



# VGC News

No. 114 Spring 2005



**Rally roundup**

**International News**

**Nyborg flying excursions**

**Polish gliding schools history**

**2nd VGC International Rally—31 years ago**



<http://www.vintagegliderclub.org>

## 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.

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**Front cover:** *Gerry Wild in the Hutter 17 built by John Lee (ex BGA 3897,) flying over the Golden Age air museum in Bethel, Pennsylvania. Towed by a 1930 Great Lakes Sport trainer. Photo by: Gilles Aullard.*

**Back cover:** *Grunau baby 2, HB-120, built 1934 by Schneider, Germany, flying over Sion (Valais, Switzerland) last summer. Photo by: Leonard Favre.*

### Notice to all members

The Rally Secretary is Graham Saw. Please forward details of any vintage glider rallies you may be planning to:  
e-mail:  
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### 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.

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#### Co-opted members

Margaret Shrimpton, Peter Redshaw (VGC website), Gayle Pearce



# VGC News

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## CLUB NEWS

# Chairmans address

This month we held our first committee meeting of the year, one which has already seen a great deal of activity, particularly with preparations for the Aerofair at Friedrichshaven. When welcoming our newest committee members I was struck by the motivation of the committee who are prepared to put so much of their spare time and energy into running the Club successfully. Perhaps this is because one only has to attend a major Rally to see the enthusiasm that our Club generates amongst pilots, family and visitors alike.

Recent administrative advances include a much improved website facility destined to keep our members and others updated on current issues and events. We now include minutes of our National and International meetings so that you, the members, can keep track of what's going on. VGC News continues to provide as wide an information base as possible whilst adding features, articles of interest and rally reports from around the world. In support of the tremendous effort being made by our German members at Friedrichshafen in organising a static display of vintage gliders for the public to view, a thousand extra copies of our news have been printed to hand out to visitors attending our stand there. Our presence at the Aerofair will also be marked by further honours being bestowed upon our President Chris Wills.

At home, a new innovation, sales of technical articles have recommenced with the first of a series of CD's being offered for sale. Thanks to Laurie Woodage, VGC Archivist for getting this initiative 'off the ground'.

Our Rally team (Graham and Tom) are finding it difficult to promulgate all the club hosted vintage events in time for publication in VGC News. The popularity of vintage gliding events with host clubs has made it difficult to promulgate or endorse all of them. In future, all rally information for publication will come from Rally Committee members Graham or Tom who will pass on that information to VGC News or the Webmaster direct. Clubs contacting VGC News or the Webmaster therefore should not expect their 'free advert' to appear in either.

From Poland comes news of a project (building of a replica PWS 101- see page 19) which I would like to think was inspired by our presence there last year. This project has obviously been well planned however, such projects require not just commitment from those undertaking them but also encouragement and support from others. I have often thought that the VGC should consider a sponsorship scheme in recognition and to give encouragement to such projects. Could this be a future role for the International Council, to recommend and endorse an award subject to funds being available? We are discussing this in the committee and hope to have a proposal for the AGM at the International Rally.

Once again Norfolkline Ferries has responded to requests from the VGC for a good deal for members undertaking the channel crossing with a glider, see inside for more details. Having travelled with Norfolkline last year I can recommend them.

Thinking further ahead, the opportunity to host the VGC Annual Dinner is still open to offer. If your Club is interested in hosting this most prestigious event, or you have an idea where it could be held, please contact one of the committee. Finally, with the rally season about to commence, we look forward to having a great time at the National Rally with the Kent Gliding Club, in their lovely surroundings at Challock. Look forward to seeing you there.

*David Shrimpton, Chairman*

## Membership secretary Chatline

January and the New Year seems to have started the same way that December and the Old Year finished - very busy.

Hopefully it would seem that everybody received their magazines just before the Christmas break and started to respond in a big way to renew membership for 2005.

During January I also found time to fly when the opportunity arose with the weather in gliders and motorglider which brightens the day and gives a better feeling when off the ground to remind what is coming along during the next few months.

Peter Redshaw must be congratulated for the wonderful work on putting

together the new website at [www.vintagegliderclub.org](http://www.vintagegliderclub.org) which has enabled more people to look at our activity and join our ranks as members. We have forwarded passwords to current members by email which will enable you to enter and look at the members section. For those members who may still not be aware of the passwords possible due to their email addresses which we hold being incorrect should contact myself or webmaster Peter, the passwords will be sent to current members. A new password is likely to be used each year. Always advise us early of changes to your email address to enable us to keep your records updated.

On the website there is a long list of rally diary dates this year and hopefully more and more people will show interest

and come to these events to look at or fly gliders and share their common interest with others and owners of vintage and classic gliders. Have good safe fun flying.

*Geoff Moore*

## Technical Ramblings from Peter Underwood

EASA; just what will be the effect of the EASA deliberations, particularly to the Vintage fraternity, is still not clear. Of one thing we can be sure, we shall be subject to tighter regulation and control. The comparatively benign self-regulation which we, in the UK, have enjoyed to date, will no longer obtain. Please be assured that the BGA and other interested parties are working very hard behind the scenes to tailor regulations, written

around Airbus and 747s, to the needs of recreational gliding.

Following the fatal break-up of a Ka 7 last year, and the subsequent intrusive inspection of wooden K series gliders, the BGA is considering whether inspection procedures for all wooden gliders should be reconsidered. Some K series airframes have shown considerable structural defects - hitherto hidden by the fabric covering. Although this is largely a problem associated with Kaurite glue, the longevity of modern synthetic fabrics begs the question "what is the rest of the wooden fleet like?". The high standard of restoration and maintenance of VGC gliders is recognised by the BGA. The VGC is not the target of these deliberations, but any revisions of, or additions to, inspection procedures will affect us all. Watch this space.

A problem has been exposed with New super Seam Cement. Apparently the Structure/fabric bond must be made while the cement is wet when using the "new" cement; the bond cannot be made by "rubbing through" with thinners. Always follow the manufactures procedures.

If you are considering importing to the UK a foreign vintage glider, make sure that it is a currently approved BGA type. Otherwise, you will have to show the BGA that the glider fully conforms with JAR 22; that would be a hard call for a vintage type! In any case, with the existing climate, talk to the BGA first.

**Summary of the minutes of the Executive Committee meeting held at Lasham Gliding Society on 6th March 2005.**

- Discussion about changes to the VGC rules. Several minor changes to be proposed at the next AGM. Chairman to arrange for printing of rules for distribution to new members by Membership Secretary.
- Chairman welcomed the new committee members elected at the AGM held at Gliwice. These being John Dredge (Treasurer), Laurie Woodage (Archivist) and Tom Edwards (Rally co-ordinator) and briefly recorded the achievements of 2004.
- The Chairman asked that officers of the Club consider the need for succession plans. The committee proposed a position initially of Vice President (UK) See rule 5b. It was agreed by a majority that Graham Saw should be nominated as Vice President (UK) at the 2005 AGM

**Diary Dates for 2005**

**21-24 April**  
**AERO 2005 Friedrichshafen, Germany. Joint event DaeC and VGC**  
 www.vgc-germany.de

**30 April-2 May**  
**Kirby Kite Rally, Haddenham**  
 Gayle Pearce gaylepearce@hotmail.com  
 01494 872029

**30 April-8 May**  
**National Meeting at Bourges & Dedale's AGM**  
 Gerard Marie 02 48 20 31 31

**21-29 May**  
**National VGC Rally Challock, Kent**  
 Bob Lloyd Bob.Lloyd@ukgateway.net

**23-29 May**  
**22nd International Spatz & Fauconnet, Terlet, Holland**  
 Piet de Crom aviation.asap@wxs.nl  
 Fax: 0031 164 620190

**11-12 June**  
**"Whispering Wardrobes" Rally, Booker**  
 Graham Saw graham@servotechnique.co.uk

**12-13 June Or 17-19 June**  
**Annual meeting OSV (Swiss), Schmerlat**  
 http://www.osv-ch.org/html

**25 June**  
**Old Glider Meeting, Pavullo, Italy**  
 Vincenzo Pedrielli

**25 June-3 July**  
**Camphill Rally, Camphill**  
 dlgc@gliding.u-net.com 01298 871270

**16 July**  
**Finnish Int. Vintage Rally, Jami Airfield**  
 Risto Pykala  
 Risto.Pykala@padasjoenlentokerho.fi  
 Tel: +358400594 3000

**16-26 July**  
**VGC International Rendesvous, Luftsportzentrum Oerlinghausen**  
 info@flugplatz-oerlinghausen.de  
 Tel: +49 05202 72477 Fax: +49 05202 72433

**27 July-6 August**  
**33rd International VGC Rally, Eggersdorf - Munchenberg**  
 Tel: +49 33432 736930  
 Fax: +49 33432 736931  
 gliders-eggersdorf@t-online.de

**6-14 August**  
**Int. Vintage Sailplane Meet (IVSM), Harris Hill, Elmira, USA**  
 Jan Scott flycow@flycow.com

**20-21 August or 27-28 August**  
**OSV Bungee launching, Churerjoch mountain site, Switzerland**  
 willy.fahrni@bluewin.ch  
 www.osv-ch.org/home/-f.html

**27 August-4 Sept.**  
**Slingsby Rally, Sutton Bank**  
 Phil Lazenby lazenby98@onetel.net.uk  
 Enquires to: enquiry@ygc.co.uk  
 01845 597237

**Other Events**

**14-16 May**  
**Franco-Swiss meeting, Bellegarde**  
 Christian Dechelette  
 0041 227674 337 or 06 71 46 76 72

**25 June**  
**75th Birthday Classic Celebration, Dunstable**  
 Geoff Moore vgcmemsec@btpopenworld.com

**2-3 July**  
**Vintage & Balloons, Husbands Bosworth**  
 Keith Nurcombe keith@johnsonjoinery.co.uk

● Proposals for the Annual Dinner were discussed. Proposals will need to be received no later than end June 2005.

● **Treasurers report.**

Note. These minutes officially record that John Dredge has been elected as the Treasurer for the Vintage Glider Club and is the recognised signatory and representative for the Club. The figures reflect an excellent year for the Club, increased activity in every direction (income and expenditure) including substantial investment in both website and archive activities.

● **Technical report**

The Technical officer continues to respond to 'global' queries and reminding us of the impact brought about by EASA in particular. Peter Underwood stated that the BGA has expressed concern about wooden gliders (not just vintage) in the light of a recent failure to a Ka7 in particular.

● **Archivist**

Laurie Woodage has produced in collaboration with VGC member Robin Birch, a CD containing information on the

Slingsby Cadet series of gliders. Laurie sought approval to offer this for sale to VGC members at an agreed price.

● **Rally secretary**

Graham Saw stated that the popularity of vintage gliding events with host clubs made it difficult to promulgate or endorse all of them. VGC rallies include any rally that has been 'generated' by VGC Committee members and vetted by the Rally Secretary or Co-ordinator (not just the National Rally's, Rendezvous and International Rally). Clubs contacting the webmaster direct should not expect their 'free advert' to appear in our web.

● **Any other business.**

Membership forms are currently inaccurate in that they refer to classes of membership not covered in the Rules. Action: Membership Secretary

Membership secretary raised the issue of non-VGC members participating at International VGC rallies. All agreed that this is the responsibility of the host club as stated in the International Rally Guidelines.

# Vintage Weekend at Hus Bos

July 2nd/3rd 2005

Hello all,  
For my sins, I have been roped in to organise the second weekend of the National Gliding Week at Husbands Bosworth the 2nd & 3rd of July. The focus is Vintage and balloons, so it should be the most colourful weekend of the year, notwithstanding the Junior Worlds Championships which follow this important event.

I appreciate that, this late in the year, many of our members will have already found things to do on those dates, but perhaps you would be kind enough to list it in Forthcoming Events. I intend to extend the invitation to the Vintage

Aeroplane Club too, as well as to the local chapter of the Vintage Motorcycle Club, so there should be plenty for everyone to look at, or even drool over.

If you wish to make a week of it, the previous weekend is being organised by someone else, aimed at visitors and non-gliding types in particular, but with the aim of attracting them to take an interest in our absorbing sport. There will be a marquee, and activities all week, with catering services and plenty of club "organisation" (in contrast to the National Rally last year, which sadly never found an organiser to pull the loose ends together). Those of you who have never

visited Hus Bos will perhaps be keen to know that there is a good clubhouse with bar, cafeteria, accommodation, showers, camping and even caravans to hire. Visit the website at [www.thesoaringcentre.co.uk](http://www.thesoaringcentre.co.uk).

Naturally, this is an opportunity to both enjoy ourselves and do a bit of good by showing off to the uninitiated. There will be the prospect of trading glider flights against balloon flights (multi-seaters only, of course). Those with single-seat gliders will be able to trade a flight in a balloon against a flight in a club two-seater. Last time we did this, it worked well, and beats paying commercial rates for ballooning.

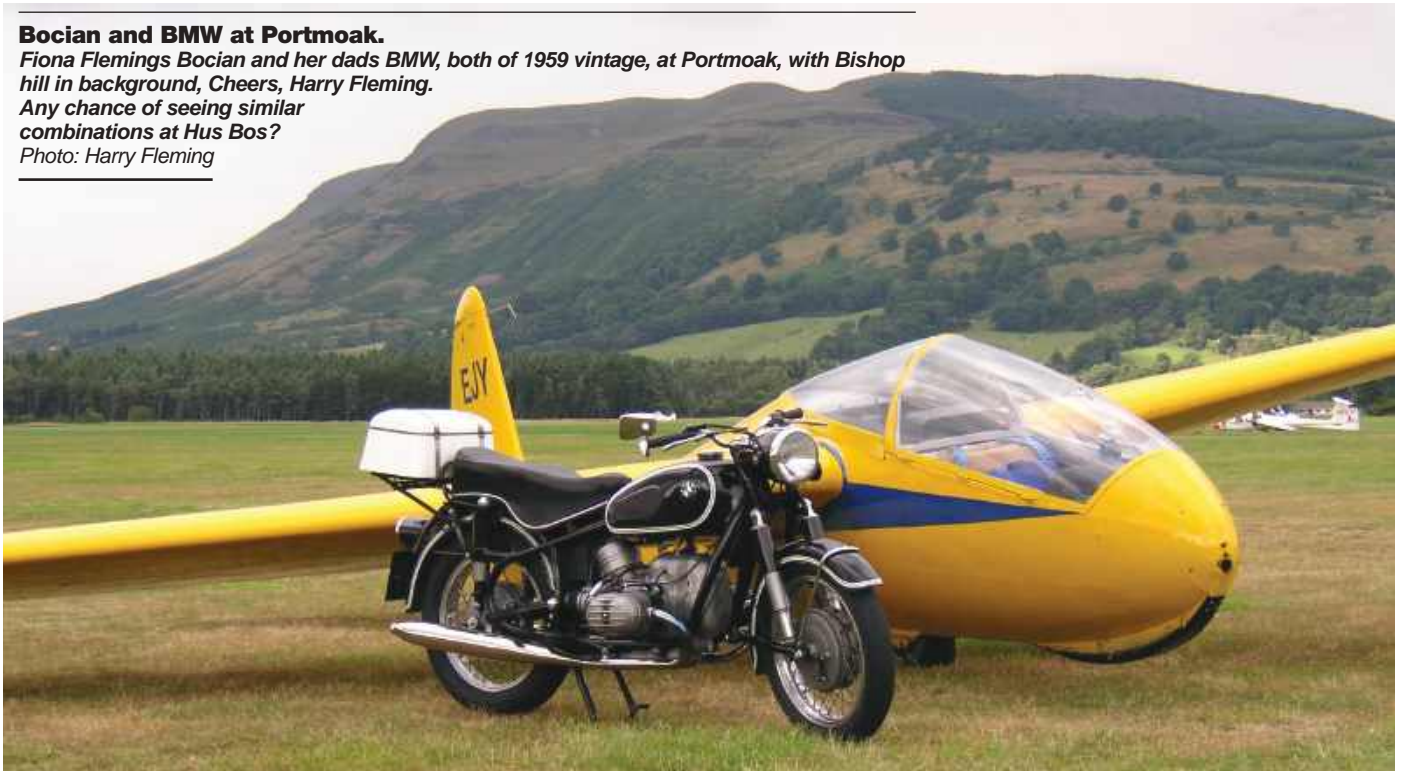
I hope to see you there. If not, I'll catch up with you at one of the other rallies this year (unless you catch up with me first). Regards, *Keith Nurcombe*.

