramwell's mother who had driven over from Norfolk to celebrate her 83rd birthday. She had a 43 minute flight to Oxford and back with David in his Janus and enjoyed every minute of it. To add an international flavour to the event, we were lucky enough to be visited by Bert Strijks and Raymond van Loosbroek with Bert's famous Ka-4 Rhoenlerch from Holland. Raymond told us that Philip Wills's 1952 World championships in Spain winning SKY (G-673) which used to belong to Raymond is now the property of the Aviadrome living museum. It has been adopted by 5 or 6 people, who will repair it in 5 to 6 years to air-worthy condition at the Deelen Military Air base near Terlet. They are civilians and it will be a long term project as there is much repair work to do on it still, after its accident at Haverford West in Wales.

Sailplanes taking part in the Rally. The oldest was Bob Boyd's KITE 1 BGA 261. which, designed at Slingsbys, largely by Thoby Fisher in 1935 and would have been at Haddenham Thame during the forming of the Military Glider Pilots' Regiment in 1941. Our Haddenham Rally was dedicated originally to the Kite 1s and the other gliders which were present at that time.

SLINGSBY CADET BGA 731 - Richard Moyses from Lasham. This type was originally designed at Slingsbys in 1936 by John Sproule as a "C" Certificate getter for British pilots. This one was built during the war for the Air Cadets.

SLINGSBY TUTOR BGA 794. This one was also designed by John Sproule at Slingsby Sailplanes in 1937 and its wing was initially inspired by that of a BAC-7, one of which was being repaired at Slingsby Sailplanes during that time. BGA 794 (VN 687) has been beautifully restored in Air Cadet colours and markings as it was when new in 1946, by David Gibbs, a helicopter pilot from Lee on Solent Naval Air Base.

T.21B BGA 2964 from Wycombe Air Park. (Booker). This was originally a SLINGSBY 1944 design and appeared in its new glorious closed aluminium trailer, in which it now lives. The trailer was built to the order of its owners, last year, and it was much admired..

SLINGSBY KITE 2 BGA 689 - Chris Rayne. This is the finest example of a

Gathering at Haddenham, foreground, T21 and Ka6, background Tutor and Ka2b

Kite 2 and is painted as it was in 1947 when new.

HUETTER H.17A BGA 490. Nick Newton. This was originally built before the war by Roy Scott but was finished by the Gliding Doctor, Don Campbell, in 1946. This diminutive sailplane was designed by the Huetter brothers in Austria in 1934. The weather conditions did not suit it as the few thermals were far apart.

ZLIN 24 KRAJANEK. BGA John Dredge. This was one of the first post-war Czech designs and was brought to England from the Brussels Show in 1947 by Ladislav Marmol, who flew a British Duration Record in it at Dunstable..

SLINGSBY SKYLARK 4 BGA 1100. David Weekes. This was flown for 1 hour 34 minutes, which was the longest duration flight of the Rally.

There were 67 launches and Cadet, Ka-

KrajaneK, John Dredge Booker GC



4, Ka-13 s etc were all thermal soared. Richard Moyse kept the Cadet aloft for 13 and 18 minutes, while the Ka-4 flew for 20 minutes. There were two Ka 6 CR s taking part, BGA 3142 and BGA 3773 (the latter being called GEM !, which it was) as well as ASK-13 s and the JANUS C BGA C4186, which fly from Haddenham. We were very impressed by the enthusiasm to get airborne and the high morale, which bodes well for the VGC in the future. We can not thank Gayle Pierce enough for organizing two super barbecues complete with red and white wine, on Saturday and Sunday evenings, where we were seated around a table with plates and cutlery in a large tent. In spite of the bad weather on two of the days, it was a good Rally and we can not thank the Upward Bound Trust enough once again for having us.

HORSA NEWS. We were glad to meet John Randle again at Haddenham. He had ferried by air Horsas back to Britain from Normandy during 1944/45. He told us that the project to build a Horsa in America using wood from a rain forest in Nicaragua, had not got going. However, one was now being built in the North West of England, and is well advanced. It is planned to exhibit it static in the RAF Museum at Cosford. From the above, it is evident that there are sources for the Airspeed Horsa plans in Britain, and one of them is at Duxford. Another Horsa is being built in France, also for a museum's static display in France. An original WACO HADRIAN (British name for it) US troop carrying glider exists at the Army Flying Museum at Middle Wallop and a replica HOTSPUR training troop carrying glider is also exhibited in the same Museum. ■

Below: Richard Moyse in his Slingsby Cadet, with his son Robert. Photo Chris Willis



Memorial Rally for Brian Middleton held at Haddenham

1, 2 and 3 May 2004 by Gayle Pearce

We arrived to set up camp on Friday evening to find our Dutch friends waiting at the gate – now that's what I call enthusiastic! Peter and Peggy Underwood were also there. We pitched the tent at the Railway end of the airfield. Saturday morning was dull and overcast, the UBT crowd arrived full of enthusiasm but to no avail, we were not going to fly that day. So we made a good fire and about 14 of us had a great BBQ and reminisced about the events we had participated in, in the past.

Sunday – the wind had changed direction and our camp was in the danger zone of falling winch cables. We hurriedly broke camp and “moved” to the opposite end of the airfield. We had a good turn out of gliders, several visitors from Dunstable where Brian flew from, some of the older glider pilots who we see every year at Haddenham returned again. We had a visit from Peter O'Donnel and his colleague, they used to own Chris Raine's Kite 2. They were delighted to see it fly again and talked fondly of the days when they owned and flew it.

The portable facilities were a real boon again to our visitors, especially the ladies. We had a bigger BBQ for about 25/35 people in the evening and thanks go to the many helpers who made this such a success.

Monday – not a good start to the day and just when we were all thinking about packing up and going home, the clouds broke and the sun shone. Then Tim Wilkinson arrived with his colleagues from Sackville Gliding Club. Tim used to fly from City Airport with Brian, they brought with them a Skylark and a Piper Super Cub. Another dimension was added to the Rally and Bert's K4 and the Haddenham K13's all had aero tows. They had some good flights, the Sackville Skylark being the last one down at about 6pm.

We all had a wonderful rally and thanks go to UBT for being the host and thanks from them go to all the visitors and pilots for their enthusiasm and willingness to “muck in” to make it such a successful event.

See you again next year, same time (first Bank Holiday weekend in May). ■

Below: Swiss watch-like metal fittings of a Moswey being admired at Mollis. See the last pages of Rally Roundup for views of the whole aircraft. Photo Kurt Stapfer



Husbands Bosworth



Left: Derek Philips, Slingsby T42 Eagle

Northampton and Wittering. Peter Redshaw flew his Capstan on a 120km out and return to Bicester and back in just under 3 hours. Tom Edwards flew his K-8 to Haddenham and then had a winch launch to fly back and this was a distance of 150kms.

Monday – The dawn was cold and clear, as had been the night. Tom Edwards in his K-8 went to Saltby and back..100kms. Cu started to form in the distance NW and SE of the field at 11am, they came within reach of the airfield at mid-day and over the airfield at 1 p.m. Chris Hughes spent 3 hours at 5,500ft in his Prefect.. which was a very cold experience for him.

Tuesday – There was early Cu development and overcast was expected later due to a slow moving cold front. The weather forecast was good with continuing high pressure. Chris Hughes found lift up beside a cloud to 4,900ft. Cloud bases were at 3,600ft. Tom Edwards flew for 2hrs 19mins, Peter Redshaw in the Capstan flew 1hour 35mins, Ted Hull flew his Fauvette 55mins and Chris Hughes flew 1hr 50mins. The previous night had again been very cold.

Wednesday – Overcast associated with cold front was now stationary over Husbands Bosworth which discouraged flying.

Thursday – The previous night had again been cold and there was heavy rain during the morning. *A meeting was held*

Left: Keith Nurcombe's Eon Olympia.
Below: John Tournier in the KrajaneK after one of his flights during the rally.
Photo: Chris Wills

22nd – 30th May at the Coventry Gliding Club

This was the location of the first VGC International Rally in 1973. During this, the 31st National Rally, we had good gliding weather, and we finally dispelled the myth that VGC members never do cross countries. We do if the weather allows us to (CW).

Flying

Saturday 22nd May – the weather was already very good. Chris Hughes noticed heavy dew on his tent during the night before, this is a sign that high pressure convection will start during the day as the air could only heat up. Our sailplanes were rigged and launched as quickly as

possible. Peter Burgoyne flew his prototype Capstan to Bicester and back in under two hours (120kms).

Sunday - Ted Hull flew a 100km triangle in his Fauvette.. turn points



Entry list:

Eon Olympia	BGA2277	Kent Gliding Club syndicate
Fauvette	BGA2678	Ted Hull
Zugvogel 3	BGA2560	Ian McLeod
Prefect	BGA2380	Chris Hughes
Prefect	—	Kent Gliding Club syndicate
Capstan	BGA1009	Peter Burgoyne
Capstan	BGA1237	Peter Redshaw
K-18	BGA1996	Chris Weston
K-8	BGA4686	Tom Edwards
Tutor	BGA833	Phil Alexander, John Benette
KrajaneK	BGA655	John Dredge, John Tournier
Swallow	BGA1211	Laurie Woodage
Swallow	BGA1169	Anthony Edwards
Eon Olympia	BGA509	Keith Nurcombe (not flown)
Huetter H17	—	Hus. Bos syndicate
SB5	—	Ron Davidson (not flown)
Wassmer Espadon	BGA4441	(not flown)
Huetter H17	—	Nick Newton



in the Clubhouse for general discussion on who should run our National meeting, the Coventry Club or the VGC? There had been no formalities at the beginning of the meeting as it was thought that, as the weather was so good that our gliders should be quickly got into the air, and this the Coventry Club managed to do. We thank them for this. The main issue appeared to be the camp sites were far apart for some reason and communication between them was almost impossible.

Chris Wills did run two historic vin-



Above: Peter Redshaw and his beautifully restored Capstan.

**Below: Chris Hughes' Slingsby Prefect
Bottom: Huetter H17a BGA 2847, now based at Hus Bos.**



tage glider film evenings during the week and he hopes that our members enjoyed them. Chris Hughes felt that he had had enough flying after four days in the cold at over 5000ft and went home.

The weather on Thursday had improved at mid-day and Tom Edwards flew his K-8 to Corby and return 84kms. Peter Redshaw flew his Capstan for 3 hours. During Thursday evening, the Kent Club very kindly organized a barbecue with wine etc., outside the clubhouse. They have offered to hold our week long National Rally at their Club next year.

Friday – there was a bad weather forecast for the day and Saturday. Tim Wiltshire came over with his Piper Cherokee and kindly took 3 of us to see his airfield

and aircraft storage facility at Sackville Farm. This is a one runway field with good shelter facilities for aeroplanes and gliders both rigged and de-rigged. It was clear that vintage gliders could be stored and flown there. (Tim's telephone number is 01234 708877). Tim has relatives and a father who were connected with British Gliding from its beginning. He has ancient historical gliding film. He is an airline pilot but also tests cattle for pregnancy. Conditions for keeping gliders there should be discussed with him. Already there are Ka 2b, Mucha Standard, Pirat, Dart15, and Manuel Hawk resident. These can be hired and flown after pilots have been checked out on the Ka 2b.

Saturday – There was a committee meeting held during the day when it was announced that we had received new nominations for the committee and that the VGC membership stood at 898 paid up members with 72 new members having joined so far this year. That evening the Coventry Club asked us all to join their Club members for a barbecue and barn dance which we all thoroughly enjoyed.

Sunday – the last day saw a marked improvement in the weather which brought out the Huetter 17s and others for a superb last day's flying.

We thank the Coventry Club from our hearts, we think that we were all happy there (CW) ■



International Vintage Sailplane Meet 2005

51 Soaring Hill Drive, Elmira, New York 14903-9204
Tel (607) 734-3128 Fax (607) 732-6745

IVSM 2005

Dear Vintage Soaring Enthusiast:

On behalf of the Vintage Sailplane Association (VSA), Harris Hill Soaring Corporation (HHSC) and the National Soaring Museum (NSM), we would like to invite you to the third International Vintage Sailplane Meet to be held on Harris Hill, in Elmira, New York, August 20-27, 2005.

We look forward to welcoming back those from around the world who participated in the previous IVSM's held at Harris Hill in 1995 and 2000 and hope to attract many newcomers and their friends to this unique soaring event. IVSM 2005 will again be co-sponsored by VSA, HHSC and NSM, the organizations that staged the 1995 and 2000 events so successfully. Harris Hill has a lot to celebrate in the summer of 2005: 75 years since the first National Soaring Contest on Harris Hill when Wolf Hirth made his historic 'Blue Sky Thermal Flight' in the Musterle and 75 years of continued support from Chemung County and the local Elmira and Finger Lakes region residents. And of course, the third IVSM!

In addition to its historic soaring location, the local area offers many attractions: the National Soaring Museum, the National Warplane Museum, the Curtiss Museum, the world famous Corning Glass Museum, local shopping malls,

the shops and restaurants on Coming's Market Street and the many award winning wineries gracing the rolling hills of the nearby Finger Lakes. As the event draws nearer, we plan to provide you with information regarding the Harris Hill facilities, Chemung County camping for participants, local motels, hotels and B&B's, social events schedule and much more.

Please check the IVSM 2005 website at www.soaringmuseum.org/ivsm2005/ for updates in the schedule, merchandise and list of participants. For any questions, comments and suggestions, please email us at ivsm2005@soaringmuseum.org.

We are enclosing a registration form (please contact organisers via e-mail for a copy- Ed) and though we hope to accommodate all entries, we encourage you to register early in order to avoid a shut-out due to space restrictions. Please make sure to include an email address as we hope to make that our primary means of communication. IVSM 2005 is only 16 months away. We look forward to seeing you again, to meeting new friends, to seeing your beautiful gliders and to good times!

IVSM steering committee: Paul A. Schweizer, Bob Gaines & Peter Smith (NSM) David Schuur, Jan Scott & Jeff Byard (VSA) Karin Schlosser (HHSC) ■

16th OSV meeting on the airfield Mollis GL, Switzerland

from 20-23 May 2004



For the first time the traditional spring meeting of the OSV was held on a large military airfield.

A good atmosphere, perfect organization by the host group SG Glarnerland and beautiful flights in different weather conditions distinguished this year's vintage glider meeting. Foreign pilots from Germany, Holland, Sweden and France represented the international vintage glider movement.

Thanks to the public holiday on Thursday 20 May we had four days for our hobby. However the weather was not perfect on Saturday but were compensated by perfect soaring conditions on Thursday. With 25 launches, a total flight time of 60 hours was reached. The Ecolight was an ideal towing plane for the old gliders.

Friday 21st May was reserved for bungee cord training. The bungee cord launch system provided by the president of the OSV Willy Fahrni worked perfectly. Some pilots completed their first



Top: Willi Walty's L-Spatz 55.
Above: bungee team practice
Below: K6 CR, tug and lots of military runway.
All photos Kurt Stapfer

RALLY ROUNDUP

Participants:

Beguïn Jacques	HB-234	Karpf-Baby
Duvanel Bernhard		
Ruegg Werner	HB-374	Moswey 3
Roth Werner	HB-475	Kranich 2
Zbinden Fritz	HB-485	Moswey 3
Weiblinger Willy	HB-494	Karpf-Baby
Geiser Richi		
Fahrni Andreas	HB-522	Moswey 4
Fahrni Willy		
Polla Egon	HB-556	Weihe 50
Huber Beat	HB-557	T31
Schmid Walter		
Rätz Max	HB-575	L-Spatz 55
Grundbacher Lilly	HB-701	K8 b
Bär Jürg	HB-724	K2 b (15m)
Wälty Willi	HB-737	L-Spatz 55
Wälty Jürg		
Rohlwing Günter	HB-765	K8 b
Schlatter Walter		
Ruffieux Pierre-Louis	HB-768	K7
Ruffieux Etienne		
Bärfuss Heinz	HB-833	Mg 23
Hautle Stefanie	HB-888	K8 b
Widmer Max	HB-979	K6 E
Potz Jean-Piere	HB-1052	K6 CR
Fonzanellaz Laurent		
Stierli René	HB-3157	SF-27 A
Ziller Jörg	D-1420	Olympia Meise
Urscheler Peter	F-CDLC	A60 Fauconnet
Hosatte Didier	F-CDFT	A60 Fauconnet
Lyautey Pascal	F-CCLI	A60 Fauconnet
Strikes Bert	PH-xxx	K4 Röhnlerche
Braun Barbara		
Algotson Rolf		
Selinger Peter		
Schwarzenbach Willi		
Stapfer Kurt		



Top: Jürg Bär's K2b (15). Above: Pierre-Louis Ruffieux's K7. Below: Egon Polla's Weihe 50.



bungee cord launch, others could finish their training with their 6th launch. Thanks to the "rubber dogs", 20 bungee cord starts were possible. A local television team accompanied us the whole day.

The rain returned on Saturday. This day was used for contacts between the OSV members and vintage glider enthusiasts. Sunday brought again weather without rain, however with a strong north wind current. This weather condition enabled 22 launches. All in all it was very nice meeting which could be repeated at this airfield anytime. We would like to express our thanks to all participants and rubber dogs for their perfect behaviour, as well as to Willy Fahrni for his preparations for this meeting. Our special thanks to the SG Glarnerland for their infrastructure and for the smooth organisation. Also the fine meal from the large boiler remains unforgettable. Thank you very much. ■



Left: Stefanie Hautle is interviewed. Above: Karpf-Baby. Below: landing scrutinized.



OLDTIMER FLYING MEETING HAHNWEIDE

5th -7th September,

Hahnweide Meeting is organized every other year by the Fliegergruppe Wolf Hirth in memory of the great gliding pioneer, author, pilot and sailplane designer, whose late wife Clara used to signal the first take off of the meeting. The OSC's DFS REIHER, and Josef Kurz with his SIEBEL 202 *Hummel"—(Bumble Bee), were invited. Josef still had cooling problems and so, I (Karl-Heinz Kellermann), travelled there on Friday the 5th September, with the Reiher to Hahnweide. I found without delay Peter reres and decided to rig the Reiher before noon on Saturday. Things started on Saturday early and spectators were invited to inspect the aircraft on the airfield until 11.00 hours. Glider that were rigged could be launched until 11.00 hrs. Of my helpers, who had said that they would be there, could not be there due to unforeseen circumstances. Only Peter was there but luckily we could take advantage of the offered help of Manfred Groesch and his son Peter from Rhoen-flight, Fulda. Also for rigging and derigging, we were supported by Micahel Diller and his team, who had brought their OLYMPIA MEISE.

It was a long way from the sailplane area to the briefing hangar and we felt that this time, there was a great number of individual types.

We could count 9 Stampes, but also Bucker Jungmanns, Jungmeister, Stearman, FW Stieglitz, and Tiger Moth.were flown in and parked. There were also unique types to be marvelled at. Mikael Carlson's Bleriot XI, the red Fokker Triplane DR-1, and Wolf Hirth's specially modified, personal Klemm 35, now the property of the Fliegergruppe Wolf Hirth, and last but not least, our member Josef Ecker from Wels, Austria, with his beautiful Fieseler Storch. Klaus Laessing had managed to present m/ny times as few aircraft as possible. Our first SG.38, D-7501, now at Munich, could be seen on the ground only. Our member Jochen Kruse was present with his Condor 1V. On the next day, Sunday, our sailplanes would be able to have aerotows before and after the official flying programme



*Above: Werner Ruegg landing his Moswey 3.
Below: briefing at Mollis
Bottom: Willy Weiblinger's Karpf -Baby leads the line-up at Mollis.
All photos Kurt Stapfer*





*Above: bungee released on HB-373.
Top left: Werner Roth's Kranich 2.
Left: Jörg Ziller on final approach in his Olympia Meise.
Lower left: the sun shines on Beat Huber in his T31.
Below: pretty Moswey 3*

between 11.00 and 18.00 hrs. At 14.20 hrs, there would be a formation flight of three gull winged sailplanes, the Minimoa of the Fliegergruppe Wolf Hirth, Herr Mayer at the controls, a further Minimoa from Aventoft with Adalbert Schulz as pilot and the Reiher from the Wasserkuppe with K-H.Kellermann as pilot. After releasing from the aerotows, they were to circle exactly in the same axes and had to land at the latest after 18 minutes. On Sunday, there would be the same programme except that the formation of 3 gull winged gliders would be joined by a fourth, the Condor 1V of Jochen Kruse. At 16.20, two Lo 100s took off for precision aerobatics, flown by Ludwig Fuss and Herbert Lehner. They achieved synchronised figures. At 17.50 took place what must have been one of the most expensive aerotows. A Blanik was aerotowed by an Antonov AN 2. As we could expect good weather again for Sunday, Peter placed his bus between the tied down Reiher and Con-

dor 1V on the airfield. The evening continued with a hangar party which was held by members of the Fliegergruppe Wolf Hirth. As there were also on Saturday, on Sunday again 20,000 spectators watched the display.