## Bocian and BMW at Portmoak.

*Fiona Flemings Bocian and her dad's BMW, both of 1959 vintage, at Portmoak, with Bishop hill in background, Cheers, Harry Fleming.*

*Any chance of seeing similar combinations at Hus Bos?*

*Photo: Harry Fleming*



## NEW MEMBERS

Welcome to the following new members

2407 Ian Gallacher	UK	3075 Capt.Leyland Cowie	USA	3088 Erik Goecke	Germany
2408 Beryl Clarke	UK	3076 Jan Eklund	Sweden	3089 Michael Trowbridge	UK
2409 Johan Staessens	Belgium	3077 Leif Gustavsson	Sweden	3090 Ian Smith	UK
2410 Heinz Soll	Germany	3078 Sveneric Gelin	Sweden	3091 Alison Smith	UK
2411 Viri Lenil	Czech Republic	3079 Evan Pole	UK	3092 Christian Franken	Germany
2499 Brendan O'Brien	UK	3080 James Mattocks	UK	3093 Dylan Collins	UK
3069 Thomas Smith	UK	3081 Torgil Rosenburg	Sweden	3094 Fritz Bauer	Germany
3070 Christian Langenau	Germany	3082 Ulf Jonasson	Sweden	3095 Reinold Meier	Germany
3071 Paul Rose	UK	3083 Anders Ronnemark	Sweden	3096 Schollaert Pierre	Belgium
3072 Peter Hardman	UK	3084 Ian Burgin	UL	3097 Patrick Govers	Belgium
3073 Steve Dicksee	UK	3085 Peter Walley	UK	3098 Simon Urss	UK
3074 Jonathan Rolfe	UK	3086 Celine Walley	UK	3099 Bob Bertram	UK ■
		3087 Brian Colthorpe	UK		

# 31 Years Have Flown

## *The 2nd. International Vintage Glider Rally*

*1st to 9th June, 1974 at the Wasserkuppe as recalled by Karl-Heinz Kellermann.*

### Urprung; Origin

To make it plain how this event came about, we must first take a look at the year 1973. At that time, in Britain, many glider enthusiasts are flying and taking care of old gliders. Christopher Wills – son of Philip Wills, one time Glider World Champion – and Ken Crack invite pilots to come to an “International Vintage Meeting” at Husbands Bosworth on 26th. May to 3rd. June of that year. Twenty vintage gliders from Great Britain, two from Switzerland and one from Germany participated in this event. During this meeting the Vintage Glider Club is founded, and Chris Wills chosen

to be President of the Club. So this meeting can then be legitimately called the 1st. International Vintage Glider Rally.

### Vorbereitung; Preparation

During the above meeting people are thinking about the possibility of having the next year’s event at the Wasserkuppe, Germany. Kurt Kummel, from Munster, contacts Gerhard Gottstein, Vice President of the “Gessellschaft zur Forderung des Segelfluges auf der Wasserkuppe” (GSF). The Group welcomes the proposal, so preparations are started.

The date for the meeting is fixed for Whitsuntide 1974. To accommodate and

to assist in the smooth running of this event, the Glider School at the Wasserkuppe agrees to stop all glider instruction courses during the period of the meeting. Normally, there is at this time every year, at the Wasserkuppe a competition, the “Deutsche Junioren Meisterschaft”, The so called C – Kader (German Junior Competition). Fortunately the events did not clash in 1974; so the VGC can have their meeting at the Wasserkuppe

Work starts early; making announcements, informing the press, collecting addresses of vintage glider pilots, looking for sponsors, procuring the necessary permissions and a lot more before everything was in place. Members of the club at Munster are recruited to organise the competitions. But, just in time, everything is ready. The 2nd. International Vintage Glider Rally can begin. Twenty-one gliders and their pilots are entered to come to the Wasserkuppe, all gliders originating from before 1945. Many pilots and gliders arrive on the 26th. May. Of the 21 machines entered, 19 actually make it.

A listing of participating gliders and pilots for this, the 2nd. International event, is also included herewith.

*Left: Willi Schwarzenbach, S18 II 2  
Below left: Ted Hull and Martin Simons,  
Slingsby Kite 1  
Below: A Derendinger, Moswey III*



## Der Wettbewerb; the Competition

After a rainy Saturday the 26th. in the evening a welcome party is held in "Peterchen's Mondfart". Whitsunday arrives and smiles with beautiful weather. Everyone hurries to rig their gliders to get an early start in order to familiarise themselves with the Wassekuppe area. 20000 visitors are coming to the Rhon to

see and to photograph the wonderful vintage gliders both in the air and on the ground.

Eugen Aeberli from Switzerland, with a Hutter 28, has the longest flight of the day; he flies for 2 hours 18 minutes. But another pilot – a pioneer of the Wasserkuppe – is the attraction of the day. Peter Riedel (1905 – 1997) makes flights with a replica of his 1920 entry,

the PR 11 in the first Rohnwettbewerb, when he was only 14 years old. To the amazement of the audience, the PR replica is seen in flying behind a towing car.

After this first day of free flying, competition flying is to commence on Monday. Because of the different efficiencies of the various gliders, a system of hand-capping is required. The competition



*Above left: J Frei, Weihe 50  
Above: Chris Wills, Minimoa  
Left: K Kümmel, Minimoa  
Bottom: Wettbewerbaleitung*



leader, Herr Frank, Herr Kuhn (GFS) and Herr Kummel get together with Herr Peckendraht from the Munster Oldtimer Club and the pilots to solve the problem. Their dictate holds for the four days of competition.

**Monday, 3rd. June.** Aufgabe, Dauerfliegen; Duration flight.

Thunderstorms in the afternoon end this day early. 11 gliders do not manage to return to the Wasserkuppe airfield. The winner of the day is Jost Fei from Switzerland in his Weihe 50 with a flight time of 2 hours 8 minutes.

**Tuesday, 4th. June.** Aufgabe, Zielrückkehrflug; Cross Country.

The destination is Wasserkuppe-Kreuzberg- Wasserkuppe, 29 km. as quickly as possible.

12 pilots are able to get back, and the winner of the day is Eugen Aeberli – Hutter 28-2, from Switzerland with an average speed of 54,5 km/h

**Wednesday, 5th. June.** Aufgabe, Zeilflug; Gaol Flight.

Wassekuppe- Schweinfurt, with a speed rating. Because of poor thermal activity, only seven gliders reach their goal.

Today's winner is Edward Hull from Great Britain. He flies to Schweinfurt in 1 hour 37 minutes in his Kite 1.

**Saturday, 8th. June.** Aufgabe Zeit- und Zielwertung; Time and Spot Landing. A flight time of exactly 30 minutes must be achieved and landing at a specified spot. Points are deducted for incorrect flight times and inaccurate landing. The weather is not good, but a great time is had by all, pilots and spectators! Six pilots achieve full points but, unfortunately, the Minimoa of the Munster Club is broken.

**Activitäten ausserhalb des Wettbewerbs; Activities around the Competition.**

Beneath the pure flying attractions, there are many and various activities. Herr Karl Vey, the archivist of the "Deutschen Aero Club" (DaeC) shows many interesting historical films from the early flying days. Gerhard Waibel presents slides covering the last Glider World Championships in Waikerie. Another important addition is Herr Gunter Brinkmann with his TV production team filming, during our Oldtimer Rally, shots for his documentary film "Die Erben Lilienthals", (The Heritage of Lilienthal).

The program for visitors includes a visit to Alexander Schleicher Flugzeugbau in Poppenhausen and a trip to Dieterhausen. In the barn of the "Weissen Ross" restaurant are stored some interesting vintage gliders, including the Horten 33 V-2.

The culinary highlight is the "Swiss Evening" held in the hotel "Peterchen's Mondfahrt". The ballroom decorated with flags and garlands in the colours of Switzerland, and famous cheeses and wines await the guests.

In accordance with the wishes of most of the rally members, the Farewell Party and Presentation is held on Saturday, 8th.

**Teilnehmer der 2. Internationalen Oldtimer Segelflug Rallye auf der Wasserkuppe**  
31. Mai - 6. Juni 1974

Piloten	Land	Segelflugzeugtyp	Kennzeichen	Design Konstruktionsjahr	Built Baujahr
Aeberli Eugen	CH	Hütter 28	HB-223	1935	1935
Bischof Willi	CH	Moswey III	HB-374	1942	1943
Egger Peter	CH	DFS Meise	HB-388	1937	1945
Feusi Christoph	CH	S 18 III	HB-347	1938	1942
Fliss Georg	CH	Spyr Va	HB-509	1943/44	1949
Frei Jost	CH	Weihe 50	HB-530	1939	1955
Guiz Alfred	CH	Spyr IV	HB-336	1939	1941
Lehmann Erwin, Derendinger Alois	CH	Moswey III	HB-373	1942	1943
Lindemann Eric	CH	Baby IIb	CH-120	1933	1934
Schwarzenbach Willi	CH	S 18 II	HB-411	1935	1943
Frey Günter, Nordmann Uwe	D	Olympia Meise	D-0042	1937	1960
Kümmel Kurt, Müller Max,	D	Minimoa	D-1163	1935	1938
Schmitt Waldemar	D	Olympia Meise	D-4732	1937	1956
Tschorn Werner	D	Weihe 50	D-7080	1938	1958
Hodgson Mike	GB	Slingsby Tutor	BGA 462	1937	1947
Hull Edward, Simons Martin	GB	Slingsby Kite 1	BGA 394	1935	1939
Morgan Rodi	GB	Grunau Baby IIb	BGA 578	1933	1948
Saw Graham	GB	Rhönbussard	BGA 337	1934	1937
Wills Chris, Russel Francis	GB	Minimoa	BGA 1639	1935	1938

June in the "Rohngestklaus".

The overall winner is Jost Frei from Switzerland with his Weihe 50. All participants are presented with a Document of Attendance and a copperplate of the

famous "Fliegerdenkmals" (Pilot's Monument), and additional prizes are given to the most successful pilots.

During the evening celebrations Willi Schwarzenbach invites the VGC to hold its next International Rally in Switzerland. It is thus agreed that the Vintage Glider Club 3rd. International Rally is to be held in that country at Gruyere.

**Zusammenfassung; Summary.**

Participants and organisers are of the unanimous conclusion that the event brought back a flavour of the old competition traditions of the Wasserkuppe. Everyone wishes the events to continue but, because of the risk of destroying or damaging precious gliders, and also the difficulty of handycapping, with less outright competition.

The following 31 years have proved to everyone that Vintage Glider Club events, particularly the International Meetings, bring fun and excitement to all without the need for fierce competition. Just having fun, flying and meeting friends. ■



Above: Graham Saw, Rhonbussard  
Below left: Rodi Morgan  
Below right: Peter Egger, DFS Meise





# How it happened *the beginnings of the VGC*

*Chris Wills tells us how the sacrifice of one vintage glider resulted in the salvation of countless others.*

1946 – I had heard, and seen, photographs etc. of these beautiful aircraft and had known of their records, but I had never flown them. In Britain, at that time, almost none of them came into the hands of civilians; they were reserved for the military.

During the early 1960s, some of them came to our country again, to be sold to civilians. At that time, I was a schoolmaster in a boarding school; I thought that the school would become better if I brought it a two-seat sailplane. A Mraz Kranich 2b-2, BGA 1258, built in 1943, was for sale very cheaply but, it had some glue failure. The sight of it rigged on 'Founders Day' caused the school great excitement – especially when it was heard that it was the greatest record breaking two-seat sailplane of all time and had won the two-seater class of the 1952 World Gliding Championships in Spain.

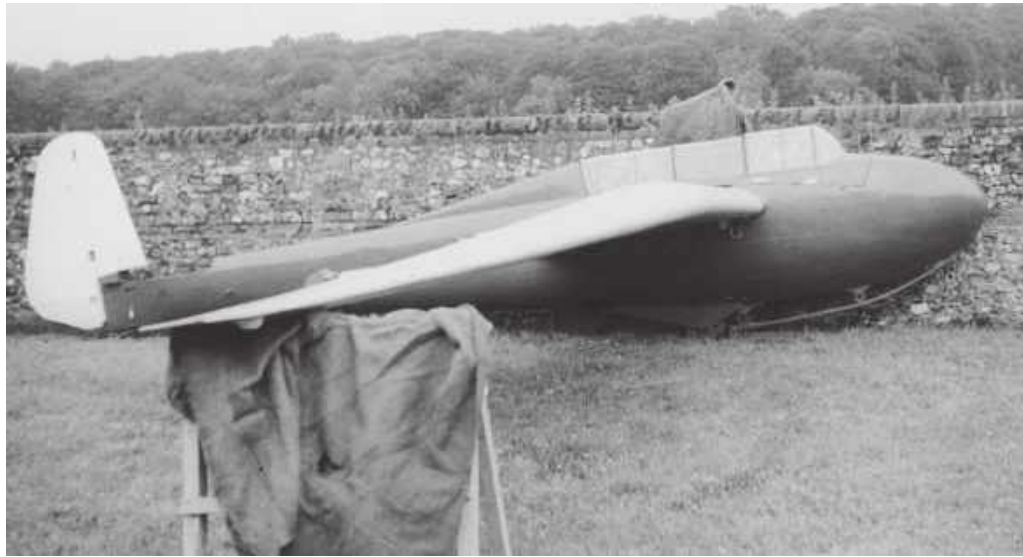
I then discovered that around it was the most dreadful political problem. An inspector had given it a Certificate of Airworthiness provided it stayed where it was, so that he could watch over it for glue failure. There had always been some worry about the state of wartime German glue. The owners then declared that they had a buyer from another club; they did not like the glider and were frightened of it. The inspector then destroyed its C of A, causing great anger among its owners, who then called in the Chief Inspector who controlled airworthiness of all BGA gliders. The Chief had to support his junior and backed up the condemnation of the glue. He pulled off from the wing some plywood which had been glued with British Aerolite 300 and called for the complete rebuilding and reglueing of the entire structure with new wood. No second opinion or glue test was to be allowed if he was involved.

I rebuilt the tailplane with new wood and glue; there was absolutely no glue failure. Moreover, the junior inspector had told me that, during the previous weekend, he had flown the Kranich to 4000 metres, in cloud, and done aerobatics! The RAF, who sold the aircraft, told

me that there was nothing wrong with it. The junior inspector, its owners and the Chief Inspector, had managed to condemn a perfectly airworthy glider. I think, had I been told all this at the time, I might have persuaded the club owners to hold on to the Kranich in order to keep

its C of A. But it was too late, the awful decision had been taken – condemnation. At that time I knew in my heart that the glider was airworthy. I was very angry, and determined that I must do something that would prevent a reoccurrence. I felt that the only thing that I could do was to organise an International Rally for all old gliders in the hope that this might produce an atmosphere more sympathetic to them being kept airworthy, and thus, their continued existence. Incidentally, two years ago, the junior inspector told me that I was right; there had been nothing wrong with the Kranich.

I was very lucky, the BGA allowed me to hold a rally in 1947 at Husbands



**Above: An unsuccessful attempt to fit the wings of the Swedish Kranich B-1 onto the fuselage of the German Kranich 2B-2 BGA1258 in 1972 at Huntercombe End Farm. Photo CW**  
**Below: BGA 1258 Kranich 2B-2 leaving Huntercombe End Farm 1972, not correctly on the trailer put there by Bill Patterson and Fred Porton. Photo CW**



Bosworth, the site of the Coventry Gliding Club. At the same time the club was holding a National Contest, and we were allowed to use their facilities, aero towing, etc., when the club was not using them. I was even luckier when we were supported by one entry from Germany, the Munster Minimoa and two entries from Switzerland, Willi Schwazenbach with his Sparlinger S. 18, and Willi Bischof with his Moswey 3.

It was during this, the first International Rally, that a lunch was quickly organised by Ken Krack in a local hotel. At this lunch, it was decided that we should form a club to be known as The Vintage Glider Club, and that it should hold ral-

lies – including an International Rally – each year. The poor Kranich, BGA 1258, finally arrived at Achmer, less its fuselage, which had disappeared somewhere in England or Germany. (Who could possibly have wanted a Kranich 2 fuselage on its own?).

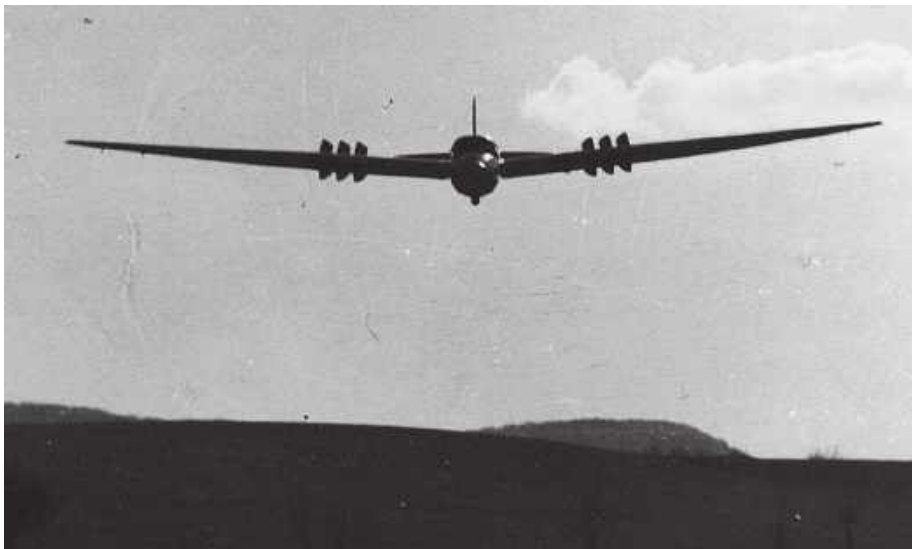
“One should die, that others should live.”

My second Kranich, a 2b-1 from Sweden, BGA 1092, was borrowed, without my permission, and landed upside down on a mountain side near Thun in Switzerland during our 1979 International Rally there. This one, in a very sad condition, also arrived at Achmer, where with BGA 1258 it was, in seven years,

built into one superb Kranich by Harald Kamper, Stephan Krahn and Herman Hackmann and their team.

Thus it was the Kranich BGA 1258, that BGA inspector, aided also by the super organization of Ken Krack and the enthusiasm of its members, had started the VGC in 1973. On reflection, I think the original inspector was entitled to act as he did; giving BGA 1258 a C of A provided he could watch over it, and he was supported by The Chief Inspector. Its owners were, perhaps, wrong to try to sell the machine out side the club against the agreement. But, that is all in the past, and “ALL’S WELL THAT ENDS WELL”. ■

SNIPPETS



Left: 3 paddle brake Goevier 2. From the Chris Wills collection.

vier 2 which broke up. The pilots were flying it too fast due to its ASI indicating a slower speed than it was actually flying due to its venturi being installed on the nose at the wrong place. (Position Error). It is mentioned that the three paddle air braked Goevier went on successfully being flown by the Dutch until some time after the war. The Goevier 2s had to have their fuselages built one metre longer in order to obtain a correct C of G for the military load with which it was to be required to fly to England for Operation Sea Lion. In order to correct this after the war, the Goevier 2s had to have considerable ballast in their noses. The Goevier 3s had one metre shorter fuselages for correct C of G position. A small number of these were sold to Holland and CW thought that they flew very well. They must have been considerably lighter than the Goevier 2s. The three paddle Huetter designed airbrakes were more efficient than the Schempp Hirth air brakes with which Goeviers were normally fitted. ■

Errata  
Goevier 2

(error in previous VGC NEWS).

It has been stated too often that due to a military load in its cockpits, its air brakes were expected to hold it back in a dive to a safe max. rough air speed. As they did not do so, Huetter designed paddle brakes which were more effective.

We have previously stated that even these did not restrict the Goevier’s speed to a safe rough air maximum and an aileron came off taking some of the wing with it. Its test pilots the Rumanian, Hubert Clompe (from Schempp Hirth) and Heinz Kenche, both had to parachute to save themselves. What really happened was that it was a conventionally Schempp Hirth (Huetter) air braked Goe-



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## AUSTRALIA

from Ray Ash dated January 29 05.

In the first few days after Christmas, Neil Bennett made a solo 300 km flight from Gulgong N.S.W. in a Schneider ES 52 Short-wing KOOKABURRA two-seater VH-GLM. This Kookaburra had been built by Edmund Schneider in 1958 and had been restored and recovered by Ray ash in 1999. Generally referred to as the "Shortwing", the ES 52 had been the mainstay of the Australian Gliding Movement from 1952 until the 1970 s. It is a wooden aircraft with staggered side by side seating, and is of very rugged construction and with only a 11.7 metre wingspan. It is semi-aerobatic and its only disadvantage is that it has a one-piece wing which is inconvenient to derg and trailer. In 1959, Schneiders designed a 15 metre span version, the ES 52b, with a three piece wing, but only four were built. This was referred to as the "Longwing". The Shortwing Kookaburra's wing has a Goettingen 549 profile, and a max L/D of 1:20.

Neil was launched by winch at midday after a cable break and one abortive launch that put him a hour behind schedule and flew the course around three turning points, so that he was never more than 60 km from home to rule out a long retrieve in case of an out landing. His final glide was against a 10 knot headwind. And he was unfortunate in that he had to outland 5 km short of the airfield after six hours in the air. Careful analysis of the data logger that he carried with him still showed that he had covered 302 km. His maximum height on the flight was 8,500 ft QNH, 7,000 ft above take-off height. His lowest height was less than 2,000 ft above ground about half way to the first turning point. Neil has only recently become member of the Kookaburra syndicate. And is an experienced pilot who has done many flights in modern sailplanes of up to 600 km. He remarked that he had never had to work so hard as on that flight in the Kookaburra."

Ray Ash later comments that on page 39 of the VGC News No 113 noting the "number of Jaskolkas left in the world". He would like to point out that there is still one in Australia. VH-GPB. He was part owner of it in the mid 1970 s and it was flying up until 1981, when its present owner put it into its trailer... and to his knowledge, it is still there. He intends to restore it when he retires, which must be getting close now, but just what its present condition is I do not



Above: GLN short wing Kookaburra.

See Bordertown Rally article for a Short wing Kookaburra with one piece wing on trailer

know. CW adds that two airworthy Jaskolkas were with us flying at Gliwice during our 32nd International Rally there last summer. One is owned by Zbigiew Jezierski in Poland and the other by Duncan Reid and partners in England. Another is still flying in Belgium at Verviers, while another is being restored to fly in Denmark. This means that there are five Jaskolkas left. (although perhaps there is still one more, un-airworthy in South Africa ?)

The HAWKRIDGE VENTURE that the Dubbo Club built in the 1950s is currently being restored at Narromine, only unfortunately to be displayed in the local museum. This is a pity as Ray thinks that only a little more effort would be needed to make it airworthy.

CW adds that only one other HawkrIDGE Venture was ever built and it was for years being flown from the Midland Gliding Club at the Long Mynd in England.

## BELGIUM

The Fauchures de Marguerites ("Daisy Cutters") with its seat at Mohiville, Hamois has started to go much faster. Its members have been flying a Pegasus etc and have been doing most respectable cross-countries. They have been flying over 300-km flights in Belgium in a Pegasus during the last summer, where the weather does not seem to have been so bad as it was over Britain.

The BG-12, which Firmin was flying in Poland, was designed by Gus Briegleb in the USA during the mid 1960 s. Its wings have a solid main spar of considerable weight. The wings are on the

fuselage at zero incidence, and so it has to be landed with a gigantic inner wing flap which, when lowered, gives the wings and fuselage considerable angle of attack. It's max. L/D is in the mid 30s. This one was built /from a kit from the USA in Belgium. During our rally at Jelenia Gora, Henrard flew it 323 kms. During our Rally at GLIWICE, he flew it 293 km. So far as we know, these are furthest distances ever flown by one of our gliders at any Vintage Rally. BRAVO HENRARD!

The latest Bulletin of the Fauchures de Marguerites gives details of Military Gliding by Belgians during the years 1951-1964. This is very little documented but the fleet originally consisted of some 25 gliders. These later became the basis of Belgian Air Cadet gliding. The last gliders of this fleet were rebuilt and sold two years' later. Happily, these were a WEIHE 50, a Ka-2 Rhoenschwalbe, an SG.38 and three Grunau Baby 3 s. These are part of the collection of the Royal Military Museum (Section de l'Air) at Brussels.

Originally, Belgian Military Gliding started after WW2 on airfields entrusted to them by British Forces in their occupation zone to assist the rebirth after the war of the Belgian Military Force. A few sources reveal although nothing is proved, of a Belgian Gliding Club (Military?) on the airfield of Bonn-Handelaar. This later became the 1st Corps of the Belgian Army which was the centre of the Belgian Armed Forces in Germany. It had its garrison at Weiden-Loevenich at the western limit of the city of Cologne. In 1951, the total restriction of German gliding was lifted, and the Belgian Armed Forces considered obtaining

new German equipment and a Belgian Club was started on the airfield of Cologne Bonn which later became Wahn. It seems that its leader was an Airfield Police Lt. Christel Ruehling who had voluntarily helped the Belgian Armed forces to police the airfield since February 1948. At this time, one notices the arrival of Lt.General (Aviation) Mike Donnet, who became the father of Belgian military gliding. In 1953, the British put four squadrons of Meteors and Canberra's (respectively Night fighters and Reconnaissance aircraft) on Wahn and this forced the Belgian Club to move to the airfield of Cologne-Butzweilerhof where a light aviation club was set up and had a new hangar especially constructed for it.

It is historical irony that after the move to Butzweilerhof, the British created a military gliding club at Wahn which was active until 1957. In the interval, the club's equipment was further enriched by the purchase of three new Grunau Baby 3s, a FW Weihe 50 and a two seater Condor IV/3. In 1953, the club owned 9 gliders, 2 winches and a VW Coccinelle. Training was still with SG.38s.

In 1953 took place the first flights of the Belgian Air Cadets. After 2- seater aero tows, after the French method, they came to get instruction in winch launching and gained their B Certificates. In the summer of 1954, Christel Rhueling's (Now promoted to captain), took part in the annual contest of the British 2nd Tactical Airforce Gliding Clubs at Scharfoldendorf (ITH), near Hanover. The Belgian Military Club was classed first and won the Cup for the Category C Class and a special prize went to Captain Ruehling for a flight of 160 kms in a Grunau Baby from Scharfoldendorf to Garrel near Oldenberg. In 1954, the club was moved to Belgium for ease of administration.

In 1960, the aeroclub obtained two Grunau Baby 2s and a Kranich 2. The Belgian State utilised these within the infrastructure of the National Gliding Centre. These three machines were given the numbers PL-39, PL- 40 and PL-69. but they also kept their civil registrations: - OO-ZPS, OO- ZPF and OO-ZPT. If the Grunau's in question were built under licence and after the war by the Etablissements Denuit, a workshop near Charleroi, the origin of the Kranich 2 is today still a mystery. Put at the disposition of CNVV at Temploux by the Minister of Defence in 1950 as part of a programme to encourage aviation

instruction, this machine could have been, without any certainty, brought and made airworthy by the Antwerp Gliding Club Meeuw (Seagull). On its arrival at Saint Hubert, it was already stopped flying for some time due to the irreversible deterioration of the glue with which it was built. It was therefore never in service with the aeroclub.

*See the list of military vintage gliders below*

We publish the following from the review of the Fauchures de Marguerites. "Thank you to Jean-Luc Debroux for this article in which we recognise a pro-

fessional flare and for allowing us to discover a very historic study of great value. The Review of the Fauchures de Marguerites is very happy and proud to publish this article, especially as we know that he is at the beginning of an even more ambitious project. We ask our readers to communicate with us should they have any more information or photographs on this subject. We will be especially grateful to you as we know that witnesses of that time are getting more and more rare." The VGC also thanks Jean-Luc Debroux and hopes that he will not mind us translating and