AT 1800 hrs, the 12th Oldtimer Flying Meeting ended with a traditional fly-past

of a Bücker Jungmann, from the cockpit of which the Zapfen-Streich (the military tattoo), was being played on a trumpet !

There will be an alteration for the next Hahnweide meetings. Klaus Laessing, the Initiator, organiser and director of the 12th Oldtimer meeting at the Hahnweide has handed over, after 25 years, the organization of future meetings to Hans Puskeiler. After derigging the Reiher, and after a portion of Schupfnudels (?), the 4 hour journey back to the Wasserkuppe was started. Let us hope that we will be there again in 2005 ? Perhaps in 2005, the number of gull winged sailplanes will be increased by at least one Minimoa, a second Reiher, an H.28-2 and at least one Kranich 2? ■



Greetings,

We have just returned from the VSA Eastern regatta in Kutztown, Pennsylvania and today picked up some of my film. I will send more information and photos when I get my last roll of film back. I again tried to take some vertical format photos for a cover and have enclosed a number. The tractor in the photos is a 1929 McCormick Deering 10/20. Bob Gaines' Kirby kite was flown daily with flights of as long as an hour and a half. Bob won the 1st place Ladies Choice Award with the Kite. The other photos



are of Gerry Wilder and his Hutter 17. Gerry had some great flights too and his Hutter won the 1st place Children's

Choice Award. A lot of grown men were very impressed with this little ship. Lee (Cowie)



British Gliding Museums.

I feel I must comment on the article in International News, under the 'Britain' section (VGC News, No.111). The idea of a gliding museum in the UK is an excellent one, and one I wholeheartedly support. However, I disagree strongly with the sentiments expressed by the writer, about aircraft going abroad. The comment was made that it was "betraying our National Heritage" to sell a glider abroad. I am guilty of buying an Oly 2b some years ago, and shipping it abroad, whilst I was living in northern Germany. I bought it from a very

exposed site where it had been for sale for 18 months, since the unfortunate death of it's owner. No one in the UK had made an offer for it, and it's condition was steadily worsening. I rescued it from a slow death, and brought it back to an airworthy standard. Unfortunately due to a combination of my job taking me abroad for lengthy periods, bureaucracy, and lack of money, I didn't get a chance to fly it, and sold it to a group in Croatia, who are delighted with it. Whilst I accept that this aircraft is lost to the UK scene (along with an Oly 463 that also flies in Croatia), it's future in the UK was any-

way by no means certain. The idea of the VGC is to preserve and fly vintage aircraft. Does it really matter that it no longer flies in the UK as long as it continues to fly somewhere, giving pleasure to the owners, and people who see it in the air. Surely that's a better fate than being left to rot in it's box?

We should be more concerned about preserving the increasing number of gliders in similar positions on airfields all over the UK, that are owned by people who like the idea of owning a wooden glider, but who don't have the time, money or enthusiasm to fly or maintain

these aircraft. As time goes on, the value of these aircraft decreases as its condition deteriorates, and so the owner is even less likely to work on it or try to sell it. Eventually, the point comes when the whole thing is just too much hassle, and ends up on a bonfire somewhere or disintegrates to a state where restoration is not possible. These are the aircraft that should be rescued for a gliding museum, especially if they can be returned to flying condition, and also be seen on static display when not flying. I'm sure if the owners could see that their glider was in good hands, they'd be more inclined to part with them. I know of another historic aircraft that will hopefully be making it's way across the channel (incidentally to it's homeland) pending pilots medical. Is this person also betraying our heritage? I don't think so. I will also be on the lookout for ..something vintage" on my return from my winter ballooning job in Asia in January (exchange rates permitting!) I hope this attitude has not spread by then, and that someone will sell me something that I can keep flying, albeit in Germany. Apart from this complaint, the VGC News is excellent - keep up the good work! Yours sincerely,

Andy Davey, Aschaffenburg, Germany

Chanute

The last VGC News brought a report on a Chanute glider which is part of the "Milestones of Flight" exhibit. Could you please give me an e-mail contact for Fred Marsh?

I am currently in the process of writing a biography on Octave Chanute and would be VERY interested in knowing additional details about this glider, how it looks like and if it was built by the Short Brothers, T D K Clark or someone else. Any help would be greatly appreciated. Thanks.

Simine Short. Homer Glen, IL USA

Urendo update

Let me update you about my restoration project of the Urendo:

As I probably told you before, in spring 2001 I heard some friends of mine telling that an Urendo was still existing somewhere around Varese (about 50 Km North-West of Milano).

In fact I soon discovered that in a small country village called Somma Lombardo, by an old farm house, the Urendo marked I-AVMI, the first prototype with flaps, was sleeping there among a mountain of junk.

It must have been there for over thirty years judging from the thickness of the dust, almost forgotten. Nobody knew how that Urendo was "landed" there. The farmer himself did not know who was the official owner of the sailplanes as its documents were missing. After a few visits to inspect the sailplane and discuss with the farmer, we agreed to come back and pick it up under the promise that we would have restored it. We borrowed a trailer from the Varese Gliding Club and finally we went to collect the Urendo.

I soon invited Werner Roth to have a look to my finding and he made encouraging comments about it. Werner has a great experience in restoring vintage sailplanes and he offered his help in that project. To start with, he brought home in Switzerland the rudder and the elevator, plus the broken seats and a number of metal parts. Still the amount of work for one person only was really too much and additionally I have experience only in model building, so I started worrying



Above: Prototype Urendo with flaps

not to be able to complete the restoration work only by myself. Luckily Lino del Pio, a retired surgeon with a long experience in aeronautical works, offered to help me to restore the Urendo, so we moved the sailplane into his workshop in Arluno (20Km west of Milano). Lino was supposed to help me, but as a matter of fact, I am helping him, he is the Maestro...

Incidentally Lino knew the Urendo for long time as he flew with it in the early sixties. We agreed to spend one day per week to work for it and so far we are keeping our schedule. We had only a long winter vacation as the workshop is a bit too cold and not well heated.

The fuselage is almost finished we have only to put on the fabric. Now we started to work on the canopy and in a few weeks it should be finished.

We already removed the old paint from the wings and we have now a few repairs to make. Incidentally somebody

must have thought to convert the Urendo into a motor glider and have opened about two square feet near the root of the wing. After realizing that there was no room for an engine, closed again the hole in the wing, not in a professional way.

Rudder and elevator, thanks to Werner and Fips Rothenbueler great help, just need to be covered with fabric.

Lino and I are targeting summer 2005, if everything goes in the right way and after that we hope to participate to the VGC rallies.

By the way in the meantime with a stroke of luck, we found the official documents of the sailplane. Fancy what, they were by Edgardo Ciani, the designer of the Urendo and of many other famous gliders like the Uribel, Eventuale, Cribbio, Spillo (Camphill 1954) and few others. The papers clearly showed the owner which was A.V.M. (Aero Club Volovelistico Milanese).

Well, this is a brief story of the Urendo I-AVMI, which, if everything goes properly, should be in the air again next year, maybe for the first flight in Pavullo.

I will keep you informed of any further progress of the Urendo restoration.

With my best regards, *Vincenzo*
7, via Tintoretto 20033 Desio (MI) – Italy

E-Mail: vincenzopedrielli@libero.it

Home Phone. 0039 0362 630293.

Mobile Phone: 0039 335 6596148

Materials of the FW Weihe 50

In the latest edition of the VGC News I read a call for help with respect to the material specification of the main fittings of the FW Weihe 50.

Weihe and Kranich III were built at Focke Wulf in the fifties. Still today the successor of Focke Wulf, the Deutsche Airbus GmbH at Bremen is responsible for these planes and somewhere in the Bremen company is somebody who administrates a cabinet with the original drawings. At the moment I do not know his name and phone number, the general phone number of the Bremen company is 49-421-538-0.

The old German standard for high quality plane fittings was "Fliegwerkstoff 1452", a Crome Molybden alloy. Today it may be replaced by a modern Steel alloy with the German aeronautical designation 1.7734.5, internationally also known as "Vascojet 90". This material may be obtained from the Tennant company (www.tennant-metall.de).

Best wishes Bernd Ewald ■

The Ascent of RED 31

by Michael Cumming.

Extracted and precied from Bungee Cord, the voice of the Vintage Sailplane association of America (VSA), Vol. 29, No. 3. Fall (Autumn) 2003, by Chris Wills.



To be blunt, Red 31 was a bit of a joke. She was utterly reliable but hardly the most graceful of gliders; an ugly duckling with no great turn of speed among the fairest of all these man made birds. It was rather like entering a family saloon in a sports car race meeting. Yet, joke though she may have been among contestants of the 1953 British National Gliding Championships at Camphill, Great Hucklow, Derbyshire. Red 31 was soon to have the last laugh.

Red 31 was a Slingsby Type T.21b entered by the Home Command Gliding Instructors' School of the Air Training Corps at Detling in Kent. Known in the R.A.F. and the A.T.C. as the Sedbergh TX Mark 1, she was a two-seater trainer of proven dependability and popularity. She was nevertheless a left thing beside the sleek racing craft that began to be assembled over the weekend for the start of the championships. The airframe fitters from Detling, fussing over her with infinite care, put on the number 31 and painted the nose a bright red, hence the call sign Red 31, so she stood out with even greater prominence against the sky. It was like a gesture of defiance against those who seemed to regard the entry of a lumbering old trainer as a piece of cheek. A good many of the gliders were individually owned, but not so Red 31, she was to be shared by no less than five people, two of them instructors from the school and three A.T.C cadets whose prowess had gained them top marks on a course at Detling which had given them their first taste of gliding a year or so previously.

The first day was not a notable one so far as the A.T.C. team performance was concerned. The second day, so it seemed, would be notable only in respect of the dismal weather which threatened to keep everyone firmly on the ground. Despite these adverse conditions, Flight Lieutenant Derek Piggott, Chief Flying Instructor of the School and the senior of the two officers with the team, kept in readiness during the morning and afternoon in case of an improvement that would permit competitive flying. The task of the day had been set, a pre-declared Goal Flight, but as the

time dragged on, the prospect of winching away from Camphill were growing hourly more slender. If flying was to be feasible, Piggott would be taking up Red 31 with a member of 2157 (Mitcham) Squadron, newly promoted Flight Sergeant Brian Whatley, sitting along side him in the roll of co-pilot/navigator. The three cadets had put their names in a hat to determine the order of flying in the championships, and it was now the turn of young Whatley.

At Camphill, on the second day of the championships, Flt.L.Piggott kept popping out of the tent to eye the weather. There was the mere flicker of a scowl on his face but no indication of the impatience that he must have been experiencing throughout the long hours waiting. At lunch-time, it was raining heavily; he hated the idea of so much time being wasted. The afternoon wore on and still the prospects remained bleak. Just at about tea-time, there came encouraging signs of a break in the weather. The first glimmer of hope to cheer the contestants' despair. Map in hand, Piggott took Whatley to one side. "We'll have one go at getting away" he told the boy "I've been watching the wind. If we can manage to get away, we shall find ourselves heading in this direction. Here he traced a path with his forefinger across the map— "there's an airfield here, look, Grimsby. We'll set that as our goal."

They spent some minutes, attending to formalities, reported their flight intentions to the contest officials, made a final check with the met. men and perused the equipment before preparing for the winch launch. Camphill was springing in to life as one after another, the competitors decided to take a chance with the unexpected easing of the weather. Luring them on, was the knowledge that valuable points were to be won; conditions were far from ideal but there was little choice when points were vital. However slight the prospects, anyone who succeeded in getting away would secure some points, whereas the failure to make an attempt must mean a nil

score on the tally sheets for the day. A bumpy ride was certain, but Piggott and the A.T.C Cadet, had only one thought, and that was to get airborne while there was any chance. Red 31 was going up!

While she may not have been the entrant with the highest performance, Red 31 certainly possessed some virtues of her own.

It was from her size that she drew one tremendous advantage in rough weather. Red 31 was a tough old bird and had the capacity to endure great punishment. Piggott told young Whatley. "If we get away, we will be one of the few to do so today. We might get buffeted around, but if we get lift. Oh BOY!!

Gliders at Camphill are always winch launched; the glider being headed into wind. Piggott and Whatley, both wearing uniforms under their denims, fitted their parachutes, climbed into their seats. The officer as usual had the controls during the launch. The cadet's job was to navigate and take over the flying when the officer required him to. Red 31 awaited her turn and was soon proceeding nicely upwards. She was climbing more steeply now, and Piggott was releasing the cable. Once launched and free of the winch cable, Red 31 began to show that she was game to prove that the H.C.G.S. could take on the best in Britain's gliding fraternity.

The launch was only like the dropping of the starter's flag. Gliders can be put into the air on all but the most severe conditions. However, the problem how to stay up, once airborne is vital.

Camphill squats on a plateau some ten miles south-west of Sheffield, and in Derbyshire's famed Peak District, 1,300 ft a.s.l.

The geographical location of the site was conducive to keeping gliders airborne for reasonable periods, but that was not much consolation on this occasion. The chances were not bright for getting away to Grimsby, and Piggott admitted as much to Whatley as they poodled around the sky "over the patch" endeavouring to hunt out the elusive lift. Another optimistic twitching of the

The variometer was chattering away like a machine gun.

wing-tip indicated first the promise of pending lift and then the maddening realization that the suspect rise was falling away to nothing. It was a time of despair, this thermal chasing. Whatley kept up a running commentary on the activities of other gliders that were already airborne and on the prowl for thermals. Which might get them away towards their goals. "Upper left" Whatley indicated. Piggott nodded. He had seen the other glider at the same moment as it popped out from behind a cloud. "And down right". The boy chanted. There were a lot of gliders about but no sign yet of a mass exodus.

Red 31 was certainly not alone in being confined to Camphill.

"We've got one here" cried Piggott. His uncanny feel of the controls told him that he was on the fringe of a thermal. A

few seconds later, Whatley felt it also. Up sailed Red 31, one amid half a dozen competitors in that same part of the sky. "Are we away, Sir,?" queried Whatley?" He need not have bothered, as the thermal petered out after they reached less than two thousand feet. "There's lift somewhere" answered his officer, but goodness knows where!"

They were below cloud base, floating along in uncertain flight over Sheffield after a down-wind run, watched by fascinated spectators on the ground. Farmhands in the field to the south of the city paused by the grey stone walls to watch the graceful aerial ballet.

Red 31 had been up for an hour and still was within sight of Camphill. The scheme was to get a thermal up into cloud. You had then "bagged" the cloud and no-one else would try to go in unless you had been seen to come out of it. Two gliders in a cloud is not healthy. One of red 31's special tricks was that she could circle at less than 30 mph and circle more tightly than her more nimble rivals. Red 31 was soon to play this ace. High above and to one side was a massive hulk of Cumulo Nimbus, a storm cloud, black and forbidding to watchers far below, but full of hope for the glider pilots. Whatley drew his pilot's attention to a fast Olympia beneath it. She was going "great guns", in the wide sweep of someone who has found a long-awaited thermal. "Look, he's gone" said Piggott.

Derek Piggott with Red T21 at the VGC meeting at Haddenham in May of this year shortly before he flew it.

"The air is full of life. There's a lot of lift about here!" Piggott dived in the direction of the climbing Olympia and, once there, began climbing in the same way. Custom demands that, for the sake of safety, all gliders will turn in the same direction as the first one to find the thermal. The Piggott plan began to unfold but first, a note of caution. "I didn't see anyone going into this cloud, did you?" he asked the boy, who answered with an emphatic denial. The strength of the thermal was increasing. Red 31 would now show the way. Smiling broadly, Derek Piggott kept the Sedbergh turning tightly inside the circling Olympia above them, and soon she was overtaking the other glider. For the thermal was far stronger in its centre. Again, the two conferred about the possibility of someone having already "bagged"

the cu-nim that was now looming immediately overhead. No, neither of them had seen anyone remotely near this cloud, with the exception of the Olympia which they had left at a lower level. It was safe to go into that big black monster that would lift them away from Camphill. At last Red 31 was away! The variometer in his glider was unlike the more usual sort which by means of a red and green blip- moving up and down two glass tubes would indicate the lift or fall in feet per second. The equipment in Red 31 was reckoned to reduce the

appreciable time lag before the rise or fall would register on the instrument. It gave an audible indication too, clicking in the manner of a Geiger counter, when the glider was in a thermal. Piggott set great store by this device. Click-,click-,click-,click-, click-click. The variometer was chattering away like a machine gun. "Listen to that, listen to that" said Piggott as they were swept upwards in to the storm cloud. There was no mistaking the strength of this thermal and the evidence was really superfluous, but the sound of that constant click, click was beautiful to their ears after so much wasted time below. In the grip of the cloud, Red 31 was being kicked and shaken, but in reassuring tones the officer at the controls told the cadet. "Don't worry, she can take it". They were climbing fast, clocking up the hundreds of feet as steadily as a seconds' hand sweeping round the face of clock. 5000 feet, 5,500 ft, 6,000ft, 6,500 ft. The last 1,000 ft had taken only 45 seconds. Almost in disbelief, Piggott tapped the altimeter glass with his knuckles.

For young Whatley, conditions aboard Red 31 were becoming more and more uncomfortable for the higher the glider rose, the lower the temperature fell. "Crikey", exclaimed Piggott, "We're bound to cop some ice at this rate. Its certain to effect the handling. Still, not to worry". Under normal circumstances, this glider would not have been expected to reach great heights. Whatley was not equipped for this altitude. As Red 31 was



an open cockpit glider and, beneath his A.T.C. tunic, he wore only a shirt and a jumper. He had on a pair of leather gloves, Wellington boots and his beret. He had no flying helmet nor goggles which might have served to keep his head warm. He glanced across at his officer but he was apparently unconcerned about the cold. Looking above his head, Whatley saw an unfamiliar sparkle along the leading edge of the main plane. Ice! It was glis-

tening on the smooth surface from wing tip to wing tip. He watched with fascination as the ice thickened. Frost was forming on his and Piggott's overalls, growing like a fungus in some science-fiction film, as the glider maintained a circling climb. From time to time, without warning, Red 31 would be shaken violently by cross currents but Piggott remained the master. With no useful roll to perform, and nothing to see, for being in a storm cloud was like being in a swirling fog, Whatley fought to control the sickness that he knew was fast coming over him. It was no surprise that he succumbed; head reeling, he struggled weakly against the broad straps that were holding him in his seat but managed to twist his head over the cockpit's side before his first ever bout of air sickness came over him. He was weeping with the cold and the feeling was gone from his feet and fingers. Click, click sang the variometer. The needle of the altimeter was still sweeping round but the airspeed indicator was out of action. Whatley had watched an icicle growing larger and longer on the pitot head mounted on the nose before finally the boy's view was obscured totally by ice on the wind-screen. The ice was thicker now on the leading edge of the wing and, although he could not see it, he knew that there must be some forming on the control surfaces too. He had never seen ice on a plane before nor, had he seen some forming on his lap, but no sense of danger or fear prevailed, because of the example of the man at his side. The only feeling that Piggott transferred to the boy was one of excitement for he knew that old Red Nose was coming close to establishing a new gliding record, if there was any more lift to be had from the towering bank of cloud that still engulfed them. From the prospect Piggott drew the strength and the will to carry on. At 11,000 ft, there was a glimmer of a smile on his face as he asked the cadet "Have you any idea how the gain

If you feel that you're passing out, please tell me.

of height record for two-seaters stands at present?"

Whatley, who knew only that he was bitterly cold and miserable with nothing to do and nothing to see, mumbled "I haven't a clue Sir". Unlike the boy, Piggott had a fair inkling that Red 31 was already close to the altitude achieved by

Bedford and Austin (*in a Kranich 2B-2 from the RAE Club at Farnborough CW*).

During the previous year when they set up a new British Gain of Height record for 2-seaters. Piggott, full of excitement, kept repeating. "I know that it is about 13,000ft and so, if we can get over 13,000 ft, then I think that we are in!"

The Sedbergh was still rising as swiftly as on the initial launch. The variometer was still clicking away merrily and that silver, glistening layer of ice on the leading edge of the main planes was still ominously thickening. Whatley was still weeping yet, to his utter amazement, the officer at his side was displaying absolutely no sign of being affected by the rigours of the climb through that fog-like blanket of dank cloud. Even Bedford and Austin, when they set up their record (a 12,750ft Gain of height, so Derek

Piggott was not far out in thinking that it was about 13,000ft) had been spared this form of discomfort because their Kranich 2 had a completely enclosed cockpit. It may be that Piggott was too busy piloting to be blissfully ignorant of the cold. Only two thoughts seemed to occupy his mind. Firstly, would they exceed Bedford and Austin's record? Secondly, would they be able to prove their height? For, as the altimeter needle kept circling the clock, Piggott was wondering whether or not he had remembered to wind up the recording barograph? Whatley tried to convince him that all was well on that score but there remained the nagging worry that something could have gone wrong with the mechanism. Up, up sailed Red 31 with no suggestion of running out of lift. It was the record, and not so much the target of Grimsby, that was now the single glorious aim.