**LIST OF BELGIAN MILITARY VINTAGE GLIDERS.**

	Delivery.	Remarks.
PL-10 Ka-2 Rhoenschwalb No. 69/54	30.12.54	Rebuilt Oct. 79.
PL-11 Ka-2 Rhoenschwalb NO. 71/74	30.12.54	Rebuilt 10.79 sold 28.2.81 OO- ZQB 14.8.81 to the Netherlands.
PL-12 Ka-2 Rhoenschwalb No.79/55	17.3.55	Rebuilt Oct.79 Sold 28th Feb.81 OO-ZQC to the Netherlands.
PL-13 Ka-2 Rhoenschwalb No. 70/54.	30.12.54	Rebuilt. At the Musee de l'Air in store at Vissenaaken (Belgium)
SG.38 Schugleiter Kasseler Segelflugzeugbau ???		destroyed in 1954 at Butzweilerhof.
PL-20 " " "	1955	Rebuilt between 1962/1963.
PL-21 " " "	1955	Rebuilt between 1962/63 At Vissenaken in Belgium is store for the Musee de l ' Air.
PL-22 SG 38 Kasseler arrived	1955	Rebuilt in 1962.
PL-23 SG.38. "	1952	Rebuilt in 1962.
PL-24 SG.38 "	1952	Rebuilt in 1962.
PL-25 SG.38 "	1955	Rebuilt in 1962/63
Grunau Baby 3 Scheicher 32/53.	7.11.53	Destroyed 22.7.56 at Bierset (B)
PL-30 Grunau Baby 3 Schleicher 32/53.	9.3.55.	Destroyed on the 2nd oct.66 at Oostmaal Belgium. Cat.2 Not economical to repair.
PL-31 Grunau Baby 3. Schleicher. 75/55	9.3.55	Rebuilt from 1973-75.Sold (STD Kiewit).Left for Germany. Some components used for D-4249?
PL-32 Grunau Baby 3. Schleicher. 76/55	9.3.55	Destroyed or accident. Rebuilt between 06.57 and 12.61
PL-33 Grunau Baby 3 Schleicher 09/52	1.7.52.	Destroyed on 10.7.67 at Oastmalle (Belgium) Cat.3. Not economical to repair.
PL-34 Grunau Baby 3 Schleicher 12/52	12.8.52.	Repairable. In store at the Musee de l'Air at Vissenaken (Belgium)
PL-34 Grunau Baby 3 Schleicher 12/52	12.8.52.	Rebuilt between 1973 and 1975.
PL-35 Grunau Baby 3 Schleicher 73/55.	9.3.55.	Destroyed on 5.7. 66 at Weelde (Belgium).
PL-36 Grunau Baby 3.Schleicher. "77/55"	9.3.55.	Rebuilt in 1962/63 in store at Vissenaken for the Musee de l'Air
PL-37 Grunau Baby 3 Schleicher "82/55"	9.3.55.	Rebuilt in 1973/55.It is in Brussles Musee de l'Air.
PL-38 Grunau Baby 3. Schleicher "83/55"	17.3.55.	Sold (STD Kiewit) to Germany) D-4249. Aachen.
PL-39 Grunau Baby 2 b Denuit rebuilt 12/66 ex. OO-ZPS rebuilt between 4.57 and 1959.		
PL-40 Grunau Baby 2b Denuit rebuilt 12.1966 – ex.OO-ZPF between 4.57 and 1959.		
PL50 FW Weihe 50 FW .Pt.No.7/50.	1952.	Rebuilt Oct 78. At Musee de l'Air 14.3.79
In store at Goetsenhoven (Belgium) since 8.2004.		
PL-60 Condor 1V/3 .Schleicher. 30/53.	7.11.53.	Destroyed on 13.5.53 at Brustem. (Belgium)
		The wreck seems to have been delivered to the Musee de l'Air.
PL-69 Kranich 2 Schweyer.	1950/	Rebuilt (1961 irreparable) ex. OO-ZPT Between 4.57 and 1960?
PL-70 ES 49 Schleicher. Pt No.17/52..	11.1952.	Destroyed on the 1st August 1962 at Spa Malchamp (Belgium).

reprinting his work. We hope that the editors of the Fauchures de Marguerites Review will also not mind us republishing the article.

*Translated by CW.*

## BRITAIN

Chris Wills thanks everyone who helped him last summer to get to and to return home from the International VGC Rallies in Poland and to take part in them with his Kranich 2. The Kranich 2 is in the hands now of the Eggersdorf Club which will fly it and he hopes that it will be able to take part in this summer's International Rallies in Germany. He also sincerely thanks all his friends who sent him Christmas cards and regrets if he could not send them all Christmas cards as well. They were all much in his thoughts last Christmas

FROM BOOKER comes the news that Robin Wilgoss has started to put the fabric on the KITE 2 BGA? which used to belong to David Richardson. It has a modified square fin and rudder.

From LASHAM comes the news via Glyn Bradney, that Gary Pullen owns a Grasshopper Primary and the Hawkridge built Grunau Baby 2B-2 BGA 578? There was another one also built by Hawkridge in 1947 (we believe) but it was sold to an owner (s) on the ITH (Scharfoldendorf) we believe. Robin Hood is currently working on a Ka-4; Keith Green and others have been working on the wings of the Mg 19A BGA 2093. Seventeen pounds (lbs) of acorns have been discovered in the wing tip of one of them and 33lbs in the wing tip of the other one. This apparently represents the collective labours of 5 mice (were they driven on by a frantic inspector?). They entered the trailer by two small gauze covered ventilation holes in the floor of the trailer below the glider's wing roots and having eaten through the gauze, they climbed up to a position behind the main wing spars. From these they proceeded into and up the wing, around the gull and out to the tips. We wonder how many nuts they managed to take there every day. After their brave and heroic efforts, the 5 mice were executed in a trap. Perhaps alternative accommodation could have been found for them?) We find this very sad but hope that they did not eat the main spars on the way past. The two ventilation holes in the floor have now been covered with steel armour plate. (is this an overkill?) It is certainly an OLDTIME

CHRISTMAS TALE (from Lasham). These heroic mice should never be forgotten; maybe there were more than five of them? Holes had to be made in the Mg 19 wingtips to extract the nuts.

The 1937 built RHOENBUSSARD BGA 337 has now had a smaller instrument panel made for it to allow easier exit from the cockpit for its larger pilots. With the vertically larger instrument panel, some pilots found it impossible to get out of its cockpit. It is clear that our Lasham Group is still doing well and is awaiting with impatience the hoped for better gliding weather of the spring.

We are glad to report that the GRUNAU BABY 2b has at last been restored by ROGER SLADE at The PARK GLIDING CLUB (also known as the Bath & Wilts North Dorset GC.) This aircraft has been Re-glued over many years and has at last been restored to as near as possible original condition with original metric instruments. This Grunau Baby 2b has on its nameplate Salzgitter Ser.No5, 1952. It has the post-war 1951 LBA registrations D-1932 and D-6932. What the significance of these two similar registrations is not known. Some of its parts are stamped March and April 1942. We have not established its BGA Number yet, although it must have one.

SALZGITTER was a Reichssegelflugschule (RSS) taken over by the RAF as a sports centre in 1945. The Tempest pilot Johnny Ward was its first allied CFI. Flt.Lt. Stan Haynes was also there. He did some outstanding flights including a height record in a Weihe of well over 20,000-ft in a thunderstorm. It was very close to the Russian Zone and fraternisation with the Russians often happened. Jock Forbes was also there. He became one of Britain's best contest pilots, and gained his Gold C in Ger-

many with the RAF. It was only a small site as regards buildings but was very rich in gliders. The soaring slope was not high. In 1947 the Iron Curtain came down and as it was very close to the site, the RAF were obliged to move their gliders. Some Germans, dreaming of flying, found some burnt out steel tubed Mu 13D-3 fuselages in the woods round the site. They took the nose of one of these and built it into the first "CUMULUS", using Grunau Baby wings. Its drawings had Salzgitter written on them. A Cumulus with these drawings with it was once in Britain. Thus it would seem that there was a facility for building Grunau Babies there after 1951. We believe that the RAF at Bicester imported into Britain many elderly gliders from Germany in the early 1960s and that Roger Slade's Grunau Baby 2b came to Britain then, with many other Grunau Babies, for selling cheaply to British civilians.

RAF HALTON, now the base of the RAF Chilterns' Gliding Club and the RAFGSA Center, has recently reported that the following Vintage Gliders are based there. : - LO 100, FALCON 1 (replica) and GULL 3 which is believed to be owned by Don Knight, who also owns the Falcon. The Slingsby T.15 Gull 3 together with the Slingsby Gull 2 and Graham Saw's Petrel were the last Slingsby sailplanes finished before outbreak of W.W.II. The Gull 3's BGA No. is 643 and its first CofA was dated November 1949. The Petrel's BGA No. was 651 dated July 1950 and the Gull 2's BGA No. 664 was dated April 1951. This means that none of them could have been flown by civilians before the war. The last prewar BGA No. was the Scott Viking 2 two seater. It was BGA 426 and its first C of A was dated January 1940.

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This means that there had been 326 gliders registered by the BGA since it started in 1930.

The first one was BGA 101 (For some unknown reason, the numbers started at 100, but not all the 326 gliders were still around by 1940) which was a BAC 1 Primary called "Columbus", which was built by the Kent Club. It received its first CofA in August 1930 and was impressed by the Military as NF346 in 1940.

The GULL 3 was finished as the Hawkridge Kittywake and its first owner was PRINCE BIRABONGSE of Thailand, who was able to fly it during wartime, as he was an ATC (Air Cadet) instructor. Prince Bira died in 1985 in London.



*The Danes rigging their GB-2B at Jezov, Grunau during the 32nd International Rally. Photo: Neils Eb Goroup*

**DENMARK**

On 30th May 2004 members of Silkeborg Gliding Club celebrated the 70-year club anniversary and the 40-year anniversary of the Christianshede Gliding Field. To take part in this celebration were also members of the Danish Historical Gliding Club (DaSK) who brought a selection of historical gliders among others the popular 1946 Danish designed two seater primary, the Högslund-Traugott Olsen 2G.

Another event seconded by DaSK was the 40-year anniversary of the Danish National Gliding Centre at Arnborg on the 26th June. Again the fleet was mobilised and our members once again contributed to a great and successful meeting. The newly overhauled Rhönlerche was used for passenger flights in the afternoon.

A total of 26 danes and 6 gliders par-

ticipated in the Rally in Gliwice, Poland. Most of these people had payed a visit to the rendez-Vous in Jelenia Gora and Jezow the previous week. We thank our Polish hosts for their brilliant organising and for making our stay most enjoyable.

Two more vintage/classic gliders have now been made ready for flying again after many years of rest. One of the now rare Jaskolkas and one of the rather numerous L-Spatz 55 have been overhauled and inspected so that now only the formal permissions from the authorities are being anticipated. Both of these gliders are the last airworthy of their kind in Denmark.

The number of DaSK members is stable at around 325 people. One very big wish is to build a hanger facility at the Arnborg Gliding Centre for the many

vintage and classic gliders that the club now owns. We hope to achieve this objective within a few years.

*From Niels Eb Goroup (International Council Member) translated from Føniks Posten # 28 and 29*

**FRANCE**

*From Dedale's Information letter No.84, Oct 2004.*

**Three Fauconnets with the Swiss Chapter 2 Maubourget 2004.**

The Meeting was run by Fritz and Willy Fahrni, the latter being the President of the Swiss Vintage Gliding Club.

In our last Newsletter, we mentioned that the French speaking Swiss had found us an airfield and gave us a date, but this was advanced by one week.

On Thursday the 10th Oct. we got up at 5 o'clock in the morning and attached F-CCLI behind the Touran. For a whole week, it had slept in its trailer before our house. I had installed a G-meter and a special head support. We took to the road direction Pontarlier with my Father, who I invited to be part of the bungee launch team. The dawn sky was a limpid blue over the Jura. The day would be fine. After passing before the Sbarro factory, (Sbarro is the Swiss designer who lives in France), we crossed the frontier at Vallorbe. Here we were in Switzerland, still a few kms before Yverdon and the edge of the Neuchatel lake and there we were at Champagne, our goal. We were almost the first to arrive. Already there were Peter (Urscheller) and his dog mascot Manouche, who had travelled there during the previous evening. Peter opened the door of his camping vehicle and offered us a coffee. The welcome

<b>DaSK flight statistics:</b>							
Type	OY-	launches				hours flown	
		2004	2003	2002	2004	2003	2002
2G	AVX	77	213	201	7.40	14.29	16.10
Rhonlerche	DNX	6	0	0	0.49	0	0
Specht	VEX	4	20	41	0.22	2.14	15.19
Stamer-lippisch	XSE	0	13	12	0	0.15	0.25
Hutter 17	CJX	0	0	39	0	0	12.00
GB IIB	AXO	29	63	18	12.57	25.19	16.40
EON olympia	XEK	6	26	0	0.28	23.55	0
SZD 25A-Lis	DXX	20	3	9	10.58	0.44	3.00
K-8B	AYX	3	0	4	0.50	0	7.07
SF-26A	BJX	10	4	4	15.30	13.35	5.37
Much Standard	XAI	18	19	0	19.45	12.33	0
<b>Totals:</b>		<b>173</b>	<b>361</b>	<b>328</b>	<b>69.19</b>	<b>93.04</b>	<b>76.18</b>
<b>Privately owned gliders:</b>							
Slingsby T21	XSI	8	0	86	0.49	0	8.42
FES Lehrmeister	XAY	24	7	12	13.4	2.46	3.00

was compounded when in an instant, the French speaking Swiss team arrived and there were Lilly, Piccoche, and other friends who soon installed themselves in the adjoining field. Also there was Pierre-Allain and the Swiss owner of the field who came to supervise the proceedings. The field was better than those usually used by our old Fauconnets! BRIEFING! The signal was given; Willy gave us the first gift of the day. We could choose between the following gliders: - a Ka-8 or a Karpf Baby. When I suggested the possibility of using a Spatz, our Chef said "No not "Spatz" It is a "Foekonette"! We were to have two bungee launches each. The machines were rigged. We should now mention the components necessary for the operation; Two bungee ropes; one Chef; one pilot; one cameraman (Willi Schwarzenbach). This meant 19 people and we were 19. This was obligatory Swiss precision. We finished the qualification flights of Stefanie and our friends from Schaenis. Then we all needed some refreshment. ESSEN! The two organizers, Willi and Willy, had prepared sandwiches and some drink for us. We then returned to our start point to find that the wind had reversed direction, as it did at Mollis and this obliged us to change ends. After this labour under the strong sun. Our French speaking Swiss friends felt that our efforts should be saluted by a little demonstration, at low altitude by a Stampe. Pierre-Allain checked the release of his A 36 and Pascal repaired his also. This was not trivial. One had to watch the next bungee launches if one wanted to finish ones own qualifying flights. We were very fatigued by the sun and the bungee launches over the flat

ground, but the Chef said that Didier and Pascal still had to have their launches. The afternoon finished with our qualifying flights "in the bag". Sincerely, we do not believe it, but the Swiss have a system of hurrying slowly and this gives absolute efficiency. You only have to follow the orders of le Chef. Rendez vous at the Bar, where one celebrates our exploits! ... 20 slides and 6 new qualified pilots! At last we returned to Montpellier to rejoin my Father, who had not come for nothing.

SATURDAY the 11th. The forecast was good but we would have rain during the evening. We gave the idea of using my Falconets which still does not have a covered trailer, and departed for Mauborget. The night was very short but moral was well and truly high. I did not have my Mountain licence this year but I had largely fulfilled most of its requirements. Having rescued F-CCU, while passing through Champagne, we climbed the 800 metres necessary to achieve our launch point at 1,170 metres. a little field at the North edge of a village. All our friends were in a real hurry to rig their machines. A Moswey, a Karpf Baby, a Grunau Baby, an AV 36, a Spatz, two Ka-8s, and the Fauconnets of Pascal and Peter.

BRIEFING ! This time there were no worries about obtaining volunteers for bungee crews. There were 12 pilots, I as number 2 on the Fauconnet that was programmed for two rotations. It was the same for the Grunau, the Spatz and the Moswey which were to be launched first. Knowing who the birds were, (Pascal and his Fauconnet), I was sure that they would stay up and that my turn would come in 2005! I would therefore

then be a retriever. It was at the moment that I was trying to integrate the bungee teams when, that I received the best present of the year, when Lilly, not feeling in the best form offered me her HB-701.. A million times thank you Lilly, I would be then able to use a Ka-8 for both my first bungee launch and my first flight on the type on the same day. We finished our DIs and managed to eat on the run. The first machines took to the air in a magic ambiance, where the ancestral method of take off by bungee blended in perfectly with the rural environment. There they were, Moswey, Spatz, Karpf, Grunau, AV-36 and then it was the turn of Pascal. After the most rapid take off of his life, he decided to hug the side of the slope, to profit at much as possible from such hill lift as there was especially as the wind was not directly on the slope. Then, he met a bubble of lift and won, as his flight would not only be a descent. I then took the place of Stephanie who preferred thermals over flat country than the lift over hills. The Ka-8 took the air more calmly than my Fauconnet (230 kgs against 130 kgs). The take off was slow but all the same, it got me into the air. Peter was just finishing the first turn in a thermal and then rejoined the slope lift in the company of the Paragliders. The thermals are not numerous and it is necessary to share them with other gliders. The three Fauconnets, having climbed a few hundred metres, were able to admire the site from above. I appreciated Lilly's present. The Ka-8 is very agreeable and it climbs well. At the end of an hour, I left the slope and, after a few thermals over the plain, I returned to rejoin Peter and Stephanie at the take off point. During this, Pascal was still in the air and we

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started the Yo-Yo. We climbed to Montborget, attached the trailers, descend to Champagne, put the gliders in their boxes, and then climb up again 12 times. The three gliders having two pilots each finally stepped in mid afternoon.