The increasing altitude brought down the temperature still further. It now started to rain ice crystals. They were at more

than 14,000ft above sea level, higher than Piggott guessed was necessary to beat the record and now a new hazard faced them. At these heights, man finds every movement requires extra effort and breathing on account of the rarefied air becomes more and more laboured. For this reason, gliders often carry oxygen equipment. It is usually accepted that the use of oxygen above 15,000 ft is necessary to maintain efficiency. Red 31, a trainer more accustomed to transporting pupils on circuits, carried no such equipment. "Breath deeply, Breath deeply. If you feel that you're passing out, please tell me." urged Piggott, speaking slowly, "and we'll dive out of it". Whatley was unable to feel his feet, or his hands, his legs or his arms. He was motionless, frozen in his seat; the only part of him that seemed capable of movement was his lungs. He was methodically taking massive gulps of air and he knew that he could not stand much more. On his mind was only one thought: "I've had it. I've had it". "Tell me when you've had enough" said Derek Piggott. Sixteen thousand! They were higher than the tallest peaks of the alps and the variometer was still clicking its cheerful tune to signify continued lift. Surely the barograph had been wound up? It was this instrument, stowed behind and out of sight, that would determine their truly

achieved altitude for the official reckoning. The temperature would never be known, although if there had been a thermometer aboard, the reading would probably have been -4 degrees F by now, 36 degrees below freezing point.

The moment came around an altimeter reading of 17,000 ft over Lincolnshire when Piggott realized that the lift from the cloud was exhausted. They broke through the feathery anvil top of the Cu Nimb and blinked half a dozen frozen eyelids to find that they were in clear sky with broken cloud like a tattered and uneven carpet beneath them. The worst

was over, or was it? They had left behind the Cu-Nimb, the sort of cloud that flyers usually try to avoid because of icing, and treacherously unpredictable currents capable of smashing aircraft to pieces, but there was still the legacy of crusted ice that made the glider unwieldy to handle. "Any idea of our position?" queried Piggott turning the

Piggott was wondering whether or not he had remembered to wind up the recording barograph?

"it makes you wonder if we could not make it to the continent!"

Sedbergh warily round in the sky while seeking a landmark. Whatley had not the faintest idea. While Piggott studied the map, Whatley managed to keep the glider on an even keel. Eventually, Gainsborough and the river Trent, visible through a gap in the clouds to the south, supplied the much needed pin-pointer. It also gave Piggott an idea.

He began working on a little sum concerning the gliding ratio of Red 31. After leaving lift, and the slow speed needed for thermal flying, Gliders are designed to fly as far as possible at a slightly higher speed for the minimum loss of height. "Seven miles for 1000 ft", he kept saying. Actually, the Sedbergh is credited with a best gliding angle

of 1:21 at 42 mph but the wind at 15,000 ft was probably about 35 mph which would allow it to cover almost twice the distance. Anyway, old Red Nose had already survived a record breaking climb with nothing worse than a few creeks and groans "Seven miles for 1,000ft" said Piggott again. A glutton for punishment, he now sounded out Whatley by commenting "it makes you wonder if we could not make it to the continent!" From their height of between 16 and 17,000ft, the record breaking pair might just have done it, given further help from thermals along the route, although a good 200 miles separated them from the nearest continental landfall. "No thanks" said the boy "I don't fancy it. I don't fancy it at all." He didn't relish the prospect of flopping down in the North Sea after the ordeal of the storm cloud. Abandoning any idea of a continental bid, Derek Piggott began the descent through the cloud blanket. Once more they regarded themselves as being a championship entry and the aim was to secure maximum points by reaching the pre-declared goal of Grimsby. At 6,000ft, the ground finally emerged with a fine view all the way to the coast-line.

Breathing was becoming easier and the ice was beginning to shift now that the glider was losing height. It was odd the way that the ice was shifting; first there came a noise like sporadic rifle fire as the sheets of ice cracked in the warmer air and then the glider would shudder as a patch of ice broke away and slithered in to space. There was a need for extreme caution in controlling the movement of the Sedbergh for fear of disturbing stability. A lump of ice on the main plane broke free, and then a further

slab slid over the trailing edge out of sight behind pilot and passenger in their open cockpit. "There must be ice on the nose too", said Piggott "and if that comes back at us, it will slice off our heads". Needing no more warning, Whatley slid down in his seat as far as he was able, so that his head was below the level of the cockpit top. A runaway sheet of ice from the upper surface of the nose of the glider would probably sweep away the windshield like saplings in the

"There must be ice on the nose too", said Piggott "and if that comes back at us, it will slice off our heads".

path of an avalanche. Now ice on the leading edge of the wing, once as much as half an inch thick, was snapping loose, with the sound of a whiplash. Head ducked down like he had never ducked before, Whatley constantly admired the patient skill of his officer in coaxing down the glider carefully through the warming air to minimise the danger of the melting, crumbling coating of ice. The mould of frost on their overalls was diminishing rapidly and by 4,000ft. the pair were sitting in pools of water. Gently, Whatley moved his lead-heavy arms and legs; life was back in his fingers and toes but he was still cold, bitterly cold, and was wondering whether he might have sustained some permanent injury up there in the ice-laden cloud.

Piggott spotted his airfield goal at last and positioned himself for landing. It was coming up to 4.30 pm.; they had been in the air for three hours... one hour in getting away, an hour and a half, or thereabouts, in the cloud during the ascent, and no more than 20 or 30 minutes for the descent from the top of the cloud. He was justifiably elated, a gain of height record in their pockets, so it

seemed and maximum points for reaching their goal. It only remained for him to find someone to clock them in for proof to satisfy the contest umpires two counties away in Derbyshire. He saw then that the airfield he had selected was ominously deserted.

"All right son?" asked the pilot. Whatley managed a smile and a nod. "Yes thanks Sir. Oh, congratulations. It was a tremendous achievement. But I'm sorry that I was not much use to you, Sir!"

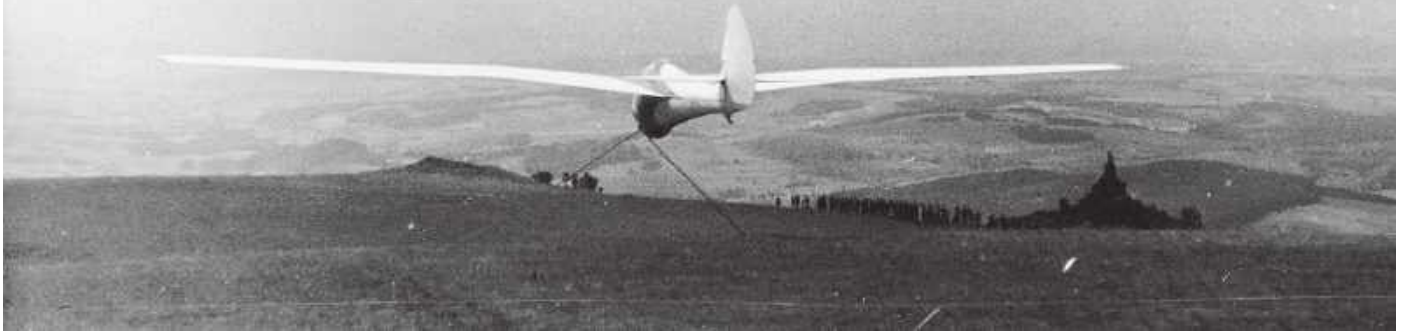
"Oh yes you were" answered Piggott, "One word from you and we would have had to pack it in!" The officer, who had spotted a house some hundred yards from where the Sedbergh now rested, wet and glistening in the evening sunshine, climbed stiffly from the cockpit.

For a record breaking flight it was after all. When the instruments were checked, championship umpires found that Red 31 had attained a 15,240 ft gain of height 2,490 ft in excess of the previous British National Record, flown by Austin and Bedford in the Kranich 2 on the 16th August 1952, from Farnborough. Of course Piggott had guessed that he had smashed this record whilst he was still up there in the storm cloud, but what he did not know until several hours after his landing at Grimsby was that in the process, an additional record had been smashed; the two-seater 100 kms speed record! They had covered the 71 miles from Camphill to Grimsby in record time; they had accidentally broken the gain of height record (for they certainly did not have an attempt in mind when first entering the cloud that swept them to this achievement) and they had reached their intended goal. Old Red Nose, the ugly duckling, had really had the last laugh. ■

Derek Piggott still has his eye in for great flights. In the National Championships at Lasham last summer, he flew the little Miechta 7 (Dream 7 or Rossiya 2) round a 500 kms triangle from Lasham.



The Polish ORLIK (*Eaglet*)



Evolved in parallel with the SG-7 and P.W.S. 101, the Orlik was the last and the most outstanding design to leave Antoni Kocjan's drawing board. This type, developed to an official requirement for the new generation competition sailplane, was characterized by very refined and beautiful lines, excellent handling qualities and impressive overall performance that predicted an outstanding future. A prototype constructed by the Warsztaty Szybowcowe in the winter of 1936/37 and flew for the first time during the following spring. The first production batch of five Orlik 1s was completed in the summer, and the

prototype and production machine, SP-1002, together with two P.W.S. 101s and one CW5 /35-wos. Formed the equipment of the Polish team for the Rhoen International Gliding Contest which was held at the Wasserkuppe in July 1937. In this event which, being contested by 28 competitors from seven nations, was later recognised as the first World Gliding Championship, the Orlik 1 gained a notable success. On the 16th July, Boleslaw Baranowski in SP-861 added to his previous substantial achievements with a victory in that day's event, a free goal cross country in which he covered 302 kms (187.6 miles) from the

Wasserkuppe and landed in Ketzin only some 20 kms (12.4 miles) from Berlin; this being the first glider flight in Germany from the Wasserkuppe to the Berlin area. Two days later, on the closing day of the contest, Baranowski successfully completed a 30 kms closed circuit, an extremely challenging farewell task (not to be included in the official score), which only two other competitors, both German, managed to finish. In the final results, Baranowski was placed seventh, becoming the highest scoring Pole, and Stanislaw Brzezina on the second Orlik 1, came 12th, the Polish team being second after the Germans, and the



Left: Baronowski takes off for Potsdam from the Wasserkuppe (302Kms) during 1937 World Champs. Photo: A E Slater

best among the foreign participants. Beginning with the 5th National Gliding Contest in August 1937 at Inowroclaw in which all six Orlik 1s took part, gaining moderate successes, sailplanes of this type began to dominate the national high performance and competition flying scene and offered a fierce challenge to the P.W.S 101 s. The early Orlik 1 was succeeded in 1938 by the superior Orlik 2, which had a cleaner fuselage with a streamlined cockpit enclosure contained within the nose contour and an improved wing with the new Warsaw Aerodynamic Institute air brakes. Five Orlik 2s were entered in the sixth National Gliding Contest (in July 1938 at Maslow) in which six Orlik 1s took part, two of the former being delivered from the factory after the beginning of the championship, and the Orlik 2, flown by Kazimierz Pleniewicz, was declared the winner. A total of 17 Orliks was completed before war broke out, and a licence to build the design was bought by Yugoslavia (which, late in 1947 sent workshop drawings for the design back to Poland). In 1938, Poland decided to enter the Orlik in an international design contest

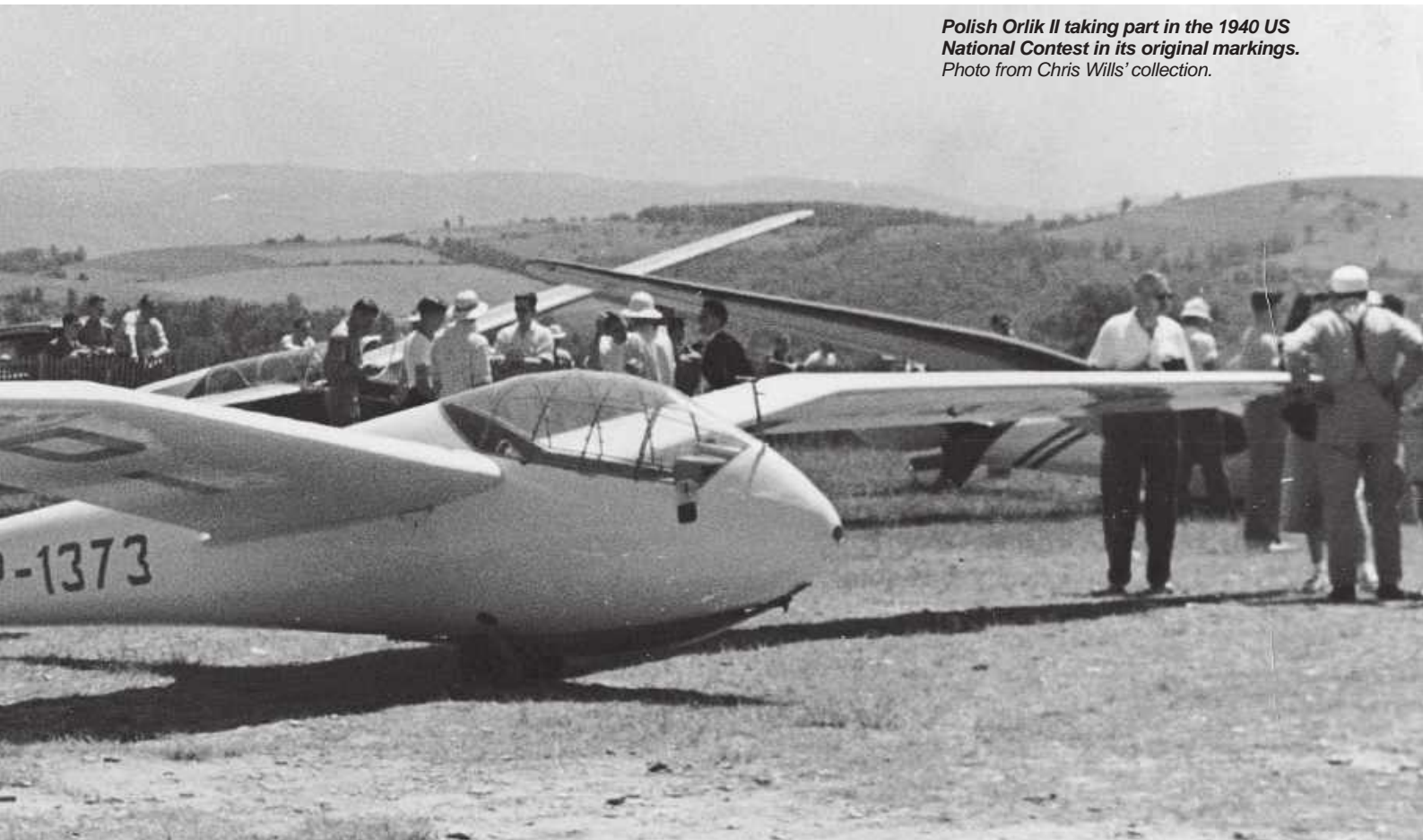
for an Olympic sailplane which was to be used as the standard equipment for the 1940 Olympic Games, (to be held in Finland). A special variant, known as the Olympic Orlik or the Orlik 2, which differed from the Orlik 2 mainly by having the Warsaw Aerodynamic Institute's Air Brakes of greater span and area, was developed to meet the very demanding requirements of the competition (these included a diving speed of 200 kph (122.2 mph)) (to restrict the speed to 200 kph? CW?) Out of eight sailplanes entered... four German, two Italian one Polish and one Swiss, of these, only two, the Olympic Orlik and the German Meise (later to become known as the Olympia) were found to fulfil all the specified demands. The Polish aircraft showed a marked overall superiority over its German rival, but because of the strong political pressure which the Germans brought to bear on the Italians, the Meise was finally selected.

In 1939, an Orlik 2 was exhibited in the World's Fair in New York, but the outbreak of war prevented its return to Poland. In 1942, this sailplane received the USAAF designation XTG-7 and was used as a training glider and participated in various Service experimental trials. After the war, owned by Paul McCready, and registered N23727, it took part in a number of all American glider champi-

onships winning the 1948 and 1949 Nationals and made several outstanding flights, holding its own even as late as the early sixties against the latest American sailplane designs, some of them over 20 years its junior. On the 31st of December 1948, it achieved a magnificent feat, piloted by Paul McCready; it reached a height of over 9,000 metres (29,527 ft), which bettered the existing World height record for gliders. This height was, however, exceeded on the next day and consequently it was never officially recognised. An Orlik 1, in hiding, survived the German Occupation of Poland and was completely overhauled after the war by the I.S. factory at Biala and was flown after overhaul. The Orlik was a single seat high performance and competition sailplane of wooden construction. The gull-type wing having in the case of the Orlik 2, an area of 14.8 sq., metres. (159.3 sq. ft.) and an aspect ratio of 15.2. was a divided cantilever structure.

Comprising a single main spar, a diagonal supplementary spar and plywood D leading edge, with fabric covering aft of the spars. The wing, provided with two piece ailerons, was attached to the fuselage in the mid position. The Orlik 2 was equipped with very efficient air brakes attached to the under surface of the wings' leading edge, which were devel-

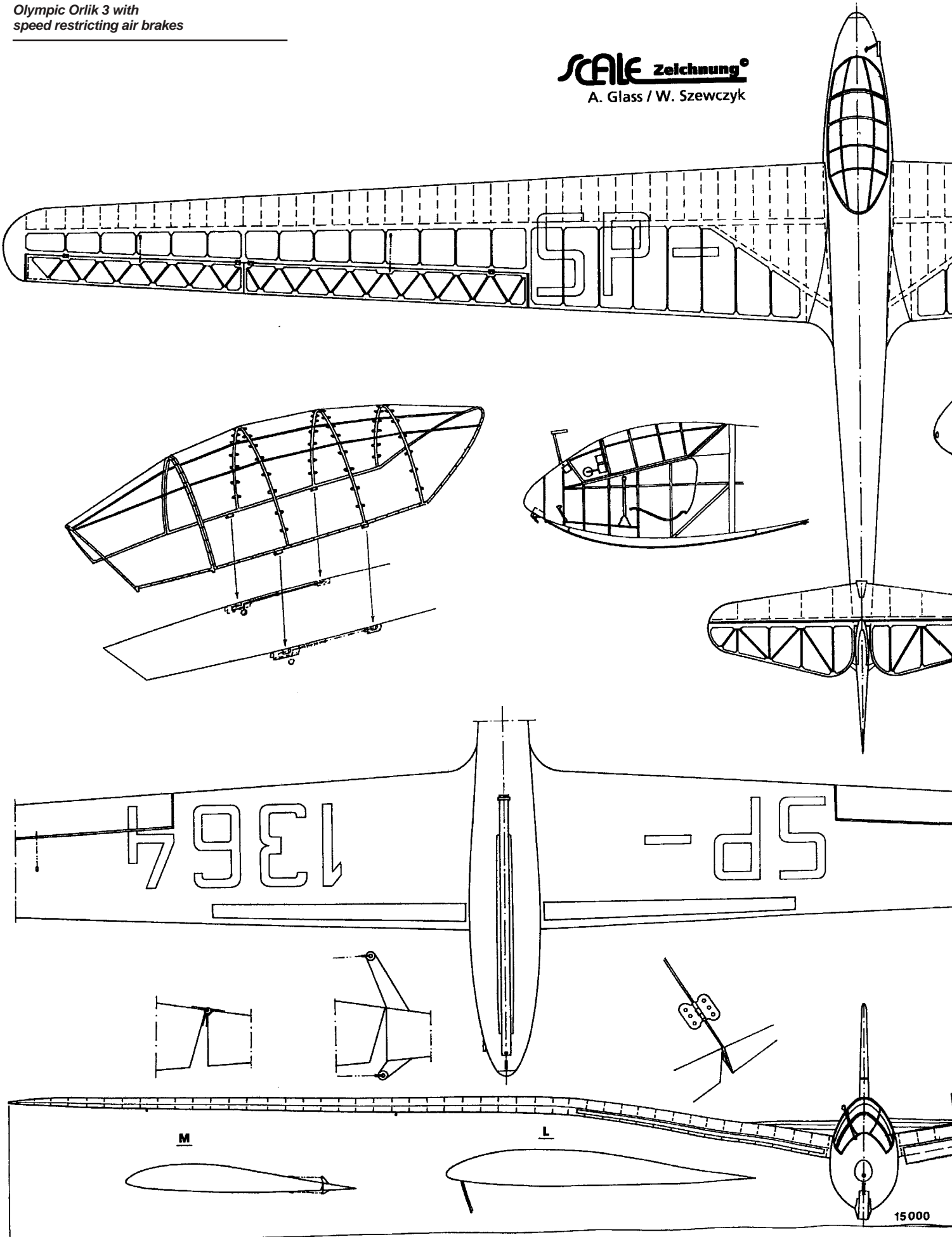
Polish Orlik II taking part in the 1940 US National Contest in its original markings. Photo from Chris Wills' collection.

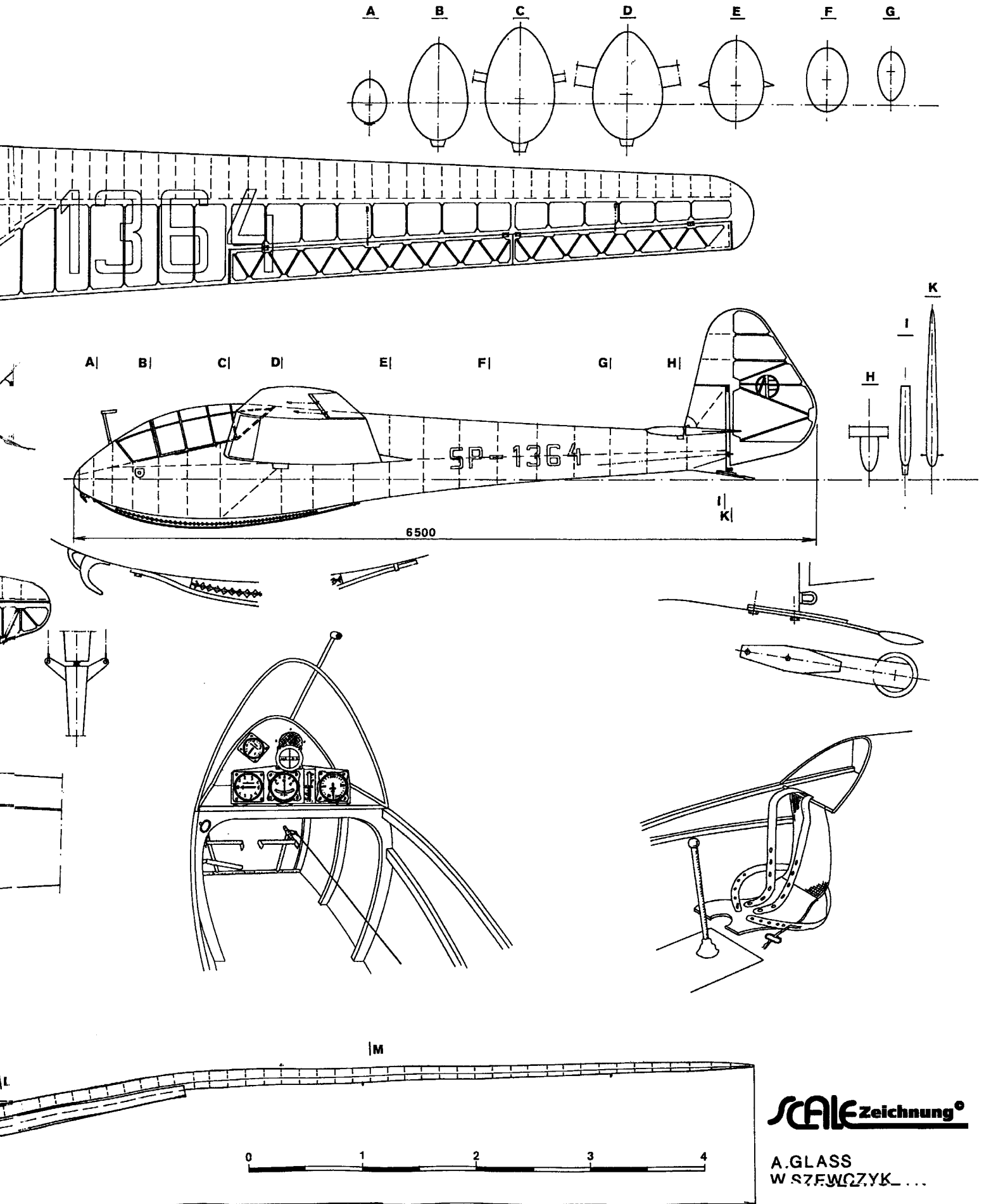


FEATURE

Olympic Orlik 3 with
speed restricting air brakes

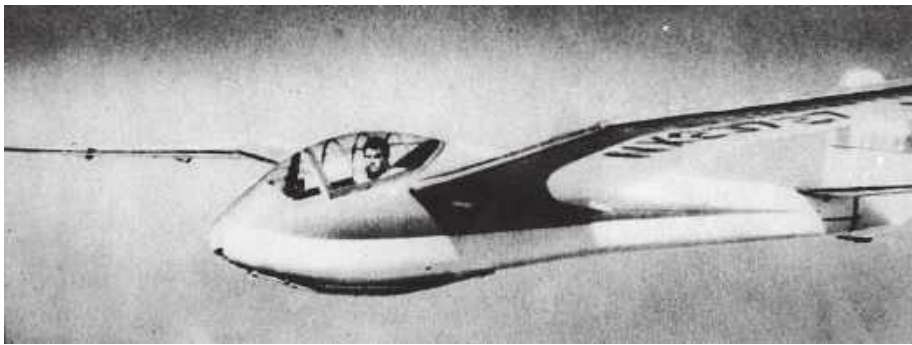
SCALE Zeichnung®
A. Glass / W. Szewczyk



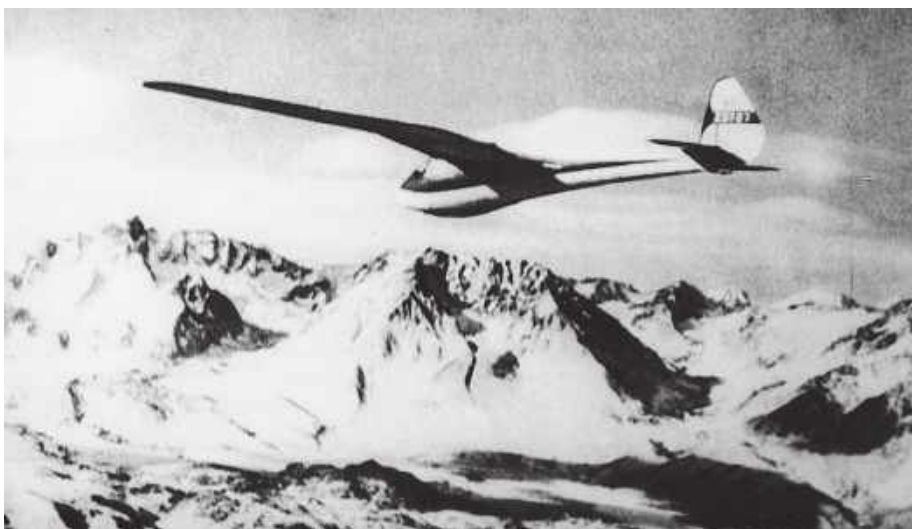


SCALEzeichnung®

A. GLASS
W SZEW CZYK ...



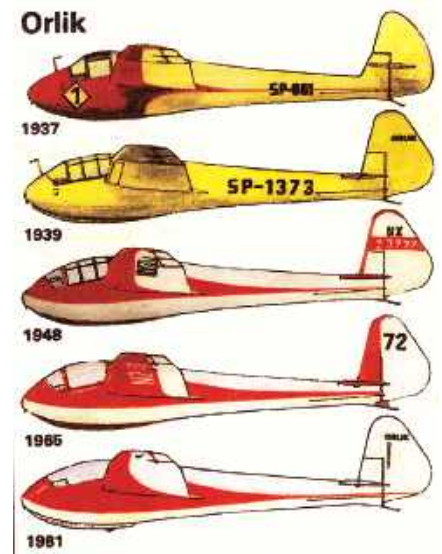
Left, top two photos show an Orlik II in the USA. Third photo shows Paul McReady flying an Orlik II in Bishop Wave, World Height record 1947 (?) Photos from Chris Wills' collection. Bottom photo shows Orlik II on exhibition in USA. Note tinted canopy. Photo: Jan Scott



oped by the Warsaw Aerodynamic Institute. On the Olympic Orlik, these were extended to occupy 32 % of the entire wingspan. The fuselage was an oval section plywood semi- monocoque embodying a cockpit with a hinged canopy. The cantilever tail unit, incorporating an integral plywood fin, and the landing gear, a pneumatically sprung skid, were of conventional variety.

The Orlik in America, after being owned and expertly flown by John Serafim of Phoenix, Arizona until three years ago, is now in a static collection of some of America's most famous sailplanes at Andover, CT. A set of Orlik drawings, together with those of other Polish sailplanes, (Komar, Wrona and Salamandra), and those of Yugoslav sailplanes, is believed to exist in the Aviation Museum on Belgrade Airport. ■

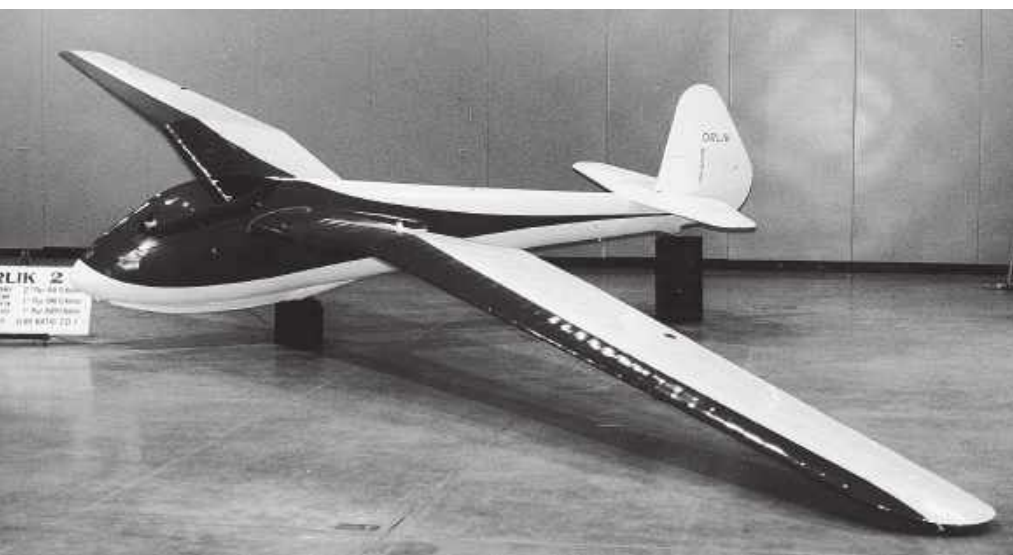
Orlik



Orlik 2 specifications

Wing Span-	15 metres (49ft 2 3/4 inches)
Length-	6.5 metres. (21 ft 4 inches),
Empty weight-	160 kgs (353 lbs),
Loaded weight-	245 kgs (540 lbs);
Wing Loading -	16.5 kgs/sq. metre. (3.4 lbs /sq.ft).
Max. L/D =	1:24.5. at 67 kph (41.6 mph).
	And a Min sink speed of 0.67 metres (2.2-ft/ sec.).

from "Polish Aircraft 1893-1939"
by Jerzy Cynk.



WILLY PELZNER

Remembrance of flying in my youth.

Some of us will remember seeing photographs of Willy Pelzner's biplane hang glider flying over the Wasserkuppe during the 1920 Rhon Contest. The following has been translated and precied by C.Wills.

“After receiving Oskar Ursinus's call, we went by train at the beginning of august 1920, to the Rhon. In the waiting room of Fulda Station, we met three people who came from the RHON, who described to us in dramatic terms what actually happened up there, and our morale to take part sank even lower. Arriving at Gersfeld, Oskar Ursinus took us in his car, named “Lorelei” to Oberhausen. Then fog rolled up the Fulda Valley and we waded through water up on to the Kuppe. Three rain-soaked military tents from WW-1 were our accommodation. The cook Menzer, in his weathered plywood barrack, looked after our feeding (mostly peas). Whenever a glider was got out, it usually ended with a crash due to pilot's lack of flying experience or a wrongly positioned C of G. (usually it was tail heaviness). I inspected the site and found the Southern Slope to be the most suitable for my first flying experiments. I went with my easily transportable (it weighed 12 kgs) flying machine, with my five helpers, in a medium strength wind, to the South slope. I ran and soared up after a few steps, as previously planned, to descend some 90 metres away, slowly on to the slope below, and landed without a problem again on my feet. My first flight was successful. The bird was good natured and flew almost by itself due to its low Centre of Gravity and it had no tendency to stall at low airspeeds.

I could after the first successful start, therefore already “fly”. A few flights later, I had already flown 343 metres distance. Therefore I tried out flight after flight how to turn, legs out and discovered my typical body position. The reporter, Eric Meyer from Dresden, said that I should not hang like that during the flights, but I contradicted him as my machine was steered by the body's weight. By this means, I was able to compel it to fly where I wanted it to. I achieved an acrobatic security for take

offs and landings, so that in a West Wind, I could transfer my flights to another slope which allowed longer flights. I went then to the slope, which was later named after me, the “Pelzner Hang”, (the Pelzner Slope), above the source of the Fulda River, where I was able to make flights of mostly over 500 metres. Often I had in strong winds, to let the glider descend vertically 4-6 metres so that I could land safely in some small bushes. Safety improved from flight to flight, so that, in 1921 Anthony Fokker spoke to me, after 10 landings on the same spot, that he would give me 100 Guilders, but I never received those Guilders. During the next year Anthony Fokker appeared with a biplane two seater glider, with welded tubes.

“In the First Rhon Contest, I received prizes from everywhere. ... The Third Rumppler prize, the Third Fokker Prize, an Anemometre made by Fuess and a row of other prizes. To think that this was the first aircraft to be covered by oiled paper (this was to protect it from getting wet in the damp air of the Rhon). It weighed with its 13 kgs/ Sq. m. metre wing loading, only 12 kgs. I unfortunately could not allow my true friends, who had helped to carry my bird, to fly my bird as a breakage during first test flights would have put me out of the contest. For three years, one after the other, I won prizes for take offs without help. Towards the end of the contest, I could even bicycle to Nuremburg (210 kms), and was able to establish during my return journey that my total flying time and number of starts had not been surpassed by anyone.”

The advantage of my light aircraft was that in light winds or no wind at all, I could still take off. The first oil-paper (this was to protect aircraft from sea water and of course fresh water.) cost me all of 18 Reichsmarks. As I was still at Upper School (ie Oberrealschule), this was for me a small fortune. I can still remember a day of no wind when I took off for a flight with many turns on the

East slope. Later, I saw Klemperer beside me who was trying by stepping sideways to get clear of the ground. This, he could not do without help from other people. The flight distance of the Eastern Slope was always further and I finally achieved 1,350 metres distance. Then, I tried also to fly a figure of eight. This I did not quite succeed in doing. Then I decided to de-rig my Dragon as I was not 100% happy with its turning control.

In 1922, I was invited by the Aero Club de Suisse to be instructor for the first motorless flying contest at Gstaad in the Bernes Oberland. This was to take place in Winter !!! I brought with me a profiled biplane glider. I had first to build a Dragon (Hang glider ?) in a few days for elementary instruction of the guest official Francis Chardon. For this, I had at my disposal the locomotive Shed. Chardon could not yet fly. From a 50 metre high Ski jump earth works was the flight to be carried out and the landing was very difficult as the loose snow was 1 1/2 metre deep and the sudden loss of forward speed could lead to damage.

I got the curve right and managed to land like a crow with the wings standing up at tremendous incidence, in the furrow of a meadow, almost without speed. I managed to get Chardon so far as to also take off from the 50 metre high earth works. From another site, he achieved in a snow-

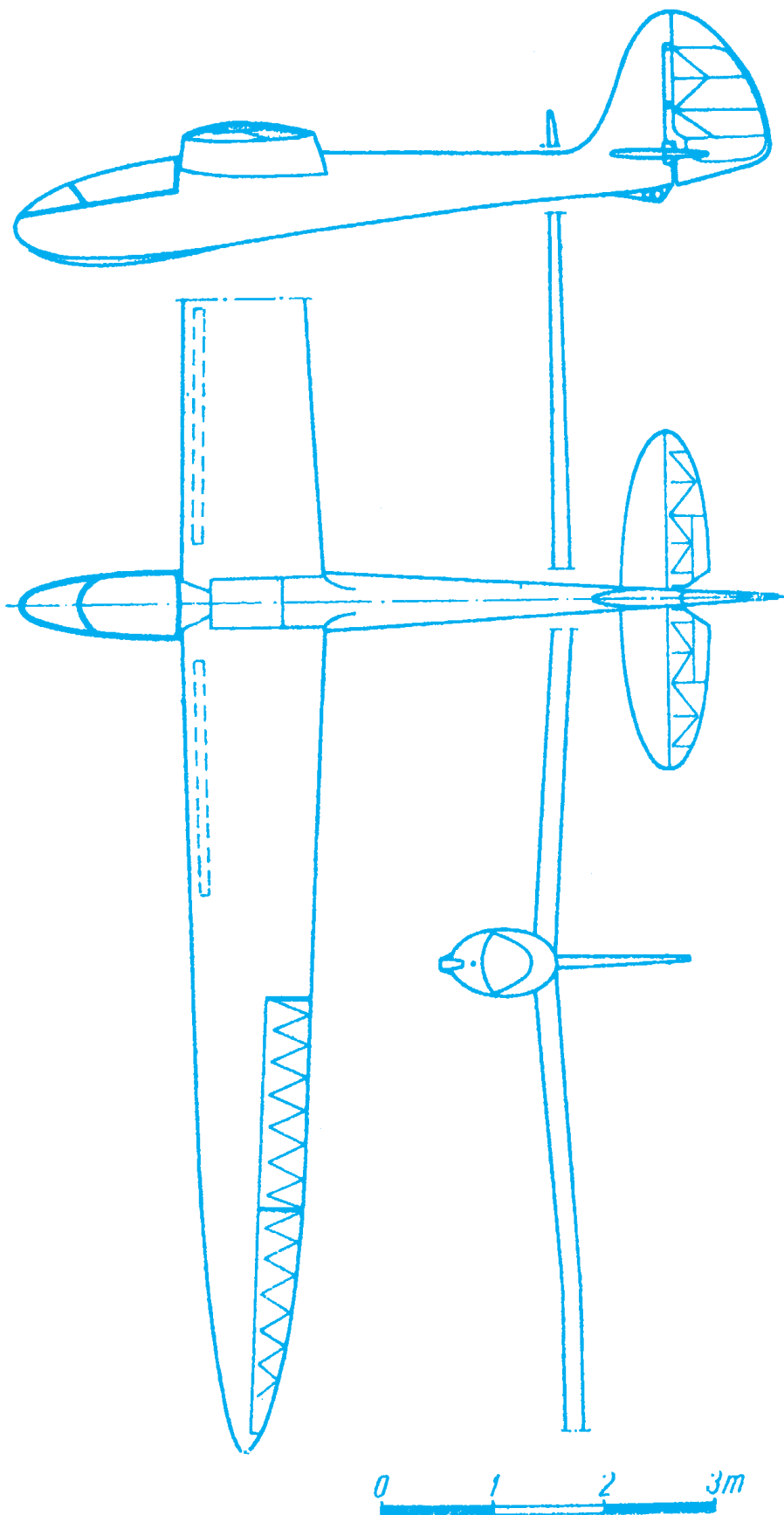
storm the best duration and the longest distance flight of the contest and therefore won the first prize. Other competitors flying for example the monoplane, which was built in the Army workshops in Thun, managed by correct deployment, to fly great distances and durations.

In later years, I concentrated more on designing and building larger gliders with up to 20 metre wingspans abroad. (in Sweden).

During 50 years, I built 226 aircraft, of which 9 were light aeroplanes powered by 8 – 77 hp engines.

My last type, which is designed for human muscle powered flight, is currently being built. It is partly built from glass reinforced resin, plywood and Oregon (pine?). It has a cantilever 12 metre wingspan and has an empty weight of 25 kgs and has a wing area of 12 sq.metres and a 0.43 metre /sec min. sink.”.

Signed by W.Pelzner. ■



late to go to the Olympic sailplane deciding contest in early 1939, at Sezze near Rome, in which were the Orlik, Mu 17, Olympia Meise etc. The PWS 103 was designed with an eye to there being an aerobatic contest as well as the Olympic cross-country discipline (as was the Habicht in 1936).