When we returned with the trailers, Pascal had at last landed due to a change of wind direction and we admired the unusual spectacle of nine gliders in one field! The weather was deteriorating and the rain arrived to wash the last glider, the little yellow Fauconnet of Peter (Urscheller). We then returned to the take off point for an aperitif at the edge of the forest. Then we had a convivial meal at the Paragliders above the site with a view of the lake. Made hungry by our efforts, we appreciated the meal, during the course of which Willi Fahrni presented everyone with the traditional souvenir, a bottle of Champagne with the name of the little village where we had landed, vintage de Gamay, with a special label which depicted a Bungee Rope! The Swiss have an unusual feel-

ing for giving a great welcome that even went so far as the production of little stamps on which was written Monborget 2004 to stick in our gliders' log books to commemorate the event.

On SUNDAY the 12th, the rain arrived as forecast and there was no more flying. But this could not alter the success of the meeting 6 new pilots qualified to have bungee launches, 9 machines and 12 Mountain flights. The winter will seem less long after such a gliding event.

The whole team wishes to thank the whole team of the OSV and our chefs, Willy and Andreas Fahrni. Written in September 2004 by Didier Hosatte. Translated sometimes with great difficulty by CW.

We wish once again to remember Willy Fahrni who, with his brother, organised the event. He was the President of the OSV and he died in his workshop, restoring old gliders, during January 2005. His loss will be very much felt by the OSV, his family and by everyone who knew him.

## GERMANY

**T**he GERMAN GLIDING MUSEUM WITH MODEL FLIGHT on the Wasserkuppe did have its roof installed before the winter, but the architects had made so many mistakes that they could all be corrected. Also, the final bill was one third more than the estimated price. Therefore, Theo Rack was trying to find more money from donators.

520,000 Euros is needed. Nevertheless, the new building looks very beautiful inside at the time of its Richtfest, a ceremony held in Germany, when the roof is on a new building. The Landkreis Fulda was bearing the cost of the new building but they can not, and will not be allowed to bear the burden of this extra cost.

THE JOURNEY TO WELS (Austria). 25 May to 3. June 2004. For this expedition, we decided to take our Ka-2b. and we needed a worthy towing car. Kalle lent us his Landrover and for this we thank him very much. The only problem was that it was in Berlebeck

And this was a mighty journey Berlin-Nekoeln to Detmold. ON Tuesday early I was again on the Wasserkuppe and was so overwhelmed by the Landrover's comfortable seating position that Karl-Heinz (Kellermann) that I might sleep. On Wednesday I got going. After several hours and many stops to admire the countryside, we reached the frontier. Only 95 kms to go to Wels. After getting there, I did not know whether I should go East or South.? First.. to the East and then to the South. This was a clever but wrong decision. Later I had no idea where we were. I then decided to call up Josef "Pepi" Ecker at the airfield. "We are stopped now at the Roemer-corner at the Ulanenstrasse. and now ""?

He answered "Straight On, then Right... then Left !" Woops!, there we are at the airfield. The hope that we would be the first there quickly evaporated. The Family Bachmaier and Peter Lengruesser were already there. After a heart-felt greeting from our Wells friends, we were treated to a fly past by two Jungmeisters led by a Jungmann. That was a first impression. Then we came to a hospitable get together where we had an Edelstahlbratpfann, a local piece de resistance? And other items cooked over a camp fire. He week gave us fine gliding weather and the Austrians gave us a good time, letting some of us fly in a Stieglitz as well in the Jungmanns. The Total Fling times for the

### DEDALE'S GLIDERS AND ADHERANTS with flying hours for 2003.

Type	Reg	No	Flying Hrs.	Owners.
1. H.303 Mosquito	F-CEQV	16	70.00	Lauthier Gerard.
2. Br 904	F-CCFZ	15	68.00	APPARAT
3. M 200	F-CDHC	30	56.43mins	Pataille Didier.
4. VMA 200 Milan (Weihe)	F-CBGP.	26.	47.00	Boulangier Jacques.
5. KA-7	HB-768		45.00	Ruffieux Alain Ailes du passé simple.
6. N.1300 (GB-2b)	F-CRFU	197	44.20.	Broly Dominique.
7. A 60 Fauconnet	F- CDLC	125K	41.05	Urscheller Peter.
8. Br 900 S.	F-CABY	1	37.00	Visse Claude.
9. MU 13	OO-ZPN		35.27	APPARAT.
10. AV 22 S	F-CAGL	2	35.25	Neglais Jean-Claude
11. M.200	F-CDDU	26	34.42	Marat Jean.
12. Br. 901	F-CCCX	20	33.00	APPARAT.
13. Br,904	F-CCFP	6	30.00	Roussel Michel.
14. Bergfalke 11/55	F-CCDK	207	28.10	Molveau Jean.
15. AV 222	F-CRGC	7	20.15.	Neglais Jean-Claude.
16. WA 26 Squale	F-CDXU	9	19.50.	Duthy-James Christopher.
17. KA-6	HB-871		15.00	Ruffieux Alain. Ailes du passé simple
18. A 60 Fauconnet	F-CCVX	70	15,00	Jouvet Patrick.
19. Schleicher KA-4	D-4116	BGA 3042.	13.55.	Fulchiron Didier
20. AV.22	F-CAGQ	1	12.35.	Ravel Christian.
21. C.25 S	F-CRBI	141	10.18.	Ravel Christian.
22. WA 30	F-CCZK	132	9.00	Pataille Didier.
23. WA.21	F-CCEE	2	6.40	Ravel Christian.
24. Fouga CM-8-13	F-CROI	1	3.48	APPARAT.
25. N.2000 (Meise)	F-CAOP	8	3.48	APPARAT G.Gabolde.
26. M.100 S.	F-CDKK	77	3.00	Ravel Christian.
27. A.60 Fauconnet	F-CDFT	17	3,00	Hosatte Didier.
28. Fauvel AV 36	HB-568		2.00	Ruffieux Alain. Ailes du passe simple.
29. C.800	F-CBAN	325	1.00	APPARAT.
30. A 60 Fauconnet	F-CCLI	13	1,00	Lyauthee Pascal.

*This is the total hours flown by Dedale's gliders in 2003. = 727 hours 51 minutes,*

MANIFESTATIONS FOR 2005 FOR DEADALE'S OLD GLIDERS AND THEIR OWNERS .



week were as follows :-

**Mg 19 OE-O288.** 24 launches for 10 hours 53 minutes flying time.  
**GRUNAU BABY 2B D-1658.**

#### THE OLDTIMER CLUB WASSERKUPPE

##### Flying statistics.

Type	Year	Starts	Hours
BABY 2b	2000	8	2.3
	2001	58	16.3
	2002	2	1.2
	2003	21	13.7
	2004	52	22.4
SG 38	2000	589	296 min
	2001	530	194 min
	2002	678	303 min
	2003	615	224 min
	2004	681	252 min
Ka 2b	2000	50	23.2
	2001	37	22.5
	2002	39	22.4
	2003	73	40:8
	2004	66	18.8
Flamingo	2000	28	12.8
	2001	58	28
	2002	84	30.6
	2003	183	57.2,
	2004	48	25.2
Rhoenbussard	2000	7	4.0
	2001	6	1.7
	2002	35	17.7
	2003	20	6.4
	2004	47	1.8
Reiher 3	2001	13	6
	2002	8	7.6
	2003	12	12
	2004	3	1.2

The OSC has 36 active members, 197 passive members and 4 Honorary members.

During the previous year, there were 36 active members, 178 passive members and 3 Honorary members.

FROM THE 16-23rd May 04, there was a FLYING WEEK on the Wasserkuppe.

The OSC was represented by GB-2b D-3856, which had 13 launches and flew for 5 hours 13 minutes. The Ka-2b D-7039 which had 6 launches for 2 hours 57 minutes flying.

The Rhoenbussard D- 7059 which had 2 launches and 21 minutes flying.

The GB-3, D- 6442 entered by Wilfried Wahrenholt which had 5 launches for 1 hour 36 minutes flying.

And the SLINGSBY T.21b BGA 3195 of Klaus Schickling which had 3 launches and 1 hour's flying.

FLYING took place on 6 of the 8 days. Unfortunately, due to fog and rain, his glider had to be derigged in the hangar on Sunday.



Above:one of the German contingent attending last years 32nd International Rally, Ingo Tegen's Goevier 2

29 launches for 12 hours 57 minutes.

**Ka 2B D-7039.** 54 launches for 13 hours 14 minutes.

**RHOENBUSSARD D-7059.**

45 launches for 11 hours 29 minutes.,

SCHULGLEITER (SG 38) FLYING 1st WEEK 17-24 July 2004. Since 1990, the courses have become a Wasserkuppe tradition for those who wish to sample the old traditional

Flying from bungee launches. For this course there was flying on every day of the seven days. There were 241 launches which represented a flying time of 6027 seconds which means 1 hour 26 minutes

and 33 seconds. This corresponds to 21.5 seconds pro flight.. and not a skid was broken ! (This means that everyone would have got their "A" Certificates in the old time !)

THE SECOND WEEK OF SCHULGLEITER (SG 38) FLYING FROM THE WASSERKUPPE ....25-31 JULY 2004.

This week gave us 6 out of 7 days flying. There were 170 launches and a total of 1 hour 5 minutes and 15 seconds was flown. There were also FOUR TWO DAY (weekend) SG.38 bungee launch courses held for different gliding clubs during the year.

THE OSC also took part in Air Days at



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the DUEMPEL from 19-20.June 04 with their SG 38, which was bungee launched, and at the LSC BAD HOMBURG 28-29 August 04. Also there was the GRUNAU BABY 3 D-4642 of Wilfried Vahrenholt. There was aerobatic flying by a Fox and a Jak 55..A Stieglitz and a Buecker were also there. The weather was good and many people came to watch the flying. The OSC was represented at the VGC's Rendez Vous Rally at Jelenia Gora (previously Hirschberg) and at JEZOW (formerly Grunau)from the 3rd –6 July 04, and at our 32nd International VGC RALLY at Gliwice (formerly Gleiwitz) from the 6-13 August 04. At both these Rallies, the former being also the 25th INTERNATIONAL GRUNAU BABY RALLY, the OSC was represented with their GRUNAU BABY 2B. It must also be said that the first Grunau Baby 1 was built at, and flew from, GRUNAU in 1931, where it had been designed in EDMUND SCHNEIDER'S FACTORY there. During wartime, the little firm built 6 \_ Grunau Babies a day for 600 days !!! It can only be said that we were at one of gliding's most holy places.

The HORTEN 33. has been restored for the German Gliding with Modelflight Museum by the Oldtimer Club Wasserkuppe. It has a 19.2 metre wingspan and so it will take up considerable space. As it has identical wings to those of the 20 metre span single seater Horten 3 s, this must mean that its centre section is of 0.8 metre span less than that of the Ho 3..

**KRANICH 2 SITUATION IN GERMANY.** With the completion of a magnificent replica Udet "FLAMINGO" aeroplane,D-2002, we believe that the way is now open for the Oldtimer Club Munchen, at Bad Toelz, to start restoring to airworthy condition their KRANICH 2B-2.

This was BGA 1147 from Russavia of Mike Russell. We think that this was a 1943 Mraz built Kranich 2, which may well have been built at Nitra in Slovakia. This firm built 1,312 Kranich 2B-2 s during the war, under the 23 year old aero engineer Jiri Havelka, who had been sent to this furniture firm, from Mraz at Chotzen in Bohemia, to teach them how to build Kranich 2 B-2 s.

Because of the damage to his KRANICH 2B-2 D-0031, Jochen Kruse may be going to obtain the 1943 Swedish built Kranich 2B-1 BGA 907 (ex- Fv 8826 and SE-SPT ) for restoration. It has been stored for about 20

years in Britain and was originally obtained for RUSSAVIA by Mike Russell. As D-0031 is to be repaired, this should mean TWO MORE KRANICH 2 s airworthy in Germany.

The superb Kranich 2 at Achmer is still prevented from flying through a political problem, although it is airworthy. Thus the ONLY KRANICH 2 IN GERMANY THAT IS AIRWORTHY AT THE MOMENT IS THAT OF THE VEREIN ZUR FORDERUNG DES HISTORISCHEN SEGELFLUGES AT DONAUWOERTH STILLBERGHOF which is run by Michael Diller. One is prevented because of politics from flying and three more are being, or will be, worked on. The TOTAL IS:- FIVE KRANICH 2 ARE IN GERMANY but whether some of us will long enough to see them all flying, is questionable. The airworthy Kranich 2B-2 of the above organisation was built in Spain and was restored by the late Gerhard Bergmann of Michelstadt Odenwald.

## **HOLLAND**

### **Slingsby T-46 (T-21c). PH-110 ex BGA1030 (BKM)**

The only T-21c built, the prototype, owned by Collin Street and partners, was a few years ago sold to Holland. In the first year when the new owners flew the glider, the canopy accidentally opened during the winch launch and the glider made a crash landing in the dunes. The cockpit was demolished and one wing broken. The owners had bought the

glider to fly, they were not interested in a restoration project, so that's why they asked a syndicate in Hilversum if they are interested in the remains of the glider, for free! In October 2002 we made a start on the fuselage in Martijn and Astrid Hoogenbosch summer-house (sorry no holidays, it's syndicate workshop now and I like the smell of wood, glue and pipe smoke). Martijn is also project coordinator. Other members of the syndicate are Peter Deege (Grunau Baby expert), Gerard Rijerse (painter), Jan Grundemann (metal-worker) and Jan Forster. We planned for 5 years, 3 years for the fuselage and 2 years for the wing. There are no drawings, possibly Slingsby made his design on a cigar-box, so we had to connect all the bits and peaces together with Cellotape. Martijn made the drawings.



*Above: The T46 after the crash on the dunes*

*Below: Repairs to the nose  
Top right: 'Hangar flying' in the*





**Above: The Fokker built Goevier 2, lost in the Netherlands? Photo taken at RAF Dishforth, pilot Terry Slater circa 1957**

Last week in less than 16 months, not the planned 36 months, the fuselage is nearly finished. In a few months we will start with the wing. You are welcome to visit our website; [www.zweefvlieggroepphilversum.nl](http://www.zweefvlieggroepphilversum.nl)

We are interested, for the history, in pictures and pilots who flew this glider and copies of pilot-logbook details. (Jan Forster).