There was much in the PWS 103 that reminds one of its forerunner, the PWS 102. Its aerodynamics were worked out at the IWA (Institute of Aerodynamics in Warsaw). Both prototypes were finished during the beginning of the war. In the winter of 1939/40 they were taken to the Glider factory No 5 Osoaviachim (Soviet Experimental Factory for Gliders). Later in 1940 they were taken to Moscow. Russian test pilots gave a very good opinion of the PWS 103 at the 15th Pan Russian Contest near Moscow. But for the war, the PWS 103 would have been one of the best Polish designs. As there was a lack of aerobatic sailplanes it would have competed with the 'Olympic Orlik' and would have replaced the 'Sokola-bis' sailplanes which were at that time being used for aerobatics. C. Wills believes that no other sailplane, before or afterwards, achieved such a high performance from a 15m span together with an aerobatic capability. In 1953, C.Wills met W Czerwinski at Lasham and took him to meet the Polish Gliding Club there. Tomankiewicz said that he was "as a God " to them. Philip Wills was so overcome with his quiet modesty that he bought for him at once a BGA Gliding Tie. Czerwinski had escaped from Poland in 1940 and had come to England and later to Canada where he and Shenstone had designed the 'Harbinger' in 1947.

C Wills tried to translate the above information from Polish and regrets if some points may be wrong and he would gladly be corrected. ■

PWS-103 specifications

Wing Span-	15 metres (49ft 2 3/4 inches)
Length-	6.7 metres
Height	1.6 metres
Wing area	14.0 sq.m
Aspect ratio	16
Empty weight-	180 kgs (396 lbs)
Load	95 kgs (209 lbs)
Loaded weight-	(605 lbs);
Wing Loading -	19.6 kgs/sq. metre. (4.18 lbs /sq.ft).
Max. L/D =	1/27 at 80 kph
Min. sink	0.7 m/sec. at 65kph
VNE	300 kph
Air brakes not to be opened above 250 kph.	

After designing the PWS 102 "Rekin" (Shark), W. Czerwinski set himself the task of designing a 15mtr wingspan sailplane to compete in the Olympic Class together with Antoni

Kocjan's 'Olympic Orlik'. W Czerwinski and J Niespal worked on the project from the summer of 1938 until the end of March 1939 when two prototypes of the PWS 103 were finished. They were too

AUSTRALIA

From the Issue 94 of April 2004.

VINTAGE Times the Newsletter of Vintage Gliders, Australia, which is edited by David and Jenne Goldsmith, P.O.Box 577, Gisborne, Victoria 3437, Australia. Tel: - 61 (03) 54 28 3358.

E-mail: - fanatic4@ pacific.net.sg

GCV (Gliding Club Victoria CW?)

The Oldtimers' Rally was held from March 22nd – March 28th, in glorious autumn weather at Benalla. Cloudless skies led to interesting soaring conditions and sometimes plentiful thermals and also some challenging days. Best heights reached were about 8,000 ft. The week was put on for oldtimer glider pilots as well as for vintage gliders and many pilots from the past and the present took the opportunity to renew friendships and some of the older pilots had refresher glider flights. A number of YLA s (Young Lay- Abouts) were also present.

Among those to make it to Benalla were: - GCV: Dick Duckworth, Leo Dowling, Rob Dowling, Dave Darbyshire, Murray Evans, Lyn Barton, Landy Rodda, John Tribe, Reg Pollard, Graeme Barton, Vern Rosenfeldt, Ken Davies, David Tansek and Rex Booth. BEAUFORT GLIDING CLUB: - Doug Lyon, Keith and Edna Nolan.

VMFG (Victorian Motorless Flight Group). Geoff Newlands, John Illet, Alan Patching, Ian Patching, David Howse, Roger Druce and Peter Hooks. In addition the CHAIRMAN OF THE POINT COOK ACTION GROUP and his WIFE, Rob and Florence Pollock, were welcomed and the successful efforts to retain Point Cook were celebrated.

Many others were present and the Dinner on Wednesday evening was a sell-out, with 100 guests, who all seemed to be talking at once! The GCV made its gliders, including the Duo Discus, IS 28 and many single seaters available. Other aircraft present were the Vintage Gliders Australia's Ka-4, the modified Kookaburra, the Platypus, and Ian Patching brought Theo van Alkmede's Boomerang. On Friday, a ZOEGLING Primary was taken out to introduce some (younger) oldtimers to real vintage stuff! The LESSING GLIDER, the latest acquisition of the AUSTRALIAN GLIDING MUSEUM, was built by the machinist Kurt Lessing over 11 years from aluminium with fabric covered wings and tailplane. It was built entirely without plans, was to be launched from a 20 metres high launch pad, and was

inspired by the wings of a magpie. It is an impressive work of art, although the comment "perhaps is lucky that he died before he killed himself in it!" was heard. Also in the museum's display was a single seater "PLANK" being restored for static display and a SCHWEIZER TG-3, previously flown by Fred Hoinville. On Tuesday evening, Ken Bolland gave a talk about caving in the Nullabor, supported by a spectacular slide show and a run down on ultra-light flying for cavers! GCV members arranged a 28-seater bus for an escorted tour on Thursday. Visits were made to the Wangaretta airfield fighter restoration works and the brown Brothers' Winery at Millawa. A barbecue lunch was provided at Beechworth and the day was a huge success.

The success of the Oldtimers week was due not only to the enthusiasm of all those who took part, but also to the organiser Jim Barton, to Graham Garlick, who provided the Briefings, Natalie

and her team in the kitchen and the tug pilots. Many thanks to all for a wonderful week.

BELGIUM.

This issue we have a photograph of Koen van Roy with his restoration project, Spalinger S.15 and one of Firmin Henrard's beautiful Ka2B. Firmin tells us that this Ka2B was repainted in its 1957 original colours and been offered to the Centre National de Vol à Voile in Belgium. Firmin also sent us an e-mailed picture of a Rhönbuzzard model.

(Hope to see you at the VGC Rally, Firmin – when you can give me some details about this one! – Ed)

*Below: Firmin Henrard's beautiful Ka2B
Bottom: Koen van Roy with his restoration project, Spalinger S.15
Inset: Rhönbuzzard model*



BRITAIN

ASSAULT GLIDER PROJECT.

The HORSAs project is a memorial to the troops, who went in to action in assault gliders, to the Army, and RAF personnel who flew them, to the Royal Air Force and Allied, crews who towed them, and to the civilian personnel, who designed and built them.

PROJECT BACKGROUND.

In early 2001, a few veterans of the Midlands Branch of the Glider pilot Regiment Association decided that an appropriate



Memorial to the airborne forces in the Midlands might be a complete Air-speed HORSAs assault glider. HORSAs were built in Birmingham and many were assembled and tested at the Shropshire airfields at RAF Cosford, Shawbury, Tilstock, Peplow and Sleep before being delivered to Glider Pilot Regiment squadrons in the south of England. Two Midlands regiments, the South Staffords and the Ox and Bucks Light Infantry were glider borne regiments which acquitted themselves with outstanding gallantry. However no memorial could be complete without reference to the crews of the Royal Airforce's No.38 Group and No. 46 Group who towed the gliders, dropped the paratroops and re-supplied them in battle. Furthermore, assault glider operations would not have been possible without vital assistance from the Royal Air Force in training pilots for the Glider Pilots' Regiment

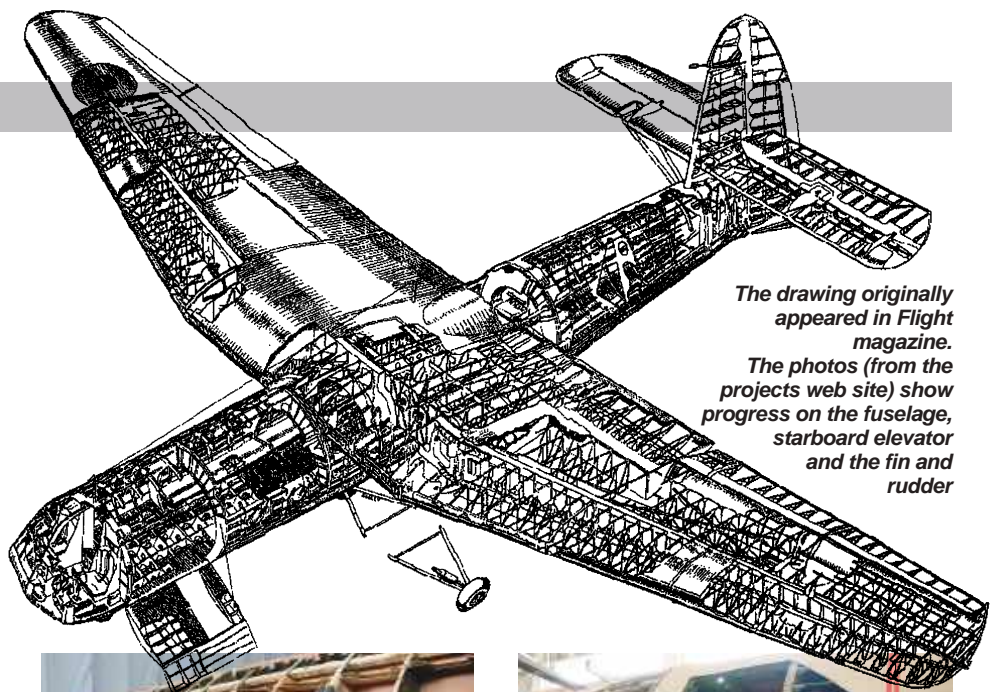
And for providing a large number of pilots to fly HORSAs on Operation VARSITY. While the great airborne battles in



N.W. Europe, D-Day, Arnhem, and the Rhine Crossing are well chronicled, the Burma Campaign must never be forgotten. Six Brigades of "Chindits" were inserted behind Japanese Lines, many by the smaller metal framed American Waco CG4A (engl "HADRIAN") glider and were entirely supplied from the air. In June 2001, RAF Shawbury offered hangar space for the construction of the HORSAs aircraft by a team of around 15 volunteers, living in the local area. A very large section of HORSAs wreck was loaned for the volunteers to copy as initially there were no drawings of the aircraft available. However, in early 2002

BAe Systems Ltd found the original working drawings and allowed these to be used provided that an assurance would be given that the new aircraft would not be flown. The project has attracted much media publicity resulting in many more parts being acquired by donation or purchase. Veterans, their relatives and friends, airborne regiments, the National Heritage Lottery, and Midlands firms have contributed funds to buy machine tools and materials as have many visitors who have been to RAF Shawbury to see the project. The Young Offenders' Institute at Stoke Heath is now offering valuable assistance in the manufacture of metal and wooden components. The main fuselage frame, and tail section of the new HORSAs are complete and the team is now concentrating its efforts on the tailplanes, fin, wing, flying controls, and undercarriage components.

On completion of the HORSAs, the team will construct a Waco Hadrian from parts being offered and acquired by donation and purchase. A Dakota aircraft



The drawing originally appeared in Flight magazine. The photos (from the projects web site) show progress on the fuselage, starboard elevator and the fin and rudder

has been acquired and funds are now being sought to convert this to its glider towing, paratroop dropping role and giving it back its wartime identity. It is hoped that a complete exhibition of aircraft, weapons, vehicles, uniforms etc will be accepted by a museum in the Midlands as a permanent memorial to RAF Transport Command and airborne operations in the Second World War. It would be appropriate if project completion could be timed to coincide with the anniversary of one of the great airborne assaults. However, this entirely depends upon our ability to raise funds to pur-



chase parts and materials and to find many more volunteers to help build the aeroplane. An important link was formed in April this year with the American "Silent Wings" airborne forces museum of Lubbock, Texas, following exchange visits from which a joint programme of exchange of aircraft parts and mutual assistance was agreed, which will enable teams on each side of the Atlantic to build both types of glider for permanent display. The Assault Glider Association was formed as a Registered Charity No. 1088893 to organize and administer the project. The President is the incumbent Station Commander at RAF Shawbury. And the Trustees are all serving or retired officers with close connections to the RAF and Airborne Regiments. Our distinguished Patrons have historic connections with Airborne Forces. The Viscount Montgomery connects us with the great Field Marshal. Viscountess Montgomery is the daughter of Sir Frederic Browning, commander of the Allied Airborne Corps in Operation MARKET GARDEN, who married Daphne Du Maurier, the famous novelist. Legend has it that Daphne chose the maroon shade of the Red Beret, designed the Glider Pilots' Cap Badge with its Eagle flying backwards and the glider pilots' wings. Members of the Glider \pilots' Regiment sometimes called themselves as "Daphne's Private Army", were proud of their regiment and the badges they wore.

The "HORSA" Project is well advanced and a structural drawing is available by CW. The "HORSA" is built almost entirely of wood (making them inflammable) while the German DFS 230 and Gotha 242 both had welded steel tube fuselages and wooden wings.

PHYSICAL HELP

The Assault Glider project is in great need of manpower, parts and funds. The method of construction of the HORSA, which is mostly wood, results in tasks that



can be completed by skilled and non-skilled volunteers. If you live anywhere near the project base, RAF Shawbury, in Shropshire, and would like to help with the construction of the glider, please contact the association by E-mail, conventional mail or fax. If you think that you might know the whereabouts of possible glider parts, we would be most interested to hear from you.

FINANCIAL HELP.

The Trust needs financial support to buy tools and materials, aircraft parts, and to fund work that can not be completed in-house. For example, the cost of completing the Horsa is estimated to be around £5,000, and the moving and storing of the Dakota approximately £35,000. The Trust is most grateful to existing sponsors for the donation of parts and materials, and for the assistance with the manufacture of heavier metal components. Donations to charity may be able to be offset against corporation tax. Should you wish to make a donation, cheques should be made payable to the The Assault Glider Account. A Memorial

Book is to be maintained in which donors may have a dedication recorded to any person, unit etc they indicate.

Contact: Major Ray Cunningham, The Chairman of the Assault Glider Assn. The Manor, Streathay, Lichfield WS13 8LU. Tel/Fax:- 01543 418191. Mobile Tel: 07753 600165. E-mail;-

raya www.assaultglider project.co.uk.

The WebMaster E-mail; webmasterawww.

assaultgliderproject.co.uk;

Fax, National (UK): 0870 51 3217. Fax International: 0044 870 3217

LATE NEWS.

The SCOTT VIKING 1 BGA 416 has been sold to a group of Dutch vintage glider enthusiasts. We believe that they collected it during the weekend of the 15th-16th May. This is the last of four Viking 1s. The first was taken to Argentina in 1939 by Phil Cooper, where it achieved some excellent flights. Two more were impressed by the military in 1940. After having taken part in the South Coast Radar Experiments in 1940, as part of the SDF (Special Duties Flight), they both disappeared probably in ATC Units and did not survive the war. At least it should be going to be well looked after in the Netherlands as long as some Dutch pilots are not too heavy for it. Another of our ever fewer pre 1940 designed and built gliders has gone. A last minute telephone call was made to save it for Britain. C.W. asked Dave Almey not to sell it abroad and a rescue bid of exactly the same money was offered by David Cotton to have it airworthy for his British Gliding Museum. However, it was all too late and Dave Almey felt that he had to let it go to the first offer of money on the table. We may see it more often at our Vintage Glider Rallies in Europe. We believe that Dave Almey also has a Huetter H.17a for sale. The new owner of the Scott "VIKING1" is Willem den Baars.

CZECH REPUBLIC

Josef Mezera has sent the following information concerning the project to build and fly a HOLS DER TEUFEL at RANA.

Information from Jiri Lenik and Jan Kamik of the POTK (the Czech Oldtimer Glider Club). The design of the type Hols der Teufel ("Fetch the Devil") was

started during 1923/24 and Alexander Lippisch, the designer for the RRG (Rhoen Rositten Gesellschaft) on the Wasserkuppe, is considered to be the main designer. The first examples of the type were built by Alexander Schleicher, whose firm is still at Poppenhausen below the Wasserkuppe (From 1926-1931, the Schleicher firm built eight of them) Some improvements were made by Hans Jacobs, who later became the famous glider designer, for DFS. Plans for the type were published in a book and many examples of the Hols der Teufel were built in Germany and other countries.

Several of them were built in Czechoslovakia by groups at Olomouc, Konic na Morava, Zlin, Valasske Mezirici, Moravska Ostrava and three of them were built at Prerov Jindrichuv Hradec,

After 1930. (Three were built in Britain and one of them survived the war, in the North of England. They were (1). BGA 180 which was granted a BGA C of A in November 1936, (it was built by Weltensegler and later became BGA 280 which gained its BGA C of A in November 1936.). (2) BGA 275: BGA C of A granted in August 1936 (Built by Slingsby Sailplanes), (3) BGA 289 which was granted a BGA C of A in December 1936. It was built by Slingsby Sailplanes. Relatively recently, another was built by Mike Beach who, after allowing it to be flown, sold it to the Wasserkuppe German Gliding and Aeromodelling Museum on the Wasserkuppe. This was BGA?

RANA U LOUN NOW

Two years' ago an international project was started at Rana to build a Hols der Teufel to fly. Involved were Gerhard and Joachim Maleschka from Germany and Jiri Lenik, and Jan Krejci and their friends in the Czech Republic, all pooled their efforts and financial resources to build this wonderful aircraft. The construction took place in the Rana u Loun Aeroclub's facilities, which is one of the oldest Czech Aeroclubs. Apart from the financial expenses, building the Hols der Teufel took 2,000 hours.

The Technical side of the project was supervised by Jiri Lenik. The first flight of their aircraft was intended to be a celebration of the Czech Republic joining the European Union. The final checks were finished during the late evening of the 1st May 2004. The first flight took place on the next day. For the first test flights, the glider was launched by a Hang glider/parachute winch and the first three test flights were performed by

Jiri Lenik. Ulf Kern and Gerhard Maleschka then had three flights each. Then Jan Karnik and Jindrich Semler flew it and then final flights were had by Jiri Lenik until rain stopped the days flying. Altogether the Hols der Teufel had 11 flights lasting a total of 32 minutes. Jan Karnik's flight: To enter the cockpit was for him and tow friends, a really hard nut to crack. (175 cms/ 100 kgs) The cockpit itself is roomy enough but its access was clearly intended for underfed pilots of the 1930's recession years. The instrument panel was lacking instruments and so a Rogallo/ Hang glider was fitted to the wing brace for testing purposes. Wooden Foot Pedals (rudder pedals? CW) looked too simple and uncomfortable compared with those for the SG.38 but, during the flight, I found them to be fine. The cockpit includes a metal control stick and a tow hook release. The winch launch is very easy to perform. He aircraft lifts off at about 40-50 kph. I do not recommend pulling back too much to avoid hitting the rear fuselage on the ground. (for the SG.38, almost full up- elevator can be used). From the height of about 5 metres, I started to climb. The aircraft has only a nose hook. The tow speed was 45-50 kph. . The height reached was 220-240 metres against an approximately 1-3 metres/ sec. With an 800 metres launch cable, the release occurred automatically and a circuit followed. Control sensitivity is fine even at low speeds and one does not need to care much about control co-ordination during turns, as the aircraft does them itself without help from its pilot. During the flight, I tried out its speed range from 50-90 kph and forces on the stick are low. To convert flying speed into height is almost impossible as the drag of the aircraft increases with its air speed. The max. L/D seems a little better than that of the SG.38. I would estimate it to be approximately 1/13.at 55 kph.

The Hols has no drag increasing air brakes or spoilers on its wings. Spot landings have to be planned but sideslips can be used to reduce height. Landing is very easy. Final approach speed should be about 60-65 kph. Landing run after touch down is long because of its large 20 sq. metre wing area. It touched down at 30-40 kph indicated air speed. The aircraft stopped after an approximately 10 metre long run. The procedure to get me out of the cockpit without breaking the aircraft followed. My test conclusion:.... ** HIGHLY RECOMMENDED. The Hols der Teufel will fly under the Czech Aero

Club register as OK-A415. *Jan Kamik.*

There are now nacelled SG.38, Huetter H.17a and Hols der Teufel, as pre 1940 gliders airworthy in the Czech Republic. (CW).

FRANCE

The REGIONAL MUSÉE de l'AIR at Angers, which had been entrusted by the French state Musee de l'Air et de l'Espace at Le Bourget, to restore and look after historic aircraft, has decided to cease all collaboration with the latter Museum, which has chosen not to honour its contracts, in spite of useless discussions to do so, for the last eight years. The Angers Museum has asked the Musee de l'Air et de l'Espace at le Bourget to remove the aircraft from their museum, which were theirs. This was accordingly done during March. So now the fabulous AVIA 41P, the type in which Eric Nessler flew his records and gained the World's Gold C No.4, in 1938/39, has gone to the Museum at le Bourget, With it has gone the Fouga CM-8-13 1949 aerobatic sailplane, of which two were built. To take the place of the AVIA 41P, of which five were built, based on Kronfeld's WIEN, in 1931, is the Angers Museum's brightly painted JS WEIHE which was flown on records by Eric Nessler after the war. It will be certainly a Pièce de Resistance, suspended above the hall's main exhibition area, to welcome visitors to the museum. The SFAN 11 has replaced the Curtiss Junior, the Foka has replaced the CM-8-13 and the Breguet 901 is once again exhibited.

The museum should now have more space to exhibit some of the many gliders in its store. One of these is the CM-8-15 which was at La Ferté Alais (Centre Inter-clubs) during 1959-60-61. It was preferred by some pilots to the Breguet 901s for flying triangles because of its exceptional speed. One was built in 1949 but with the NACA 230 series wing profiles of the other Fugas' it was hoped to give it a safe, good low speed performance with its fowler flaps. This must have been the CM-8-15 of Gerard Pierre, which nearly won the 1952 World Gliding Championships in Spain. It was a remarkable little sailplane with a 15 metre wingspan, a max. L/D of 1:28 and a butterfly tailplane.

New Contents of the Museum.

A hundred aeronautical photographs of exceptional quality dating from before 1914. Many hundreds of civil and mili-

tary photographs of 1924 until now, of which a half are unedited. A publicity plaque from the TU 144 which was found in a Goussainville garden after the crash of this aeroplane on the 9th June 1973. Several books from the 1920's. Many manuals on pre-war engines (Renault, Hispano Suiza...) the sailplane Wassmer Super Javelôt No 70 F-CCLZ. (it was in this very glider that the Museum's president Christian Ravel made his first flight in a Super Javelôt at Issoire in 1963 in which he collected a few grey hairs but the glider is always brave ! The sailplane AIR 102 No.31 F-CABQ, This glider has an extremely interesting history because in 1954 le Commandant Fonteilles won the Paris-Biarritz race in it.

Restorations:

AVIA 152a No.301 F-AZVI. The star-board wing is assembled and glued. It was a very long and meticulous job, which was watched by the public, as it was carried out in their view. The Port wing is well advanced.

The BREGUET 904 No.4 F-CCFN. It's major overhaul has continued with the refabricating of its control surfaces, and it is hoped that it will fly soon on fine days. The MS 505 (STORCH) No.149 F-BIPJ. Robert Benion, Rober Guillermet, Jean-Pierre Lambin and Gilbert Huzeau have finished the replacing of the aircraft's accessories. The first turns of its propeller took place at the beginning of February and now some parts for its breaks are being searched for. This Jacobs engined Storch has an engine some 60 hp more powerful than its original Argus (240 hp) and its French Salmson (230 hp?). It climbs after take off like a glider having a winch launch !! (CW) This is the collection's towplane.

The FAUVEL AV 36/ No.111 F-CBRK. All fabric has been removed and there has been a little woodwork to do. Work on it has been suspended for a few weeks as Louis and Gerard have had to redo the fabric on the Breguet 904's flying surfaces and the fabric on the Wa-22. **The WASSMER WA 22 No.117 F-CDCS.** Its wings have been externally inspected and refilled. Its centre section has been worked on since the beginning of January.

WASSMER Wa-26 No.03 F-CDUU. Gilles Darriau, the director of the air-drome, has sold the aircraft to Thierry Calot as it belonged to his father. He has offered it to the GPPA for the cost of restoring it to flying condition. A major inspection with complete painting is in (slow) progress but the aircraft is being

found to be in excellent condition. Many coloured flying powered and glider models have been arranged in spiral mobiles, which is particularly normal for the gliders. These represent the youth of future aviators and are really beautiful.

The Museum's boutique contains many very interesting books on French gliders and gliding for sale.

There is much work to be done in future but the GPPS team is welded together as usual, and will face up to it. The museum has 12,000 visitors each year.

There are 9 Rallies and meetings in France this year, at which the aircraft of the Musée de L'Air Regional hope to be represented. Certain pilots have been training for this but all members of the museum are invited to take part and six of their gliders are able to fly but some may be prevented from flying because of the cost of their insurance.

The museum has more than 130 aircraft, of which a dozen are in flying condition, seven are being restored. The others are on exhibition or are being stored. Exactly how many of the aircraft

are sailplanes is not known. It seems that the Weihe, being suspended in the place of honour, is no longer on flying duties?

In France, another Weihe (Milan?) is suspended in the Musée de l' Air et de l'Espace at Le Bourget. One other Milan is airworthy. It was restored two years ago.

It should be noted that, in the Musée at Angers Marce are several unique aircraft. One is the Gerin Varivol, which was the peak of aircraft design in 1938. Another is the SPAD V11, a fighter from WW 1, which has been entrusted to the

museum's care by the family Bleriot.

GERMANY

The 11th October 2003 saw the first flights of Werner Kaluza's self built HUETTER H.28-2 "KURIER" from the airfield of Paderborn-Haxterberg. This was the culmination of five years and 2,000 hours of work with occasional family help, for the 62-year-old gliding instructor and workshop foreman. Its first aerotow was behind a Rotax Falke and it lasted 11 minutes in low cloud weather conditions. It was only an extended circuit and the next flight 16 minutes later lasted only 5 minutes. Quite different was the third flight on the 12th October in beautiful weather and thermals. This lasted one hour 20 minutes from the Sport Airfield of Warburg. First measurements revealed a one-second reversal of turn from 45 degrees one way, to 45 degrees the other way. Its minimum speed was 50 kph while its flight handling was only a little inferior to that of a Ka-6... and this is a 1936 gull winged design with its building plans signed by Huetters and dated 1936 in Salzburg. The plans were sent by C.Wills, who copied plans from our late badly missed Bjarne Reier from Norway. This little gem of a glider has a 12-metre wingspan and a calculated max. L/D of 1/28 which was the max. L/D of the far larger sailplanes Condor 3, Mu 13D etc. Philip Wills said in 1945 that it was whispered in Germany at that time that Huetter was the best of the designers as he could do what the others could do with gliders of a fraction of the size of the others. Indeed, perhaps a max. L/D might be a little hopeful but the H.28-3 of 13.5 metre span is considered to have



Werner Kaluza's H28 II, D-8223 at the airfield in Warburg after it was finished in May 2003.



*D-8223 during the first flight on
11th October 2003 at the
Paderborn-Haxterberg airfield.
Photos: Werner Kaluza*

achieved a max.L/D of over 1:28. Werner said that he was outclimbing all the fibre glass sailplanes in sight! His is the first H.28-2 to be built in Germany. An H.28-3 was finished at Kirchheim in 1939 and was brought to the Rhoen Contest of that year by one of the first VW beetles. It did not take part in the contest as it had only an experimental C of A. The Germans say that it fell into French hands in 1945 but they have no records of it in France. One more H.28-2 is being built by Gunther Broedersen in Hamburg. Two more were built in Switzerland in 1938. These were HB-221 and HB-223. HB-223 is currently being restored to fly by Lilly Grundbacher but there seems to be more to do to it than expected. The Swiss in 1938 said that they thought that its max. L/D was 1/26 but this was the same as the 17 metre span Minimoa! HB-321 was exported to Rhodesia after the war and flew a 300 kms triangle by a not very experienced glider pilot. One more was built in Denmark during the war and was registered OY-DOX. The Dane "Cowboy" Jensen flew it in the 1950 World Championships in Sweden at Orebro. He came 16th out of the 29 entries which were mostly Weihses. This is now damaged in Dale Busque's collection in the USA. One more H.28-2 was built in Czechoslovakia during the war but disappeared in 1945. One H.28-2 "Kurier" is being built by Paul Dean in Milton Keynes. It only needs ailerons, wing spoilers, fabricing and painting. He has delayed finishing it for many years due to family commitments. Perhaps, he will finish it now that Werner's has successfully flown. The H.28-3 of Earle Duffin was after his sad death left to his inspector Doug Jones at Nymphsfield but we do not know what has happened to it. The first prototype was built very quickly in an ideal workshop in 1934 in Austria. This was the same year that the Huetter H.17a first flew. The first H.28

was sponsored by Graf (Count) Kinsky). There were several things wrong with it and so the H.28-2 was much altered.

Werner says that his H.28-2 "Kurier" has very docile low speed handling characteristics but in October 2003, he had not much time to test it. He was very enthusiastic about his D-8223 then. It has been entered in our 32nd International VGC Rally at Gliwice. He did increase the length of its fuselage a little to get its C of G right. Werner's arms and shoulders fit very well in to the wing root fairings Originally, there were only four H.28-2s built. VGC members are trying to increase this number. The H.28-2 photo in our last VGC News (No. 111 on Page 19) was that of David Jones some years ago at Lasham. It does not exist any more.

The MU 13D-3 at Weissenburg. This aircraft was received in a very run down state in 2003 from Francois Ragot at Saint Aubin in France. We believe that it was the Mu 13D-3 which was at La Ferte Alais from 1959-1961. It was originally found in WL colours and camouflage (WL-X111-55) at an airfield in France. Geoff Moore has now received photographs of it which reveal that a great deal of work has already been done on it. It has a new tailplane, elevator, fin and rudder and its welded steel tube fuselage looks very smart. It is not known as to what state the wings are in. The 1945

information has come from the Flugzeug Classic magazine of April 2003. Thomas Haecker of Weissenburg has asked for information about this aircraft from before 1945. As we do not have Thomas's address, could the information, if there is any, be sent to CW.

*Letter from the Stiftungsvorstand,
PROF.em.DIPL-ING Bernd EWALD,
dated:- 1st June 04.*

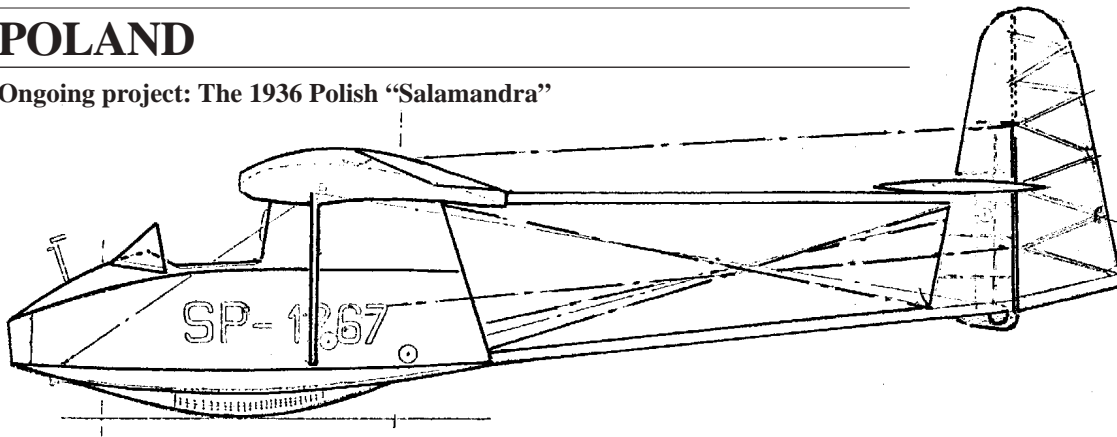
Just a short note about Horten 1V progress. The complete set of ribs is finished by the DLR at Oberpfaffenhofen and they have been transported to Darmstadt. I could not resist mounting the nose ribs provisionally in correct sequence and distances apart (but without sweep back) on a desk and to photograph this nice view. (see photographs below). The old workshop master of the Akaflieg, Heinz Hinz said "after all the glass and fibre stuff, this looks like a real sailplane structure again!!"

So much for today. *Best wishes from*



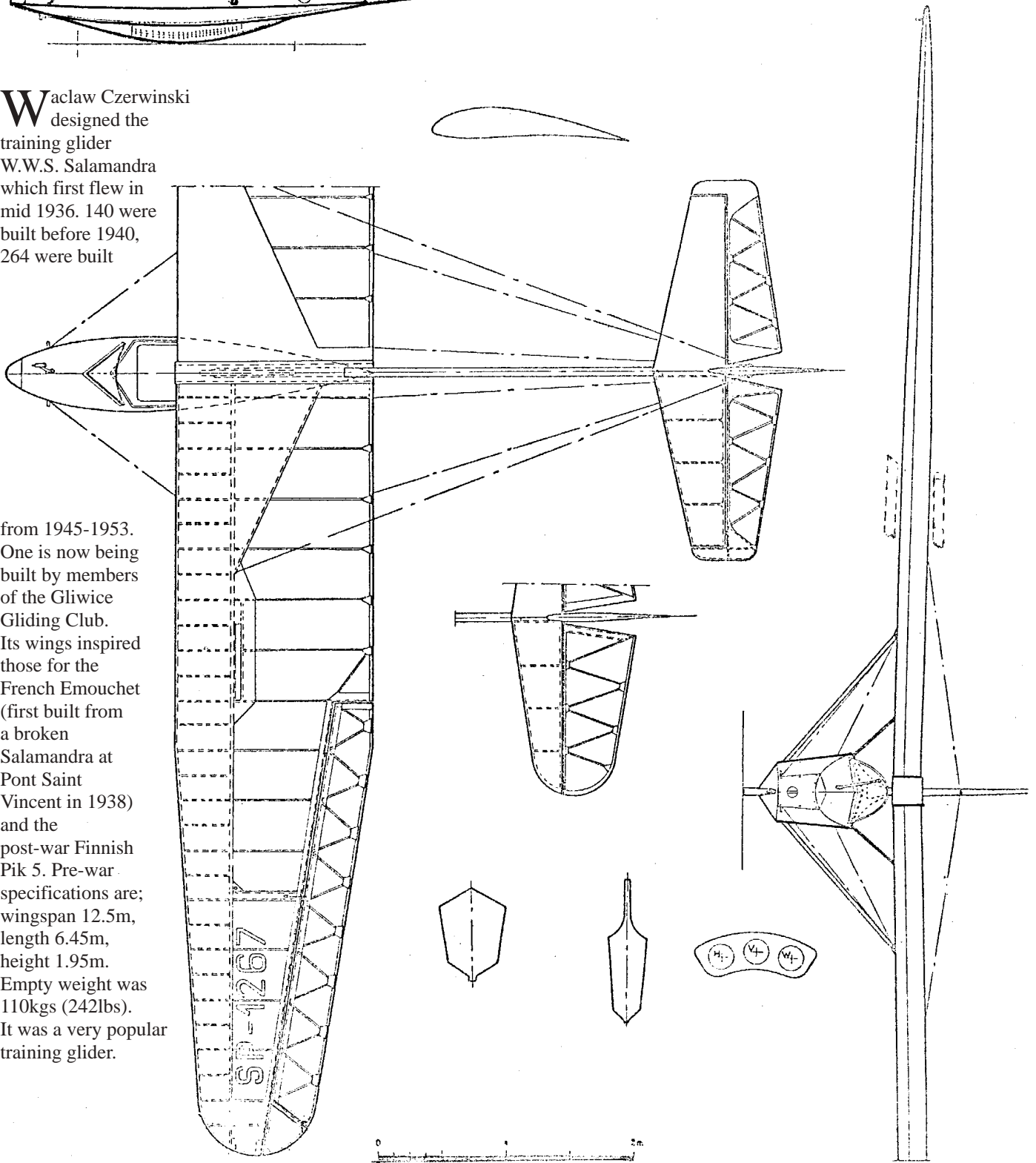
POLAND

Ongoing project: The 1936 Polish "Salamandra"



Waclaw Czerwinski designed the training glider W.W.S. Salamandra which first flew in mid 1936. 140 were built before 1940, 264 were built

from 1945-1953. One is now being built by members of the Gliwice Gliding Club. Its wings inspired those for the French Emouchet (first built from a broken Salamandra at Pont Saint Vincent in 1938) and the post-war Finnish Pik 5. Pre-war specifications are; wingspan 12.5m, length 6.45m, height 1.95m. Empty weight was 110kgs (242lbs). It was a very popular training glider.



Bernd.

SWITZERLAND

from Daniel Steffan and Willi Schwarzenbach

Out of the activity of the OSV (Oldtimer Segelflug-Vereinigung Schweiz)

We were happy to learn that Willy Fahrni recovered well from a heart operation. Willy has been doing a perfect job as President of the OSV for 16 years and we hope that he will do it for another 16 years. For example the very successful annual bungee-launching event (on top of different Swiss hills) would not work without Willy. At the same time Willy invested 4,040 work hours in a more than perfect restoration of his **Moswey 4 a, HB-522**. This sailplane is now definitely in a better condition than it was at the first flight.

Under Willys leadership the number of OSV-members increased continuously from 28 in 1989 to 137 members. They own together almost hundred Vintage and Classic gliders! Most gliders are in airworthiness conditions, some are in restoration and others are waiting for a restoration. Here is the latest news concerning some gliders:

Moswey III, HB-374

The bungee-launching event on the Balmberg on 20th September 2003 was successful. However, our hearts froze when we saw the canopy of the Moswey III, HB-374, coming loose during the takeoff. The canopy dropped to the ground and burst into thousand parts. The pilot continued the flight of the cabriolet-Moswey without problems and landed safe in a field at the bottom of the hill.

It is a little miracle that the firm Mecaplex still has the tool to produce a new Moswey-III-canopy! Willy Fahrni constructed during the wintertime a new frame and suited the canopy to the frame. This took him 184 work hours.



Moswey III, HB-374, with the old canopy at Courtelary. Kurt Stapfer

Thomas Fessler bought the **Olympia DFS Meise, HB-384**, from Fridolin Vogel last year. We remember that Fridolin brought the HB-384 to the early VGC-Meetings, for example No. 9 at Burg Feuerstein in 1981. Thomas is currently reactivating the Meise and hopes to fly it during 2004. We are happy to see this Swiss built glider in the hands of a carpenter. The HB-384 came out from a line-production of eleven Meise during the 2nd world war (from HB-381 to HB-391). The line-production in Zurich was sponsored and intended to support Swiss pilots on international glider-competitions. Due to the circumstances it took three years (instead of planned 6 months) to finish the eleven Meise's.

The syndicate of the **Spalinger S 18 III, HB-510**, disintegrated last year and one of the partners was on the eve to sell this glider overseas as he had an extraordinary high purchase offer in hand. However a Swiss VGC member, always claiming that not one of the famous historical Swiss gliders should leave the country (except for participating at the VGC rallies), heard about this deal and acted promptly with the fine result that Daniel Steffen became the only owner of the Spalinger S 18 III, HB-510. Daniel is now looking for a partner who would lead the necessary restoration.

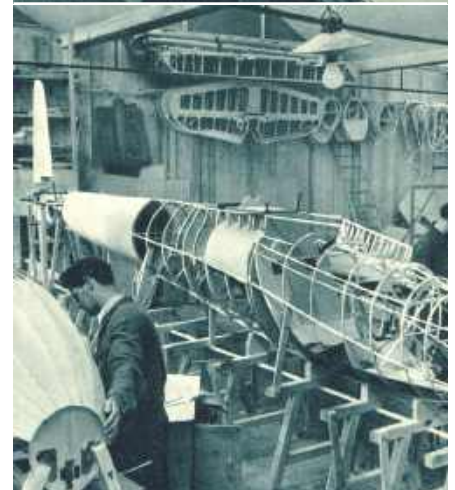
The HB-510 has been located at the airfield Gheid, Olten, since March of this year. The short story of HB-510 was published in the VGC News No. 54 in spring 1985 on page 10. Since then the Spalinger S 18 III, HB-510, has been taken part on the VGC Rallies No. 13 (Amlikon), No. 14 (Lasham), No. 15 (Aalen-Elchingen) No. 17 (Farkashegy), No. 18 (Keiheuvel), No. 19 (Neuenkirch), No. 20 (Terlet), No. 25 (Celles sur Ource) and No. 27 (Aventoft).

Lilly Grundbacher became owner of the Swiss **WLM-2, HB-562**, which was in the hands of Albert Uster. This wooden



Above: Meise, HB-381, on the occasion of the type examination (Musterprüfung) at Bern in April 1945. Bundesamt fuer Zivilluftfahrt

Below: production line of eleven Swiss Olympia Meises in Zurich during the 2nd world war. Aero-Revue No. 04/1944



high performance single seater celebrates this year together with the constructor Rudolf Saegesser, a round birthday: The WLM-2 is fifty years old and 'Saegi' additional forty years. We can't believe it. Congratulations to yours 90th birthday, Ruedi!

Lilly reports that the WLM-2 is not in the best condition. She is willing to spend time and money into the restoration of the WLM-2. By the way it is planned to publish a 3-page-report about the WLM 2, HB-562, in the November



Above: Spalinger S 18 III, HB-510, on the 15th OSV-Meeting in Bex in 2003. Kurt Stapfer

Left: HB-510 in the hands of the Steffen Family on the 14th OSV-Meeting at Porrentruy in May 2002. Franziska Schoop

issue of the Swiss aviation magazine Aero Revue (in German).

Kurt Stapfer, Vice President of the OSV, bought the **Schleicher K 8 B, HB-671** in order to reactivate his glider-licence after a long non-flying-period. The HB-671 is in airworthiness condition but needs a closed trailer. Peter F. Selinger reports that 1'212 Schleicher K 8 (all series) were built. 83 of them were delivered to Switzerland, whereas 30 K 8 Bs are still registered as per 1st January 2004. We remember that Rudolf Haechler performed on K 8 B, HB-673, a long distance flight of 532 kilometres on 11th May 1961. Ruedi started at 10 o'clock on the airfield Birrfeld and landed after ten hours of flight at Montpellier. There was non GPS, non mobile phone, non radio and even non map on board!