Many years ago, Ken Crack sold his Fokker built in 1947 GOEVIER 2 to a group in Holland. Since that time, we have not heard anything about it. It may have had some glue failure then but we are sure that this could have been corrected. Has anyone had any news about it as Goevier 2s are very rare now even though the type was in mass production during the war. We are sad that so many of our vintage gliders have "emigrated" and we should at least like to know if they are being properly looked after. (CW)

## NEW ZEALAND

The Two Vintage Kiwi Rallies have been held at TAUPO, in the North island from Saturday 29th February 05 until Saturday the 4th February and in the South Island at NELSON from Saturday the 19th February 05, until Saturday the 27th February in the North of the South Island. Both were held in very picturesque areas. (no reports received of these events to date)

## POLAND

It is very sad that no pre 1940 Polish sailplanes still exist, except for the Salamandra and Komar in the Polish Air Museum at Krakow (which were built also after 1945) and the Orlik in America but nothing of the work of Antoni Kocjan, Szczepan Grzeszczyk and Waclaw Cerwincki is airworthy, for us to remember the work of these great Polish designers. Szczepan Grzeszczyk moreover is recognised as the Father of Polish Gliding and his SG sailplanes, often designed

with the assistance of Antoni Kocjan, were the best in Poland of the first wave of Polish high performance sailplanes, of before 1937. However, not to be daunted, Zbigniew Jezierski has asked representatives of the Warsaw University whether they could produce new plans and restress the design, of a PWS 101. So that one could be built to fly. Aeromodellers have already built models of this great sailplane, of which 12 originally flew. Tadeusz Gora flew one of them 578 kms across Poland in 1938 and won the first FAI Lilienthal Medal for this flight, which was recognised as the finest gliding achievement of 1938. Models of it were built by Martin Simons in Australia and Peter Saunders in England (and others). Perhaps therefore, we are at least some way towards having a full size airworthy 19 metre span PWS 101. ? Otherwise, we have the Harbinger to remind us of Czerwinski's sailplanes.

*Via email from Poland comes the following news in a letter to Chris Wills:*

Dear Chris,

I hope that you will be as excited as we all are here in "VGC in Poland". We are embarking on building a replica PWS 101. That important decision was taken at a recent general meeting of our club.

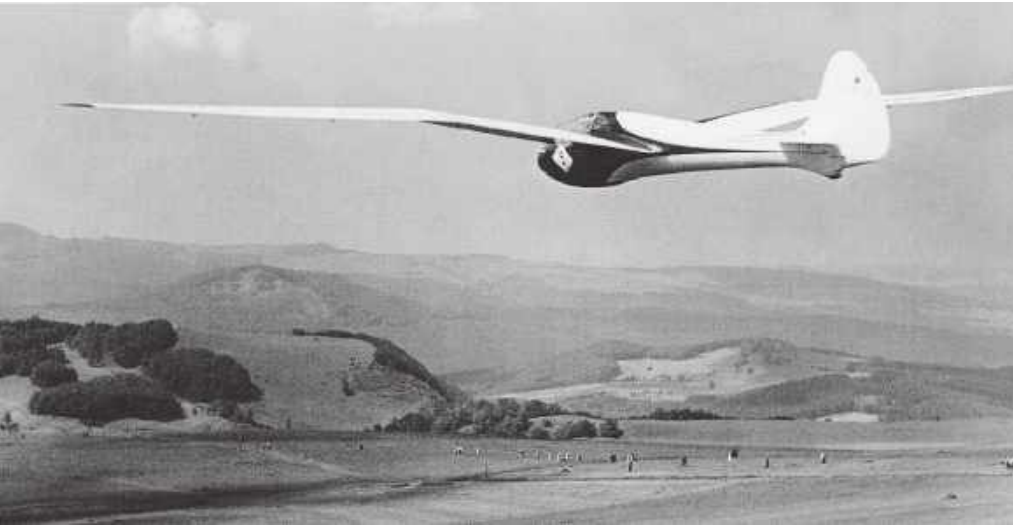
Designed and constructed by Waclaw Czerwinski towards the end of 1936, PWS 101 was one of the best Polish high performance gliders, which met with highest interest and a wide spread appreciation around the world. Following completion of the prototype and tests flights it was first flown in competition at Rhon. During the First World Championships at Rhon, Piotr Mynarski on PWS 101, in company of Heinim Dittmar flying Fanfir 2 and Hanna Reitsch on newly constructed Reiher achieved record distance of 351km.

In his historic flight on PWS 101, with registration SP -1004, from Bezmiechowa to Solecznik near Vilnius, Tadeusz Gora set the distance record of 577.8 km for which he was awarded the first Lilienthal medal.

The 19m span of the gull winged silhouette of the PWS 101 is one of the most beautiful gliders to view in the sky.

All the PWS's were lost during the war. It was also thought that all the drawings and specification were confiscated by the Russian forces and shared the same fate.

Our decision to undertake construction of the full scale and airworthy replica is not just a "pie in the sky" but has been encouraged by the find of a significant



Left: The PWS 101 taking off from the Wasserkuppe during the 1937 International Contest. Photo via CW

## SWITZERLAND

Bungee launching a Olten airfield. Among the most modern fleet of the Olten Gliding Club (SGO) remains an oldtimer, the **K8B HB-753**, surviving just by the fact that the club missed the moment to sell it well. The K8B is still flown by some pilots. Having heard from the successful bungee-launch activity of the OSV, many SGO members became enthusiastic when the idea came up to organise a bungee launch weekend on the airfield instead of the traditional spot-landing contest. Some pilots just wanted to feel once in their life the speeding up of a launch and others planned to comply with the requirement of 6 launches before being entitled for bungee-rope take-offs from a mountain.

In turn Andy and Willy Fahrni were called and reached Olten (40 kilometres S-E of Basel) on Saturday 18th September 2004. They brought the bungee launching equipment of the OSV (Oldtimer Segelflug Vereinigung Schweiz). This equipment is now packed in a spe-

*Below: The rigged bungee launching equipment at Olten airfield; the red rope is used to release the glider. Markus Engeler  
It is unusual to see as many pilots on a briefing at Olten airfield in September.  
Markus Engeler*

amount of original specification and calculations which came recently to light. These were dedicated to us by Mr. Stanislaw Blasiak who in turn received those from Mr. Tadeusz Wala who as a student at the Mechanical and Aeronautical Technical school was taught mathematics by Piotr Mynarski.

The specification handed to us comprises about 80 pages of A4 size, which comprise calculations for wings, fuselage and metal fittings. Unfortunately, we could not locate any of the original drawings. We are intending to reproduce those from the modeller's drawings as you once reminded me, these may still be available.

We have already set up a steering committee and are investigating the organisation of fund raising campaigns.

We have established contact with few designers whose expert knowledge and skills in design and production of wooden crafts will be invaluable to us.

Our project management plan includes:

- Setting up and administration of funding campaigns,
- Systematic cataloguing of technical documentation and identification of gaps with a view to their completion,
- Undertaking all the construction work under the supervision of IKCSP (Appropriate CAA inspectorat with powers to issue airworthiness certification)
- test flights and registration in "Special" Class.

At half-yearly intervals the steering committee will audit the accounts.

We anticipate the total costs, which include the research and completion of the missing parts from the specification; the materials and the costs of production will amount to between 120 thousand to 150 thousand zloty (£20,000 to £25,000).

All the construction work will be

undertaken by SZD Jezow workshops.

In next few days we are setting up a dedicated "PWS101" account with our Bank. We estimate all the above work not to take longer than three years.

When completed the new glider will be added to our flying collection of vintage gliders in Gliwice and will be available to pilots who "syndicate" with our project by a donation of minimum sum of 150 zl, or any higher sum which they can spare or feel our project is worthwhile of supporting.

You will agree that when completed a new PWS 101 will be a valuable addition to our vintage heritage and will be a star attraction in our national and international rallies

Yours cordially,  
Zbigniew Jezewski.





*Left: The Spalinger S 18 III HB-347 hanging in the roof of a hangar at the Birrfeld in 1984  
Daniel Steffen*

1974 at the Wasserkuppe and was flown by Christoph Feusi..

We do agree that a Spalinger S18 could easily replace two war birds! However it is uncertain that the actual state of

cial trailer, which makes the handling easier. Lilly Grundbacher lent her **K8B HB-701** in order to allow the flight operations more efficient. All together 57 launches took place within the two days. Four of the SGO pilots fulfilled the requirements and are now allowed for mountain take-offs. We hope to see these pilots participating at future bungee launch events.

Unfortunately, certainly surprised by the velocity of the launch, one pilot pushed the stick not quick enough forwards and produced a hard 'landing.' The fuselage of Lilly's K8B did not accept the shock ... and broke! Ruedi and Max Vogelsang repaired the fuselage in their workshop assisted by the unhappy pilot and Erwin Lehmann. They did a nice job. Max Vogelsang is well known in this country. He restored to perfection a Morane D-3801 out of nothing and bought a Mustang P-51. Max sold recently these 2 war birds. Max and Ruedi are thinking about the restoration of the Spalinger **S 18 III HB-347**, (1943 built) laying badly damaged by damp in the roof of a hangar at the Birrfeld airfield, for nearly 30 years. This glider took part at the VGC-Rally

the HB-347 will allow a restoration. In Switzerland 2 Spalinger S 18 are in flying conditions (HB-411, HB-458) and 4 more are waiting for restoration (HB-347, HB-396, HB-486, HB-510).

Beat Huber bought the **Hütter17 HB-399** from a M. Steulet. The construction work was started in 1944 and stopped in 1947. Beat is now investigating whether or not it is realistic to finish the work after a 'break' of 58 years! All together 22 Hütter17 have been registered in Switzerland, 18 of them were finished and airworthy, but none is anymore in flying condition. Four Hütter17 were definitely never finished (HB-399 – 467 – 511 - 543) We remember that Richard Schneider and Hellmut Bolli bought the unfinished HB-543 in 1954. Unfortunately the condition of the glider was disastrous and the official inspector pointed at least 19 items out as being not correct – in other words almost nothing

*Below left: Fritz Fahrni examined the unfinished Hütter17 HB-399 at Rossemaison in May 2002. Peter F. Selinger  
Below right: Beat Hubers Hütter17 HB-399 at Hinwil in December 2004. Beat Huber*

was useable! Richard offered the unfinished 'wreck' to a friend who wanted to use it as a link-trainer. The final destiny of this 'glider' is unknown to us.

405 bungee launchings, this is the number of launches realized by the OSV since the purchase of the powerful bungee rope in 1998. Many of them happened on airfields, the others from the top of hills with wonderful soaring flights straight from the launch. The next highlight is planned for August 2005 when the OSV bungee weekend will take place in the Alps, at the Churer Joch (1'900 m). The Swiss bungee launching system has a name: Willy Fahrni. Willy developed, built and tested this launching equipment and acted as chief-launcher right from the beginning. His orders 'zieehh' (pull) and 'seckle' (run), famous and inimitable shouting over the field, sounds as if he was a tough sergeant. But we all know that flying demands discipline. Willy's son Andy was promoted last year as launching deputy and he is doing the job as well as his father does. Willy takes also care of the equipment and maintains it perfectly during the wintertime. Recently he had to replace and renew many of the components and by the way he became a talented rope maker and saddler.

We reference to the pictures on the homepage [www.osv-ch.org](http://www.osv-ch.org).

The **Moswey III HB-380**, owner Nobert Schläfli, is still in the progress of restoration. The wings have been covered during summer 2004 but the atmospheric humidity stopped the varnishing. Norbert hopes to bring his Moswey III back into the air this summer.

Kurt Bär informed us that the restoration of his **Grunau Baby II HB-403** is almost finished. He did all work himself. The HB-403 was built by Karpf in 1943



and has been flying for 40 years. The last owner Walter Jenny grounded it in 1983 and sold it after a non-flying-period of 20 years to Kurt. We look forward to it see flying the HB-403 again.

All together 53 Grunau- and Karpf Baby's and one Nord 1300 were registered in Switzerland between 1933 and 1993. The Karpf Baby's were designed and built in the workshop of Emil Karpf at Seelmatten. They differ hardly from the Grunau Baby II. We estimate that today 10 Baby's are airworthy in the country.

Bad and good news from Fips (Hans Rothenbühler): He had to abandon the bus in which he brought his Spalinger S 19 HB-225 to many national and international Vintage Glider Rallies. It was an uncommon way to transport a glider, but all the Rally organisers knew well about the bus and installed for Fips a bus stop station on their airfield. At the last official technical inspection the bus was declared as 'not roadworthy' unless a complete overhaul and costly was done. Therefore Fips decided to leave this vehicle and also because the more and more strenuous loading and unloading of his glider. He purchased a modern trailer with all the practical features for easy handling of his S-19. We all will miss the original hangar-camping bus at our future events!

Lilly Grundbacher bought an old bawling at Grandfontain, close to Porrentruy but definitely in the outback of Switzerland. Lilly is now to furnish her wide workroom and a small flat to live in. Visitors are welcome. Lilly is going to restore the Hütter 28, HB-223, and WLM 2, HB-562, in her new premises.

Richard Schneider introduced Reto Fischer to us, a young model builder.



Left: Spalinger S 19 HB-225 with the bus in the background on the International VGC Rally 1985 in Amlikon. Daniel Steffen

**Diary Dates of the Oldtimer Segelflugvereinigung Schweiz (OSV) for 2005**

**14th - 22nd May**  
Vintage Rally Blumberg  
Details kstapfer.vgc@bluewin.ch

**11th/12th (18th/19th) June**  
17th OSV Rally, Schmerlat, Schaffhausen, only OSV-member pilots  
Details kstapfer.vgc@bluewin.ch

**21st (28th) August**  
Bungee launching event, Churer Joch (1900 m) Chur area, only OSV-member pilots

**20th (27th) August**  
Bungee training Bad Ragaz, only OSV-member pilots  
Details kstapfer.vgc@bluewin.ch

Reto had to write an extensive essay for his university entrance qualification. He chose as subject the three famous Swiss glider designers Jakob Spalinger, August Hug (Spir) and Georg Müller (Moswey). Frederic Fischer, Lukas Schaub, Kurt Stapfer and Daniel Steffen supported the young author with literature, photos, documents, advices and information. The result, a booklet of 71 pages, is remarkable and as good as many books of professional authors. Our movement will survive as long as young people are interested in Vintage gliders. Therefore we do everything to support them.

Kurt Stapfer was invited by the AFG (Akademische Fluggruppe Zürich) to give a lecture at the Swiss Federal Institute of Technology Zurich (ETH) on January 20, 2005. The subject was the diary of the OSV in 2004. Kurt showed beautiful slides. The audience was most interested in the bungee launching events. Perhaps one or two participants will visit our Meetings in 2005.

Speaking about Kurt Stapfer we point out that he is

an official guide in the Swiss Air Force Museum on the air force base in Dübendorf (near Zurich). Kurt would be happy to welcome a VGC Member in his museum, which was established in 1972. The new large 4'000 m<sup>2</sup> hall was opened to the public on April 28, 2002 and contains everything to make the heart of an aviation fan beat higher.

*Daniel Steffen, 26th January 2005*

**Obituary**

Our foundation member **Fritz Fahrni** died in his beloved workshop on the morning of 12th January 2005 and started to his last flight. Many pleasant memories on joint Rallies, air shows and restorations remain in our hearts. Fritz, you gave us much.

You helped us, when ever we needed you. We will never forget you

Yours friends of the OSV

*An obituary is to follow in a later issue of the VGC News.*

**USA**

We are glad to announce that high amidst the gigantic roof of the Dulles Airport Udvaazy Centre Air Museum can be seen a Bowlus (senior) Albatross (named Falcon?). It is as if it is floating up there in the lift at its 19 mph (30 kms) speed for max gliding angle. It would be a great thing if one of these most beautiful of all American sailplanes could be made airworthy (*see Martin Simons' drawing opposite*). The first of them flew in 1932. Its wing was ungulled. Hawley Bowlus designed it with the help of Martin Schempp and it was built by the students of the Curtis Wright Technical Institute at Glendale, California's Grand Central Air Terminal when both Bowlus and Schempp were instructors there.