Standard Austria S, HB-1299

Perfect timing by Willi Waelty, VGC member No. 1000: He visited some

years ago two courses at Hornberg in order to learn the restoration business of wooden gliders properly. After that, shortly before his retirement, Willi found his dream glider in a shed not far away from the Montricher airfield: The Standard Austria S, HB-1299, which was built by Schempp Hirt in 1964 (production No. 44). This glider was first delivered to France (F-CCPU) and came to Switzerland in 1976. HB-1299 has been grounded already in 1981, but was fortunately not taken off the Swiss glider register. That's why Willi found the Standard Austria. HB-1299 seems to be the only surviving Standard Austria out of six, which came into Switzerland. The glider is in acceptable condition, except a broken canopy. Willi estimates that it will take him two years of work to bring the Standard Austria back into the air.

The Standard Austria is an Austrian high performance sailplane. The designer Ruediger Kunz has developed new constructional methods to get required accuracy and quality of surface and the rugged structure needed for regular competition. The wing is of stressed skin construction without spars and is



Above: the Standard Austria S, HB-1299, after the washing before the start of the restoration.

Below: the very precisely constructed V-tail of the Standard Austria S, HB-1299. The wooden fuselage of the HB-1299 after the remove of four (!) different coats of paint.

Photos Willy Waelty





Above: by Willy Waelty perfect overhauled mechanical parts of the Standard Austria S, HB-1299. Willy Waelty

entirely of wood. The prototype had a swept V tail, whereas the production aircraft received an unswept V tail. The Zentralwerkstaette of the Oestereichischen Aero Clubs constructed 14 and Schempp Hirt further 67 Standard Austrias. Klaus Holighaus developed out of the Standard Austria the SHK with a span of 17 metres in 1964/65. This was the last wooden design of Schempp Hirt, of which 59 examples were built.

Spalinger S 15 k, OO-ZIW

Christopher Wills reported in the VGC News No. 111 that Johan Kieckens passed on the Spalinger S15 k to Koen van Roy. We add that 20 Spalinger S 15 k were mentioned in the official Swiss glider register between 1935 and 1953. However, due to missing details we esti-

mate that only 19 Spalinger S 15 k were finished. Two machines (exHB-449 and exHB-450) went in January 1951 to Belgium, one of them was then registered OO-ZIW. Both gliders HB-449 und HB-450 were built during 1944 by Ruedi Saegesser, Wildegg.

Concerning the remark that OO-ZIW could be the oldest Swiss Spalinger in existence we point out that Fritz Fahrni, Russikon, owns the (not airworthy) **Spalinger S 15 k, HB-327** (built in 1941). The **Spalinger S 19, HB-225**, of Fips (Hans Rothenbuehler) was already registered on 16th August 1937. And last

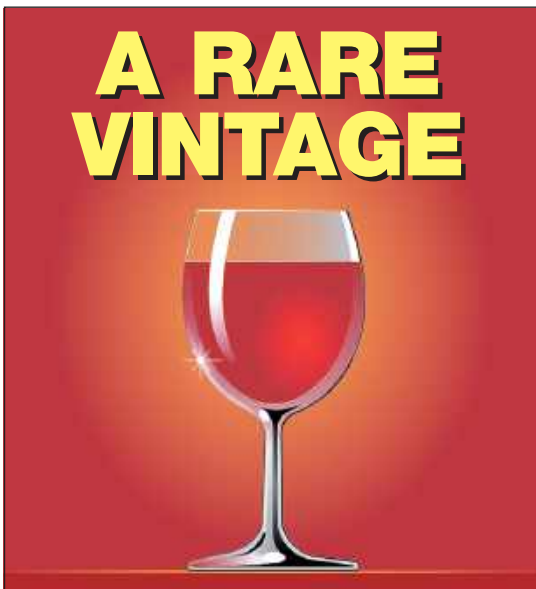
but not least the two Spalinger Kranichs (primary gliders) HB-330 (1941) and HB-517 (1957) are waiting for restoration.

More news of some Swiss Vintage and Classic gliders will follow in a later issue.

USA/HUNGARY

We have an unconfirmed report that an American has bought a job lot of aircraft (mostly IS motor gliders) from Romania. Among the aircraft was an R 22 FUTAR. HA-5049. If this is true, this is the only remaining Futar, production of about seven of which was started in 1944, and was a most important part of Hungary's aviation heritage. We knew that its Hungarian Gliding Club had had it for sale for a very long time, but we felt that it should remain in Hungary. How it got to Romania to be sold with Romanian aircraft to the USA seems to have been a complex operation, which baffles the imagination.... if it is true ?

We think that Mr Stephen F. Udvar-Hazy should be persuaded to have built with his millions of dollars two NEMERE sailplanes ... one for his great new Aviation Museum on Dulles Airport, Washington and the second to be an airworthy flagship for the Vintage Glider Club of Hungary. We are sure that there are wood craftsmen left in Hungary who could do the job. It seems a shame that the traffic in vintage gliders across the Atlantic should always be one way. The drawing plans for the Nemere do exist and C.Wills has a set of them at home, which he thinks he is allowed to copy. ■



If you have put a lot of time, effort and money into a vintage glider, you will want to safeguard your investment. We can help you by providing a reliable and competitive insurance policy together with a friendly and efficient service.



Phone, fax or write to: **Stephen Hill**

Phone: 01765 690777 Fax: 01765 690544

Unit 1A, Sycamore Business Park, Copt Hewick, Ripon, North Yorkshire, HG4 5DF.

T31 Restoration XA295

I purchased the T31 XA295 from Al Stacey at Bannerdown GC in March 2004. I currently have it in store/repair at Aston Down where I am using the club hanger and workshop for all repairs. I will be moving it to a fellow GC member's farm for the recovering when my repairs have been signed off by an inspector. I have found a number of wood repairs that need doing and I have

and sods), Simon Buckley (Skilled wood work) and not least Fraser Wilson who is my inspector and general fixer of things. I have hopefully identified all of the timber repairs required to the fuselage and wings and finished the repairs to the starboard one. I have also sourced the necessary spruce for the fuselage repairs from the main spar of a smashed Ka8 wing.
Robin Birch ■



Above: this is XA295 as I collected her from Keevil. I rigged her just to check that most of the bits were there.



Above: this is where I was at the end of April. You can see the fuselage stripped down and the state of the front cockpit.

completed about half of them. The most annoying ones are where previous recoverings have damaged the surface of some of the ribs and I am currently working out how to repair these. I have replaced the spine along the rear of the fuselage. Several failed glue joints and some bad repairs to ribs.

Hopefully I can use all of the parts that I have.

Unfortunately one of the altimeters is probably beyond repair and one of the Cosims is a bit poor. I think I am also going to have to buy a ton of new nuts and bolts.

My main search is currently for original copies of the Air Publications that relate to the aircraft.

I have received help and parts from many people. The most notable ones to date have been: Al Stacey (air frame, odd parts and copies of documentation), Colin Street (Brand new ballast weights and new tyre/inner tube), Marc Morley (New Cosim), John Mead (Lots of odds

Right: this is where I am today. You can see the wings stripped and most of the metalwork masked for etch primer spraying. Also the struts after priming and the rear metalwork on the fuselage masked for priming.



Transatlantic Model

Our dear friends Colin and Alice Anson sent this following translation of an article by Fred Weinholtz in the Wassekuppe Museum Newsletter which they thought would be of interest to our members in general, and modeler members in particular. Colin adds that maybe this is old news but it was certainly news to him (and to me – Ed). So with thanks to the Wassekuppe Museum, here is Colin's excellent translation.

A Model flies from Newfoundland to Ireland

The US journal "Model Aviation" has published an almost incredible report, which is sure to excite any aviator of whatever kind. No doubt there will be detailed accounts in the relevant publications.

On August 8th, 2003 at 19.45 local time, a model aircraft was launched in Newfoundland, to land safely in Ireland nearly 39 hours later. This feat was accomplished by the nearly blind engineer Maynard Hill, holder of a number of National and International model flying records. For decades, he doggedly worked on the project of an Atlantic crossing by a model aircraft. In an article entitled "Two Sunsets and still Airborne"; he gives a fascinating account of the history of his masterpiece. He suggests that he owes his success to his good fortune of "having been born, in 1926, into the Golden Year of aviation",

Maynard Hill, in his own words, "fell to the temptation of an addiction to balsa wood and glue" as a child, developed a multitude of models and procedures and at last reached the point in summer of 2002, of being able to realise his dream of sending a model over the Atlantic Ocean. He had to rely increasingly on the help of good friends, being handicapped by rapidly deteriorating eyesight.

Three attempts with type TAM 1 to TAM 3 (TAM stands for "Trans-Atlantic-Mode-

failed. The last attempt was ended on August 19th by thunderstorms and severe turbulence after 8 hours, 7771 km into the Atlantic. So there was to be no success during 2002.

In 2003 the attempts continued and at last, in the evening of August 9th, the miracle happened: TAM 5 left the American continent in the direction of Europe and transmitted - less regularly than expected - reports about position, course, airspeed, altitude and engine RPM via satellite. At times, the reports caused concern, altitude and engine revs constantly changing - perhaps due to weather conditions -, from time to time the reports failed to arrive altogether.

But then, after 37 hours 15 minutes after take off, the model reported from within 113km of its target, heading towards the intended landing area. The nerves of all concerned were strained to breaking point. So much could still go wrong. But at about 2pm "the man at the other end of the flight plan", Dave Brown made visual contact with TAM 5, took over radio control of the model, stopped the engine and landed it after gliding approach within 12 metres of the intended point of touch down after a flight of 3028.5 km and 38hours

52minutes and 19seconds. "I was not ashamed of my tears," writes Maynard Hill, and he was not the only one of the team with moist eyes.

So what sort of a model is it that is capable of such a flight? TAM 5 was built of balsa wood with a span of 1.83m, 1.88m fuselage length and a wing area of 71.55dm². Empty weight is 2.72 kg and 4.993kg with a full complement of fuel, seven grammes less than the maximum 5kg permitted by the FAI. The specially designed autopilot with GPS receiver and inclusive of all electronics and mountings weighs 250gramme. The 10cm³ 4stroke engine - no longer in production - had been modified for the flight. At a consumption of only 57 gramme per hour, it enabled the model to maintain an average speed of 77.9kph, the result of painstaking planning and meticulously precise experiments.

An admirable achievement, a bare human lifespan after Whitten-Brown (1919), after Lindbergh (1927) and after Köhl, Hünefeld and Fitzmaurice (1928), which proves how much innovative imagination is to be found in model aviation.

Ein Modell fliegt von Neufundland nach Irland

Die US-amerikanische Fachzeitschrift „Model Aviation“ (Modellflug) veröffentlichte eine nahezu unglaubliche Neuigkeit, die bestimmt jeden Flieger, gleich welcher Couleur, begeistert. Die einschlägigen Magazine werden sicher ausführlich berichten.

war die Nachrichtenübermittlung besorgniserregend, Flughöhe und Motordrehzahl änderten sich ständig - eventuell wetterbedingt -, zeitweilig blieben die Meldungen ganz aus. Doch dann, 37 Stunden und 15 Minuten nach dem Start kam die Meldung, das Modell flog 113 km vor seinem Ziel dem vorgesehenen Landepunkt entgegen. Die Nerven aller Beteiligten waren bis zum Zerreißen gespannt. Was alles hätte noch...



TAM 5, Punktlandung auf der „Grünen Insel“

Foto Ronan Coyne

am 8. August 2003 um 19:45 Uhr Ortszeit

...igten waren bis zum Zerreißen gespannt. Was alles hätte noch...

wenig
5 kg. Der
Empfang
Befestigung
10 cm³-
tion, w
brachte
nur 57 g
digkeit v
ger Über
durchge

Eine be
knappe
(1919).
Köhl, H
beweist,
Modellf

Der Var Weltre

Als ein
Segelflu
von Art
1921 zu
erstmals
rekorde
len. Sei
Richtung
kunden
Lande



Cliff Charlesworth models

Whilst visiting a mutual friend recently, I was fortunate to meet Cliff Charlesworth, the well known designer, builder and pilot of many vintage and classic models. He has been good enough to send some photos of his projects for the VGC News. He tells me that most of the gliders featured in the photographs are 1/4 scale and require good

Top: Huetter H17 with Cliff himself doing the launch and Huetter H17 flying—could be the 'real' thing. Is that a 1/4 scale Nick Newton in the cockpit?

Right: Cliff's very own Ka-3 in Flight

*Below: immaculate Ka2B.... And it's finely detailed cockpit
Bottom: little and Large – ASK18 DNJ
Bottom right: beautiful 1/2 scale Lo-100*

knowledge of modelling to put them together. It was difficult to choose from the large selection Cliff sent me, but here are some of them. Thanks Cliff. -

David Shrimpton.

The German Gliding and Model Aircraft Museum Trust

We have reproduced the mail-shot from the Gliding Museum at the Wasserkuppe just in case there are some members who have yet to visit this excellent centre of gliding history.



From the 'Old Days'

by Chris Wills



I don't know how much this has to do with the fatal accident to FRANK CHARLES in the first PETREL, when he turned away with the cable still on, during a winch launch and was pulled into the ground during the National Contest of 1939 at Camphill. Both John Furlong and Martin Simons saw the accident. The cable was not cut at the winch and the Petrel's cable release was not designed to back release. It is not known whether the Germans had back release hooks by that time. This is the story about the Otfur back release hook and those who were involved with it. (Otfur stands for OTTLEY MOTORS and FURLONG)

The following was taken from the Sailplane & Gliding Magazine of October/November 1966 and is John Furlong's Obituary for L.C. OTTLEY. "Leonard was a fine example of a "back room boy". He ran a garage and repair workshop in a yard behind some shops near Alexandra Palace. He had been a fitter and probably a rigger too, in the first War, of which he seldom spoke. He was a shy retiring man who found difficulty in mixing with his fellows and, as often is the case in these circumstances, he assumed a somewhat aggressive front. He first became known to me in 1940 when the R.A.F decided to introduce gliding into the A.T.C (Air Training Corps i.e. Air Cadets) under pressure from Air Commodore Chamier.

For economy reasons it was decided to set the Cadets to build Cadet gliders from Kits of parts supplied by Slingsby. This

Above: the wreck of the 1st Petrel at Camphill, July 15th 1939. Original photo by A.E.Slater

Below: John Furlong, taken at the National Contest at Camphill in 1949 or 1950. Photos: from the Chris Wills collection.



proved to be an almost impossible job, due to the lack of know-how and time. Ottley appeared on the scene and I was the contact man. I soon found that L.C. hated officialdom and was suspicious of anybody in uniform. Fortunately, I was also a garage man, but even so it took a long time to break down the barriers and get behind his façade.

He turned out to be a really first class

engineer, with all the enthusiasm and know-how we could possibly want. As long as we could keep the high-ups, as he called them, at a respectable distance, he could, and did, work miracles.

In the early days of A.T.C. Gliding, with very few instructors and poor equipment, we broke the gliders, and Ottley received them on Monday mornings to get them ready again for the next weekend. He, with a few reliables and a number of women and girls, got down to the job in earnest- patching, repairing and building gliders.

The OTFUR hook came to perfection in his capable hands, and in fact, he made dozens in the first year. The basic idea was explained and a cardboard model produced, and when he realized the vital need for such a hook he worked on it almost day and night

until it gained A.R.B. approval. The now almost universal landing wheel was popularised by Ottley being willing to experiment with position and size, often at short notice, working weekends and long into the night. Fortunately, there was little knowledgeable official inspection, so experiment was fairly easy, and we, who had to fly the machines had complete faith in L.C.'s skill and ability. To spend an hour or two with Leonard in his private workshop was a revealing experience for any engineer; his array of tools, the condition of them, the loving care bestowed on them and his amazing ability to use them, made the best of us feel like apprentices.

Work was his hobby, as seen in his many models, particularly a wonderful railway engine complete and to scale in every detail, made by his own hand, every nut and bolt. Also he made a grandfather clock, which he claimed, (and I believe him), did, among the usual clock indications, something which appears every 6,000 years. He liked to expound on this and his audience never really knew if it was a leg-pull, or not.

He could make anything and would in fact have a go, especially if one quietly suggested that it was even too difficult for him. He kept monkeys, which he seemed to understand and like better than men. We who were privileged to know L.C. recognised our good fortune to have met a genius. He was a great character. I wish there were more like him. J. F.

(The Otfur Back Release Hook will have saved countless lives, and may well still save many more. John Furlong was far too modest to mention his contribution towards it. CW).

From the 'Old Days'- 2

IN THE SAME S&G COMES AN OBIT. FOR R. PHILIP COOPER, written by Philip Wills. I have decided to reprint it as Phil Cooper was mentioned by Peter Ross in his recent articles in VGC News concerning the Rhoensperber and Scud I, when he was involved with them.

Phil Cooper was one of the three original 1936-1940 owners of the airworthy currently RHOENSPERBER BGA 260. Jack Dewsbury and Kit Nicholson were the other owners. "Phil Cooper died on August the 2nd 1966, after an operation at the age of 64. He had been living on only about half a lung for many years and only his courage and tenacity can have kept him going for so long. Phil was one of the kindest and most generous of men. I have been plodding

ing one minute, and I thought this must show that he was still in an early stage of proficiency, until I noticed that my own flight that day lasted the same time—we were indulging in a spot landing competition from a winch launch.

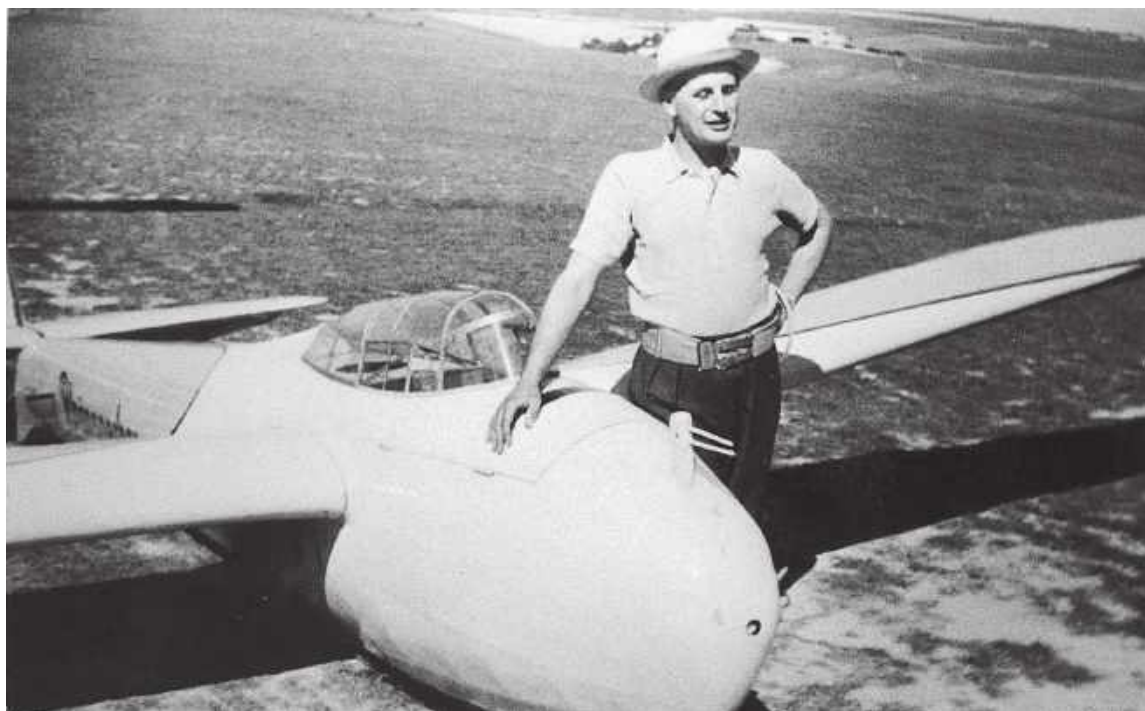
In 1936, the Bussard was changed for a Rhoensperber- of which the rather sad remains are still in the hangar at Dunstable. (Since restored to airworthy condition by Fred Stickland and Rodi Morgan in one of the greatest and most important Vintage Glider Club restorations of all time)." For during the war, the Sperber got left out in its trailer in the rain, and never recovered. Phil was the "baby" in the Sperber Syndicate and his good nature was so overwhelming that it was difficult not to take advantage of it. In the September issue of "SAILPLANE" there

before one of these early flights". The wind would then drop, Phil would descend, thermals would start, and his partners would share the subsequent flying. Anyway, on one of these early flights, Phil got his Silver C duration. It took him to August the 7th 1939, to get his distance, and I don't think that he ever got his height. As Silver C's were in those days issued by ISTUS, a German body, I doubt if they would have got round to it if he had, as other things intervened.