We are glad that the NSM (at Harris Hill, Elmira), is represented here. This was called the American Condor by some people as it is perhaps a little similar to the Heini Dittmar designed sailplane. We wonder whether this Bowlus Albatross was the one found by the late Dean MacMillian next to a school and badly needing restoration. It would be wonderful if just one Bowlus Albatross senior could be made airworthy. We have not heard whether the HORTEN V1, and HORTENS 3F and H from the Berlin German Transport Museum have arrived yet at the Udvaazy Centre. They were scheduled to have been transported there last July. ■

BOWLUS ALBATROSS

18896



Wing section  
Göttingen 549

- 228
- 228
- 228
- 228

Structure 130 kg  
 In flight 226 kg  
 Wing area 19.1 sq m  
 Wing loading 11.8 kg/sq m  
 Aspect ratio 18.72

1372

7112

2267

Strut details



Strut section



**Bowlus Albatross**  
 1933 - 4

# Wow! Bordertown!



*Having fun at Bordertown, wish you were here!*

Great weather, great facilities and ground support, and a good rollup of VGA members sealed the success of Bordertown 2005! Fourteen sailplanes from three States made the journey to Bordertown, and over fifty pilots, crew and visitors enjoyed all the pleasures and ambience that vintage gliding has to offer. Flights were made to 11,600 feet, 330 kms and over 5 hours. Blue sky thermals, unlimited visibility and light winds persisted on most days. All launching was by the two-drum winch, handled skillfully by the Bordertown-Keith Gliding Club members.

Kevin Sedgeman and Ann, Doug Cole, Fred & Pat Foord, Gerry and Cill Rim, Kevin Barnes and Brian Stopp.

John Viney arrived in a Dimona, and Graeme Betts in a Cherokee. Other visiting aircraft included a Chipmunk and a Luton Minor. Keen modellers within our group kept everyone entertained during calm periods.

On Sunday 9th January, at briefing, the Geoff Gifford Trophy was presented by Ian Patching to Peter Champness for a Foka 5 flight of 315 km, the longest flight of four entries. Flights at the rally are not eligible for this trophy. Flying at

the rally commenced in earnest, with a two hour task being set. Keith Nolan in his famous Olympia "Yellow Witch" won the day with 153 kms on handicap. There were 32 launches for the day.

Monday saw good weather with a moderate westerly drift and again a 2 hour task was set. Ian Patching burnt around 200 km in 2 hours in the Boomer TR, and Dave Goldsmith flew 330 km in 5 hours 30 mins in the Ka6 NB, sharing equal first prize on handicap. There were seven cross-countries and Peter Raphael reached 11,600 feet during a 104 km jaunt in the Duster, HDT.

## Sailplanes attending were:-

**Golden Eagle** GFC with Alan Patching  
**Ka4 IKK** owned by VGA and flown by many VGA members and friends  
**Olympia** GFW with Keith & Edna Nolan and Ged Terry, who came all the way from the UK  
**Woodstock** HNW with Mal Bennett  
**Grunau Baby II** GDN with Leigh Bunting  
**Boomerang** GTK with Lyle Whitfield  
**Boomerang** GTR owned by Theo Van Alkemade and flown by Ian Patching  
**Shortwing Kooka** GNZ with Gary Crowley and Caleb White  
**GB4** GHK with David Howse and Rosie  
**Duster** HDT with Peter Raphael  
**ESKa6** GNB with Dave & Jenne Goldsmith  
**Super Arrow** TJ with Emilis Prelgauskas  
**ES57 Kingfisher** GKN with Ian Patching  
**Boomerang** GDU with Philip and Loes Beale

Other members and visitors included: Terry Whitford, Geoff Lucas, Alan and Margaret Delaine, Ralph "Feathers" Crompton, Grant Mockunas, Kiernan Patching, Geoff Hearn, Frank Smith,



*Grunau Baby II – Leigh Bunting.*





*Left: Transporting the one piece wing – Kookaburra.*



*This photo: Golden Eagle, Australia's oldest airworthy glider, first flown September 1937. Often flown by our President (and VGC Vice president-Ed) Alan Patching (80 years old).*



Briefing Tuesday was interrupted by a call for stronger tie-downs as a hot North-Westerly wind became more boisterous! A non-flying day was declared and four carloads went to visit Emilis's museum at Monarto. Temperatures soared to over 40, and the small number left behind toiled to

protect the gliders as the wind became even stronger and more gusty. Fortunately no damage was done.

Wednesday was calm early but the South-Westerly stream built up. Emilis and Keith set off for a struggle, but in the end no contest reports were entered.

Thursday was better and a number of pilots set off on the task. Mal Bennett won the day in the Duster with a flight of 162 km on handicap, and local soaring was enjoyed by many.

Friday morning's temperature trace foretold a disappointing day, and rain was forecast for the afternoon. Some launches were done in the morning

*Above left: Boomerang GTR, flown by Ian Patching. Above: Short wing Kookaburra, Gary Crowley and Caleb White.*



*This photo: Olympia GFW with Keith and Edna Nolan and Ted Gerry, who came all the way from UK.*

## RALLY ROUNDUP

before the gliders were secured for wet weather. In the late afternoon and overnight some light rain fell.

Saturday was better and local flights of up to four hours and to about 5,000 feet were enjoyed, before the gliders were de-rigged ready for Sunday's trip home.

On Saturday evening at the wind-up dinner the menu included lamb-on-a-spit, a culinary masterpiece to cap off the wonderful meals provided throughout the week. The VINTAGE TIMES raffle for Martin Simons' book "Sailplanes 1945-1965" was drawn by Edna Nolan, the winning ticket belonging to David Craddock, a VGA member from Epping NSW, who has published a series of books on Australian gliding history.

The following prizes were awarded:-

**Feathers Encouragement Award** went to Gary Crowley. The VGA Choral Society serenaded Gary's bride, Merran, who is unwell, by phone for her 50th Birthday!

**Best Single-seater:** Duster, HDT, Peter Raphael.

**Best-Maintained Schneider aircraft:** ESKa6 GNB Dave and Jenne Goldsmith

### Vintage Tasks:-

1st Ian Patching, Boomer  
close 2nd Keith Nolan, Olympia  
3rd Dave Goldsmith, Ka6  
4th Leigh Bunting, GBII

KEVIN SEDGEMAN PRESENTS THE

BEST SINGLE SEATER AWARD TO

PETER RAPHAEL

PETER COLLECTS THE GEOFF

GIFFORD TROPHY

RALPH CROMPTON PRESENTS THE

"FEATHERS" ENCOURAGEMENT AWARD

TO GARY CROWLEY ■

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*From the top: Happy participants of the Bordertown rally.*

*Native ES57 Kingfisher.*

*The Geoff Gifford Trophy was presented to Peter Champness by Ian Patching.*

*Woodstock homebuilt – best single seater.*

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# “Never exceed”

*The story of a cross country flight in the German Built 1942 J. S. “WEIHE” ZK-GAE, (formerly G-ALKG, BGA 433) on 1.12. 1957. The flight lasted 4 hours 30 minutes from Burnt Hill, New Zealand, 50 miles distance to approximately 16,500 ft. Pilot: C.Wills.*



The flight started from Burnt Hill by aerotow, West of Christchurch, with the intention of gaining sufficient height in waves to try for a cross wind 300 km cross country for Gold C distance. I had over 100 hours gliding and had taken an Olympia to 13,000 ft and over 17,000 ft in thunderstorms near Lasham, England. We had no weather forecast but weather conditions during the morning looked good enough for such a flight. The Weihe had just been painted and looked really brilliant glistening in the morning sun. Our CFI dear Fred Dunn complimented me on getting the Weihe so beautiful. The flight was started but the waves did not develop, only taking the Weihe to between 6 and 7,000 ft. Hoping that the waves would improve, progress was made slowly cross-wind Southwards. It was then noticed that the waves were running into cloudy weather coming from the South. The T.42 Slingsby Eagle flown by Dick Georgeson and Jon Hamilton was seen below.

To NZ pilots, the bad weather coming from the south could only mean a cold front, which pilots should not fly into under any circumstances. To me, coming from England, it represented a little bit of bad weather and I decided to proceed under it and then, should there be no hope of flying further southwards, to

take some photographs of something on the ground, and then try to return to Burnt Hill. This happened and in light rain, photos were taken of a canal near Methven from lower than 3,000 ft. On the way back to Burnt Hill, some very weak lift was encountered which took the Weihe to cloud base. Thinking that about 4,000 ft would be necessary to get back, I took the Weihe in to cloud in the still very weak lift.

In cloud, a wing dropped and all hell broke loose. I thought that with open airbrakes and in a spiral dive, the Weihe would be out of cloud in seconds. I then incredulously observed that the Green Ball of the Slater Cobb variometer was firmly stuck in the top of its tube, indi-

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*Above: morning, prior to the flight, the Weihe gleaming in the sun with new paint! Fred Dunn, our CFI (brown clothed) in the centre. (C.W.)*

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cating a sensational rate of climb. All attempts to lift the down wing with aileron failed in spite of the 80mph air speed. (83 mph was the velocity never exceed (VNE) of the Weihe in calm air). Aileron reversal did not then occur to me and I could not understand why aileron did not lift the wing at such a high air speed, but I felt that if the Weihe was spinning with air brakes out, it was in the best configuration for it to be in (however, a spin at 80 mph was unthinkable!).




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*Right: the turning point, a canal near Methren, before going into cloud*

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The positive G was terrific and I was thrust into the side of the cockpit with the skin of my cheeks trying to slide off downwards. Every turn seemed to bring a redoubling of the thunder of the hail and sudden increase of darkness. I began to try to decide what to do if I had to parachute as I thought that no glider could withstand such positive G and, especially one that had been built in wartime Germany. However, she had had her wing and tailplane plywood renewed in 1947 in England and so perhaps this would give her a chance. An old RAF song from the war, which was sung in the old control tower bar on Saturday nights at Lasham, kept going through my mind. "Glory, glory, what a hell of a way to die". However, while she was still flying and climbing, there was clearly no need yet to abandon her.

At about 11,000 ft, the hail started to break the front of the canopy but most of the hail was caught in a little sunshade at the top of the canopy. Was this the beginning of the end? Then the cloud became lighter and I felt that there was a chance of coming out of cloud. Suddenly, there was a great explosion followed by a peel of thunder, from the starboard wing tip, a slight electric shock from the stick and a smell as if someone had struck a flint...but there was no fire.... and the glider was still flying. Then it became dark again with the glider still in a spiral dive. Oh God, would it ever end? The

descent did not take long...only 5 minutes. The ascent had taken 8 minutes. Is this a record? Nobody has ever before gained diamond height backwards, in a spiral dive, with airbrakes out, up to over 16,000 ft and down again in 13 minutes! The Weihe came out of cloud in a more or less respectable attitude. I felt that she was probably damaged as its ailerons seemed a little heavy, but maybe there was ice on her. The glider was certainly very wet. Below was a sheet of cloud, with one or two holes in it.

I resolved to gently fly the Weihe to one of them, which seemed roughly on course for Burnt Hill, and to let down through it.

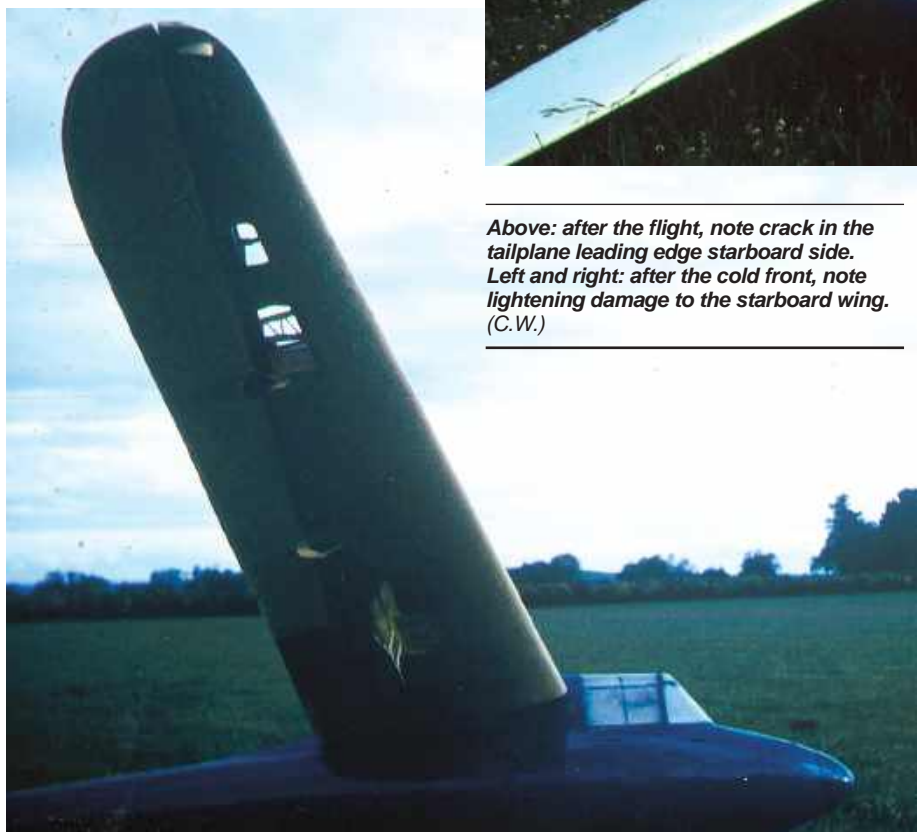
This was achieved but I was horrified

to find that I was in an alpine valley at the bottom of which rushed a mountain stream. The only hope was that the stream would lead to a lake in which the Weihe could be landed. Looking through the canopy's large window, I was able to perceive that I was proceeding upstream and so decided that it was very necessary to turn the Weihe within the valley to head downstream. Height was very low, if one could see the direction of the water. The turn was accomplished, and the black walls of pine trees on either side rose into cloud. Had we escaped from this hell of a cloud to suffer a worse end upon the pine trees? Then, she started to go into cloud again and although height was low, airbrakes had to be opened again to further reduce my miserable height, as to go into cloud now would be certain oblivion. Luckily this time, she did not go up and, as she broke cloud, I could see for the first time that we had hope. For there, after a few more hills, could be seen the paddocks of the Canterbury Plain lit up in sunlight. The relief in the cockpit was indescribable. The Weihe would only have to keep flying for a few more minutes and we would be saved. We got there and a large field with a homestead at the end of it was chosen for a landing.