During the war, Phil ended up in the Glider Pilots' Regiment, a pretty extraordinary feat since he was far from fit, which prevented him from getting beyond the early stages. But he remained a fanatical devotee for the rest of his life, and was the Secretary of its Post-war Association for many years.

His record as a pilot in sporting gliding does not read very impressively, but I remember him, as will all old-timers,

Right: Philip Cooper with his Rhoensperber BGA 260 at the London Club in 1938. This aircraft is still at the LGC and is airworthy thanks to the efforts of Rodi Morgan and Fred Stickland. Original photo by Dr Slater. Photo from the Chris Wills collection.



through my old SAILPLANES but I haven't found when he first came into gliding. He gained his C on the 29th of July 1934. In 1935, he joined with Jack Dewsbury and Kit Nicholson in one of the first syndicates, buying the RHOEN-

BUSSARD, which Joan Meaken (later the late Joan Price) had aerotowed over from Germany the year before, and they came and competed at the BGA Competitions at Sutton Bank. On the first day, I noted that Phil had two flights each last-

is a rather sad little picture of him beside the glider, muffled up to the nines swigging a cup of cocoa. The caption reads: "R.P.Cooper, who was launched at 7.24, 6.40 and 6.55 on three consecutive mornings is here seen taking nourishment

because he was enthusiastic and kind and generous and completely unselfish. We shall always need people like Phil and they will always be remembered with affection". P.A.W.

Extracted and reproduced by CW ■



Subscribe to this glossy magazine which appears six times a year and usually includes an article on vintage gliding and other topics particularly interesting to mountain fliers. Annual subscription 90,000 lire (46 Euros) Write to Centro Studi Volo a Velo Alpino, Aeroporto Paolo Contri, Calcinate del Pesce, 21100 Varese, Italia.

CLASSIFIED ADVERTS

Small advertisements are free to members and are charged at the joining rate for non members. Send your adverts to *The Vintage Gliding Club*, address on inside front cover.

FOR SALE

Olympia IIB BGA538 built 1947. This lovely glider has been flown regularly until last winter. This years CofA revealed a cracked aileron drag spar together with some evidence of glue failure. It comes with a full history, from its first flight up to the present. It is in an excellent metal trailer with rigging aids and parachute £1500ono. Trailer or aircraft could be sold separately. Contact Eric Barnacle, 59 Leyfields Crescent, Warwick CV34 6BA tel 01962 775411

Slingsby Swallow BLU (BGA 1061) due to restoration projects filling workshop, three year restoration finished 2002. Fully stripped, all moving parts inspected and re-finished. New cables, bolts, pins, bushes etc. All structure made good, Rhodious varnished and recovered with Diatex HT. Flies and soars beautifully, good height off winch with rear hook. Photograph of BLU in VGC News No. 109 (Summer 2003) page 34. Can e-mail detail photographs taken whilst rigging. On open trailer, with CofA and quite a few Swallow spare parts. £1500 Contact jmbrookes@supanet.com or phone 01507 450555

T31 parts: Skid, windscreens, complete dual stick assembly, wheel, tyre & tube (2 off), wheel box complete, stern post and fin (inc. metal fittings), rudder pedal metal covers, seats, Cosim and flask, headrest, long wing pins plus some metal fittings. All new and un-used. Wing struts (4 off), elevator re-built and recovered. Used struts and bracing cables. Prefer to sell as one lot. Margarethjames@aol.com / 01749 841084

OLYMPIA 2b and OLYMPIA 463

Bev Lee wishes to dispose of the late John Lee's two remaining gliders which can be seen based at Parham Gliding Club, Sussex. Contact Bev Lee. Telephone 01903 721099 or email: bev@lightwings.co.uk

Vintage Olympia 2B. This wonderfully restored Oly 2B with open trailer is offered for sale on behalf of the widow of our former aircraft member, Mr Alan May. Built in 1947, it is works no. 6 and BGA no 505. It was lovingly restored by members of our club and flew until its owners sad demise. It has its original logbook with a wealth of information. Finished with a red fuselage and 'sunrise' red and white wings it is in great condition. It has been hangared since its restoration. £2500 ono. Paul McLean <Paul@gliderclean.fsnet.co.uk> Le Mistral, 29 Shepherds Fold, Swaffham, Norfolk, PE37 7TR, United Kingdom.

Pilatus B4. pc11 AF, BGA 1841. Jim Mace 01980 632401

Ka2 -Belgian registered as OO-ZQB. Fresh CofA issued 15 May 2004 colour yellow with red stripes. Manuf. date 1955. Hours flown since major overhaul 509. Fully equipped including SB7 electric vario and Dittel radio. Including certified enclosed trailer. 6000.no vat. This Glider without trailer 4000. Available direct. Need more info? Contact: Piet de Crom, The Netherlands fax 0031 164 620190 or Email aviation.asap@wxs.nl.

Argentinian Grunau Baby for sale.



Grunau Baby.

I'm Gabriel Irico. I live in Venado Tuerto City, Argentina, South America and I'm part of a Directive Commission of an Aero Club of my city. We have a very nice Grunau Baby III in perfect flying conditions and with all papers in order. We want to sell it.

This sailplane was made here in Argentina (in a kit I guess) in 1974. It has about 400 hours of flying from new. I'm sending a pair of pictures (see left) and a copy of papers. There's not a big market here for this beautiful bird and now our glider activity is a little poor in our club. Also we have a two seat Blanik and a PW5.

The baby does not fly so much these latest months and that's why we think to sell it. If you know of some people that could be interested please contact me by email. Thank you very much. Gabriel Irico, Venado Tuerto, Argentina. e-mail: agirico@cevt.com.ar

WANTED

T31 Tandem Tutor in airworthy condition. A trailer for the glider would also be a real bonus. David Gibbs 01935 841120 / 07736 319293 / david_john_gibbs@hotmail.com (Portsmouth, UK)

Equipment Wanted: Instruments, barographs, Radio installations, parachutes, oxygen equipment etc. Any condition. All offers welcome. Please contact Raymond van Loosbroek, Deken van der Cammenweg 19, 5384 LV Heesch, Netherlands. Tel 0031 412 451401

Information Wanted. I'm looking for technical information on Elfe PM3 sailplane. I'm a modeler and I'm interested to build a 1:3 scale model. I'm not able to find 3 view drawings in Internet. Could you help me? Thanks in advance, Perini Massimo, Via donatori di sangue, 10 37069 Villafranca di Verona ITALY. Email: perini.massimo@tin.it

Bocian CCN

Marc Morley has now emigrated to New Zealand and has sent us this picture of his Bocian (see VGC News 110) which he says "is no more". Best of luck to Marc and Debbie from all at the VGC.



“The telephone call from Varna”

Otto Brautigam was one of Germany's outstanding prewar glider pilots and was one of the four pilots to reach Brno during the 1935 Rhoen contests flying the ancient and very heavy DB-10 “Dresden” single seater. This was a 504 kms world distance record, which was credited to Rudolf Oeltschner, whose Condor 1 broke up during the aerotow retrieve from Brno (Brunn).

In 1938, the Soviet pilot V.M. Il'tchenko and Emerik on the 27.5.37 flying a Stakhanoviets two seater, had flown a new World Record two seater free distance record of 407 kms from Moscow to Selezai. In 1938, the German pilots Ludwig Hofmann and Otto Brautigam tried to recapture this record for Germany flying Kranich 2B-1s (Kranich 1s) for two times 400 kms by Ludwig Hofmann and by Otto Brautigam with 365 kms and 395 kms. As far as we know, these were the furthest flights ever flown by Kranich 2B-1s. (known to many people as Kranich 1s). After 1950, Kranich 2B-2s (known to many people as Kranich 2 s) were flown 511 kms and 541 kms by Polish pilots, these being World's Goal flight records. The last of the Kranich 2 s was a Polish built Zuraw 2.

Now for the incredible story of the Flight to Varna.

“They will be telephoned from Varna.” Before a wall map in the Geographical Institute in Sofia stood two German glider pilots and a number of gentlemen from the Bulgarian Aeroclub and the Press.

The two Germans had come by air from Berlin. One was Otto Brautigam, the leader of the German Gliding expedition, in the aerobatic Habicht, which had been towed by his comrade Rudolf Heinemann.

They were discussing together the possibilities of distance flights within the frontiers and over the country as a whole. They came to the conclusion that the furthest distance that could possibly be covered in the geographical conditions, was to Varna on the Black Sea. This was a distance of about 400 kms, a distance never before flown in a two-seater. The gentlemen from the Aeroclub and the enthusiastic pressmen misunderstood the conversation and, on the next day, in every morning Sofia newspaper, were the bold headlines “THE GERMAN GLIDER PILOTS ARE TO FLY TO VARNA!”

What to do now? The time was limited and the climatic conditions were completely unknown. The Kranich, in which distance flights were hoped to be achieved, nestled still well packed in its railway wagon, and had not even arrived. This is the short preface to a flight that caused a great impression not only in Bulgaria.

The aerobatic demonstrations with the Habicht caught the imagination of the lively Bulgarians but the possibility of the flight to Varna gave Otto Brautigam no more quiet moments. As if to prepare for this, he flew in thermals during the next days to over 2,000 metres height. Two difficult questions remained for him to solve.

1. Would I find sufficient areas of lift in these no wind, hot weather days, which had already lasted for five weeks?

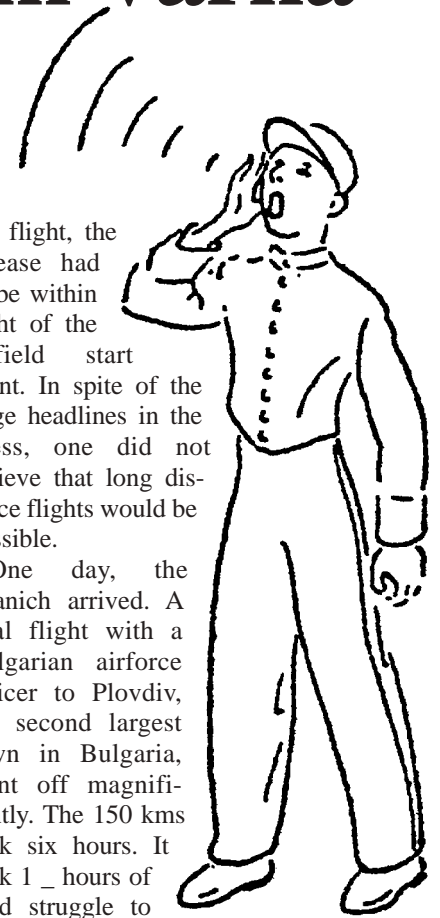
2. How would I get over the mighty ridges of the almost 3,000 metre high Balkan mountains which ran from 18 kms away from Sofia to the Black Sea? An aerotow to the mountains was out of the question as for official recognition of

the flight, the release had to be within sight of the airfield start point. In spite of the huge headlines in the Press, one did not believe that long distance flights would be possible.

One day, the Kranich arrived. A goal flight with a Bulgarian airforce officer to Plovdiv, the second largest town in Bulgaria, went off magnificently. The 150 kms took six hours. It took 1 _ hours of hard struggle to get over the “Balkan”. The “Rhodope” and “Rhilagebirge” made with its 3,000 metres height an overwhelming impression. As is the Holy Mountain of Japan, Mt Fujijama, it climbed gently from the Bulgarian fields of sunflowers upwards to eternal snows.

The officers on the Plovdiv airfield left the doors of the hangar, in which the “wonder bird” stood, open. They simply did not want to believe that Brautigam had flown over such a mountain with a passenger in an engineless aircraft.

A further distance flight of 252 kms, was made to the North in 8 hours. Again,



Otto in DB10 after world record flight
502kms - Wasserkuppe to Bruenn 29/7/35
Photos: from the Chris Wills Collection,
originals from A.E. Slater

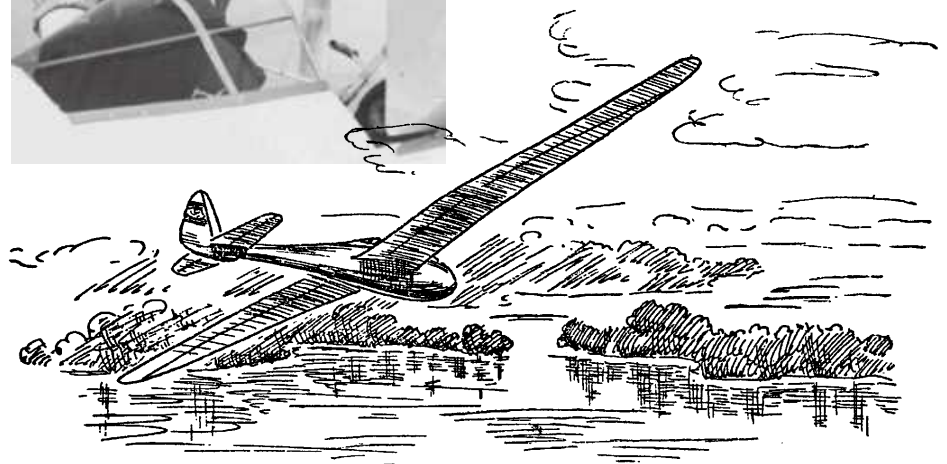
it was a great struggle for every metre height to cross the great wilderness. The landing took place amid huge herds of cattle and amazed the farmers of the little village of Wodica. In the Hotel in Sofia, the other members of the German Gliding Expedition remained in ignorance of the fate of the two pilots, as there was no telephone connection with Sofia. However, during the next morning, the brave "Stieglitz" towed them back.

Now, it was decided basically that a goal flight to Varna was not impossible, but very risky. The outlanding possibilities far outweighed the chances of coming through, as the weather did not change, with one day after the other of burning hot, windless days. What then happened can no one better than Brautigam himself describe. *I decided on the next day to inform the Bulgarian Aeroclub that today my flight to Varna would take place. With a Bulgarian Lufthansa mechanic as translator as passenger, I took off and released over the Sofia Airport. During both the first two hours, I did not say a word to him. First over the mountain giants of the Balkans had I time to wipe the many beads of sweat from my brow. But now came the reward. With 4 to 5 metres /sec lift, I flew more than 100 kms away over the huge

a telephone call had been received from Herr Brautigam in Varna. Otto Brautigam was now very thankful for the press publicity which had given him the impulse to try the flight to Varna.

He did not say much about his flight. One had to imagine his hard struggle for

every half metre during the critical moments. How he had to stare at his variometer and hold his breath while discovering whether he would gain or lose height. He did not see the beautiful old monasteries, the fruit bearing meadows, the great herds of cattle, the farm houses in the deep ravines and the sun bespangled snowy mountain peaks. He saw not the 200 kms long world famous Valley of the Roses, from which the scents of millions of roses are carried to great heights by the thermals. Otto Brautigam flew over the heart of undiscovered Balkan lands, over Bulgaria, as an aerial adventurer. While flying over the fortress of Sumen, he had no time to view the near-



Top: Otto prior to take off Kranich II. Right: Otto in Kranich II. The line drawings are from the book mentioned in the text, "Segelflug im Aufwind", 1943 by Weiner Hilger.

mountains. After five hours, I had 250 kms behind me. About 60 kms from the goal, I found over the fortress of Sumen the last cloud that would give me height.

I climbed until I had the very last centimetre of height and reached over 3,600 metres. From this height, I knew that I must reach Varna and started my final glide. Suddenly I felt that I had a light headwind from the Black Sea which sucked in land a thick haze. At last, I saw the great lake at the other end of which, according to my map, should lie the town of Varna. I had still 1,500 metres height when I saw below me in the haze the town on the Black Sea.

At 19.45 hours, I landed with my passenger. Black bearded Turks and veiled women approached very cautiously, amazed at the huge bird. Almost 400 kms had been flown. The hotel guests in Sofia still today can not understand why a veritable tumult broke out at the table of the German Gliding expedition, when the Hotel boy indicated by sign language that



by villages of German settlers, as the German settlers from the Siebengebirge had built in the Black Forest.

To end, there lacks a description of the days of relaxation at the "Bulgarian Swinemunde", in Varna, the Queen of the Black Sea. Everybody else would have spent their days well. He could have relaxed on the snow-white beach or swum in the sea or in the Sea Garden before the Casino, or rested under the high palms and cypresses. He would have none of this. One hour after landing, he had loaded the brave Kranich on to its trailer and started back to deliver his pas-

had enough height for at least another 20 kms, and the World's two-seater goal distance record, had the Black Sea not been there to stop him, and should there have been enough daylight to allow him to continue. The wing loadings of the Kranich 2 and Stakhanoviets were similar (just over 4.1 lbs/sq.ft). So all that was needed was for the Kranich to have a good tail wind and enough territory for it to fly over, and the world records for distance for two-seaters could have fallen to it. As it was, in 1952, a Polish Kranich 2 (Zuraw 2") was flown over 540 kms for a world's two-seater goal flight record for Poland.

was finished. He was not embarrassed. The embarrassment was for the young pupil, when an hour later, the World Record Holder and Chief Gliding Instructor greeted the new course.

During this time, he was aerotowed to Sweden, as he had been to Sofia and Paris. He was aerotowed in a Kranich from Sylt to Norrkoping in Sweden. From there he flew with a press reporter 150 kms to Stockholm, He escaped from an arrival in two Swedish lakes by a hairsbreadth, and arrived after a masterful landing turn, three minutes late, before the airport buildings in front of about a hundred people from films, radio and the press. You cannot imagine his relief when he opened the canopy apologising for his lateness, and his passenger was heard to say. " Na, I could have even delayed Lufthansa for three minutes !!!."

In 1940, Brautigam was secretly confined, with other Rhon Contest glider pilots on an airfield, in preparation to fly troop carrying DFS 230 gliders for the attack on Eben Emael. This operation went off successfully only after Hanna Reitsch, who was not one of them, had used her influence on high to allow them just one practice flight !.

We think that his fatal accident with the Gigant in 1941 was due to a C of G problem but Otto may have had some idea about it before take off. May glider pilots and their aircraft never again be used for military operations. Such was the tragic destiny of a truly great glider pilot.

C.Wills concerning Heini Dittmar's original Condor 1, which was taken on the German South American expedition in 1934. Was it sold in South America while Heini was there in 1934? The reason for this question is that a Condor 1 was flying in Argentina for a long time after 1945 and once flew 500 kms. Could it have been Heini's first self built Condor 1, which flew a World's height record in Brazil in 1934? Hanna Reitsch's Grunau Baby 2, which was taken on the 1934 German South American expedition, is said to be in Brazil and is still almost airworthy? Heini was in 1934/5 building his improved much faster Condor 2, which he flew in the 1935 Rhon Contest with some brilliance and so, is it unreasonable to expect that his Condor 1 was sold and left in South America in 1934?

Please send information to:-
C.Wills, Wings, The Street, Ewelme,
Oxon OX10 6HQ, England.
Tel:- (0)1491-839245. ■

Hannah Reitsch, Wolfgang Spaete, Otto Brautigam at the Wassekuppe



senger to Sofia before going on to Germany, to undertake new endeavours. Germany, already in its time of duress, needed him. That to day the Bulgarian Airforce is friendly with the Germans, gives this flight to Varna another valuable meaning. Not only the Bulgarian officers will remember the flight as a brilliant achievement by Otto Brautigam, but also the boys who helped him, have not forgotten him.

This article was translated from the book published in 1943 "Segelflieger im Aufwind" (Glider pilot in Lift) by Werner Hilger. The article concerns a flight carried out in Bulgaria in 1938. It was not reported very much in Germany or in other countries. By 1943, Brautigam and Bernhard Flinsch were already dead. They were killed testing the ME 321 "Gigant" and Hanna Reitsch had wanted to be with them and had only been prevented from climbing aboard by the action of Brautigam himself. As Brautigam's accident was not reported in the book, we wonder if the book was a later reprint or perhaps his death was secret?

It is clear that as he arrived over Varna with still 1,500 ft height, he would have

Brautigam had come fourth in the 1938 Rhon Contest while flying one of the first two Weihe's. He carried out the second longest distance flight of the contest (429 kms). He came 5th in the 1939 Rhon Contest flying a Condor 3.

On the 12. 7. 38, the two seater distance world record was increased again by the Soviet pilots Iltchenko and Savtsov by their flying a Stakhanoviets 619 kms from Moscow to Ouchnia. At this point, the German pilots felt that the record was unbeatable in the relatively weak German thermal conditions.

Otto Brautigam became the CFI of the Grossruckerswalde Gliding Centre. Here is a story from there. A hundred new pupils had just arrived but the CFI had had no time to greet them. The pupils had to first eat, and then, naturally they had to clear up and some of them were washing up. Work in the kitchen was always popular as everyone was hungry after hard work. Then, Otto Brautigam happened to come in. A very young pupil, who did not yet know him, threw to him, as Otto also looked young, a dish cloth with the words.. "Here, make yourself useful"! Otto Brautigam turned round and did not throw the dish-cloth back, but used it with the greatest dexterity until the job