There was one rough area on the surface of the field. I felt that I should aim to clear it and everything would be fine. Unfortunately, the Weihe stalled very early (probably as much as 10 kph early) for a not too gentle arrival. I got out of the machine to survey the damage. What I saw appalled me, as apart from the damaged canopy, the wings had twisted so much at the great speed that the grain of the plywood had broken through the new paint and, when the wing was wet, the grain stood up and there were diagonal lines along the leading edge causing a very bad wing surface. (Trying to raise the wing with down aileron at that speed had twisted the wing causing it to even more firmly lock itself into the spiral dive and was a recipe for disaster). The rough upper wing surface led to the premature stall. The lightning had blown out two bays of wing fabric outboard of the outboard aileron cable, which had been struck. The fabric had been cleanly removed on the upper surface as if with a razor. The hole was more ragged underneath. The elevators and rudder's fabric had been shredded by the hail but, more alarming still, the tailplane D-box had started to break a third of the way out on one side. The break went round the leading edge until the main spar



**Above: after the flight, note crack in the tailplane leading edge starboard side. Left and right: after the cold front, note lightening damage to the starboard wing. (C.W.)**



underneath, which was broken. Nevertheless, she had held, and both I and the Weihe would live to fly another day. In the homestead, there was a New Zealand birthday party in full swing. I was invited to join in but I felt it was more necessary to telephone Burnt Hill for my trailer. It was one of those ancient telephones, which work if you wind a handle. I was just able to communicate that the Weihe was NOT AIRWORTHY and would they bring the trailer? My dear friend Les Chatterton came with the trailer and could not understand how the damage could have occurred in flight. Surely something must have been hit?

Back at Harewood International Airport (Two Viscounts were expected and therefore the Canterbury Gliding club would have to move). Fred Dunn inspected the Weihe and declared that the main wing spars were intact and that basically, she was sound. As CW's Father was expecting to fly the Weihe at Christmas (mid summer!), Dick Georgeson managed to persuade club members to launch a tremendous effort and they took parts home to repair them. To make her again airworthy for Christmas, Airwork worked on the damaged wing and tailplane. The wing needed a new aileron cable because of the lightning strike. Jon Hamilton repaired the canopy. Fred Dunn and CW repaired the fuselage due to the heavy landing.

One seat bulkhead was a little cracked. Others re-fabricated the tailplane and rudder. The paint on the wing could not be made good in the time available. The A.S.I. was jammed at 120 mph through the rain. 200 kph was the speed that the Germans had said the Weihe would not exceed with open air brakes, and I had proved it. The Goettingen 549 wing profile will stall early if it gets rough. The Goettingen 535 of the Grunau Baby and Kranich 2 etc might be a little more lenient? The Weihe had no longer the beauty that she had had during the morning.

The Weihe was airworthy by Christmas but a late attempt to reach the Simons Hill Christmas Gliding Camp was

frustrated by endless downpours of rain and flooding. It eventually did arrive there and, on the last day, as the gliding club was packing up to go home, because their Tiger Moth towplane was upside down in the tussocks due to an unsuccessful cross wind take off, it was possible to winch launch the Weihe onto the hill at about 300 ft height. From here, Philip Wills was able to take her to 20,000 ft in wave. An attempt was now made to fly upwind to the lift of the primary wave behind Mount Cook. This meant going through the latter's sink and then plunging into the latter's rotor cloud below it. He then experienced the worst turbulence of his life, which was more than adequately recorded on the

barograph's trace. Having just arrived under the Wave's leading edge, a cold front came and all wave lift ceased. This compelled him to soar in the hill lift over a small hill of the Southern Alps, until a thermal came which gave him 7,000 ft. This just was high enough for him to get back to the Irishman's Creek Station with 300ft (100 m) height left. He declared afterwards that our repair of the Weihe was certainly good.

I left the Weihe airworthy in 1958 to go as helper for the NZ entrant Keith Wakeman in the Polish World Championships at Leszno After my partner Warren Denton had achieved a Gold C 300 km distance flight from Christchurch to Blenheim, before a cold front, at a relatively low height, over inhospitable country, she was sold to a North Island syndicate. After a major repaint and the fitting of a bubble canopy, she fell upon really bad times when the trailer, wings and tailplane came apart through damp at New Plymouth. However, a party from the South Island rescued the bits and at least its fuselage is in the Ashburton Aviation Museum near Christchurch. Restored, it is intended through lack of space, to build stub wings for her. BGA 433 had been one of the three Weihees that Philip Wills had managed to rescue from the Wasserkuppe in 1945, after American forces had declared that they would burn all the gliders there. One of these three Weihees is still airworthy and is owned by Jeff Byard of Tehachapy in the USA. ■

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***The fabric had been cleanly removed on the upper surface as if with a razor.***

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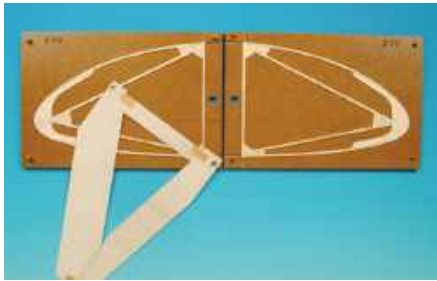
# PROJECT HORTEN IV

PROGRESS REPORT DECEMBER 2004

Bernd Ewald

The ambitious project of a true historic reconstruction of a Horten IV achieved very encouraging progress in 2004. Concluding this year this short report shall inform all friends and sponsors of this project on the status reached up to now.

The first very important milestone reached in this year was the completion of the rib fabrication at the apprentice shop of the DLR at Oberpfaffenhofen.



On 3rd of May the large box with the ribs was handed over to the undersigned and he thanked the rib team with a little party with local "Weißwurst, Brezel and Bier".

With this rib fabrication the DLR not only made a big contribution to the project (about half the effort for the wooden part of the wing) but also invented a completely new technology for wooden rib fabrication. The rib drawings were reconstructed as CAD drawings and steering files for a NC-milling machine were derived from the drawing files. In high quality chip boards grooves were milled. Battens and fillets were placed in these grooves. Roughly cut plywood strips were added, glue was added and the two mirror image plates were pressed together. After the gluing process the excess plywood was cut away with a simple milling machine. In a broad band grinding machine the ribs were trimmed to the exact thickness, resulting in the finest wooden ribs ever built in true historic structure.

These „high technology" templates are carefully stored at the company of Sascha Heuser (if somebody else is so crazy as to build another Horten IV).

Until early this year we had no decision about the structure of the detachable wing tip (about 2 m Half span). Original drawings of the wing tip in its metal structure are not available. Nevertheless

Boris Koletschka, a keen Horten enthusiast, found out so much details about the original wing tip structure, that a new design very similar to the original structure seems possible. The new design will be ready soon and Boris will build the wing tip.

The main spar of the wooden wing was redesigned, since the original structure with pine caps strengthened by Lignofol is not possible today. Lignofol was an



early attempt to produce a resin soaked wood. Production of Lignofol stopped already at the end of the war. So the spar was redesigned in identical outer dimensions with laminated beech caps; this material is available from production. The caps were dimensioned for identical weight as the original spar which resulted in an increase of strength and stiffness between 20 % and 50 %.

The main spar was built in the workshop of the Akafkieg Darmstadt by an apprentice as a training piece for wooden airplane structure.

The main spar is a box spar with 2 mm plywood webs. The caps are connected by small frames which prevent buckling of the webs. The frames are arranged in small (ca. 10 cm) spanwise distance. The main fittings are riveted to the spar caps. After careful examination by the inspec-





has three separate control surfaces at the trailing edge of each wing. The picture shows the inboard control surfaces nearly ready; the spars and ribs for the middle control surfaces are also ready. Unlike the historic plane our Horten IV will have a perfect mass balance of the control surfaces.

For all metal fittings in the wooden part of the wing we are happy to welcome a new sponsor. An apprentice shop who wants to be unnamed, will fabricate these fittings. ■

tor Günter Schapka the completion of the spar was celebrated with a big paella party in the Akaflieg workshop.

Spars and ribs will be transported to Potsdam early in 2005, where Sascha Heuser (see [www.holzleichtflugzeugbau.de](http://www.holzleichtflugzeugbau.de)) will start the assembly of the wings.

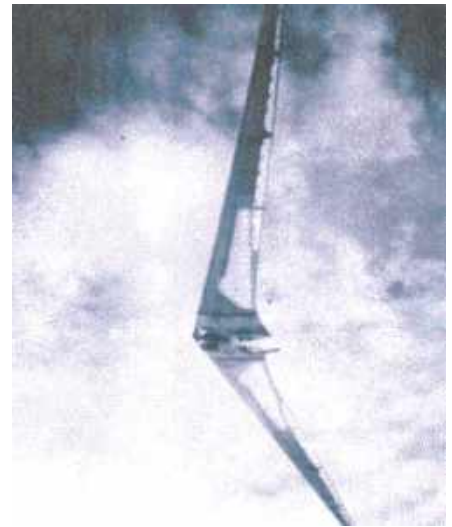


Centre section and cockpit of the Horten IV are a rather complicated welded steel tube structure. Only a few original drawings are still existing. During the reconstruction of the Horten IV which is displayed at the Deutsches Museum the centre section was very carefully redesigned and the structure was documented with good CAD drawings. These drawings are the basis for the construction of the centre section of our Horten IV. It was rather difficult to find a sup-

porter for the centre section. Finally we could persuade the apprentice shop of the Lufthansa Technik AG at Hamburg to do this job. We could hardly find a better place.

After the procurement of the high strength steel tubes for the centre section the Lufthansa Technik AG started the work. The construction of the spar bridge looks very professional.

The construction of the control surfaces Bernd Ewald reserved for his own small workshop at home. The Horten IV



*Above: Less than 2 years from now? (Prototype Horten IV, 60 years ago)*



*After careful examination by the inspector Günter Schapka the completion of the spar was celebrated with a big paella party in the Akaflieg workshop*

# THE NYBORG TGN-1

*by Ted Hull. Since we first featured the NYBORG glider in VGCNews 110, Ted Hull has discovered the following report on some of its airborne excursions by John Saffery, who test flew it in 1938.*

During the Bank Holiday weekend Mr. Nyborg was kind enough to let me fly his machine. The flying on the first day was on a field of about 600 yards x 400 yards belonging to a farm a few miles out of Worcester.

On my first hop I determined to rise to 3 or 4 feet from the ground and then to keep the machine straight and level while I learnt what it felt like. The machine was put with its tail near the hedge and pointing in a direction which gave me an uninterrupted stretch of about 500 yards before a fence of iron uprights and stout steel wire which divided me from another big field. This fence however was out of sight behind a slight crest about 300 yards away upon which I expected to land.

The launch by auto tow with a double rubber rope is powerful and gave me an initial speed of about 55 m.p.h. The machine rose quite quickly and leveled off as soon as it was well clear of the ground. After a rather undulatory 150

yards or so we settled down to steady flight at about 3 feet and remained there until to my amazement I saw through the windscreen, which was very discoloured, that the fence was only about 40 yards away. We were traveling much too fast to land and pull up so I put the nose down a fraction to try to jump it, but touched the ground, and an instant later we went through the fence in tremendous style just off the ground and stopped 30 yards the other side. Although the iron posts were bent over at 45 degrees, one by the nose and one by each wing tip, the damage to the machine was negligible. But unfortunately the airspeed indicator was wrecked. Several more hops were made in the afternoon, but with a less powerful launch and up slight rise. I found that trying to gain height quickly on the launch produced a semi stalled condition. Any attempt to cure this by lowering the nose put one on the ground at once, but if held steady the machine would fly under control at a coarse

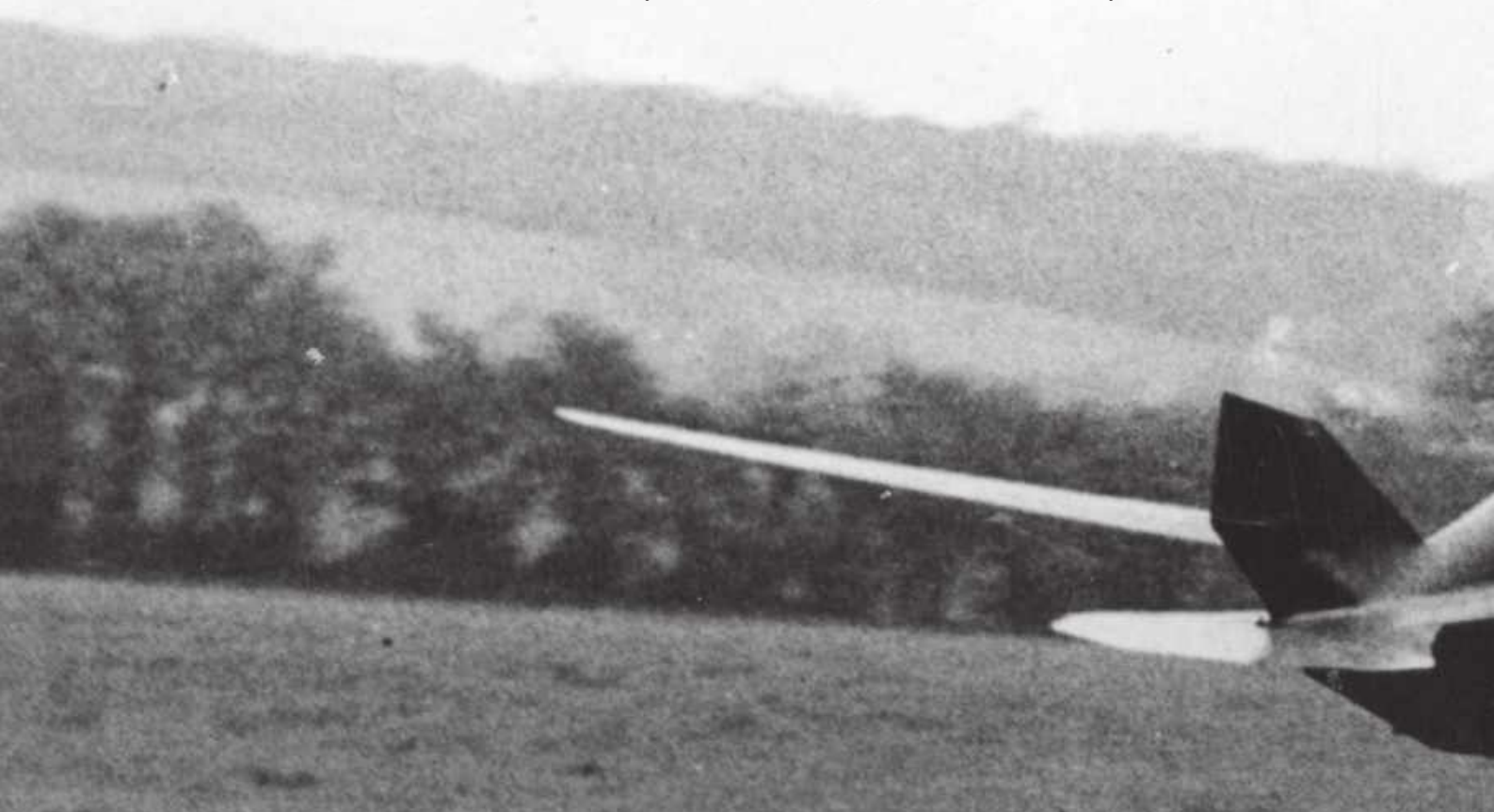
gliding angle. At no time during the day were we over 10 feet high.

The following morning the direction of the wind necessitated flying across the short way of the field, so we decided to try to get much more height on the launch and then turn and fly over the fence and into the next field.

I asked for a good strong launch, as 30 or 40 feet at least would be needed to clear the fence which was 300 yards away. Also I was anxious to have plenty of speed and height for the turn as the machine had not been turned before.

We went up well on the launch and probably got nearly 50 feet, (a film was taken of the whole flight, so it should be possible to check up on the height of the launch). I flew fast and began a wide turn towards the fence. It was soon obvious that we should clear that particular menace with plenty to spare so I just kept things steady, went over the fence at 12 or 15 feet and landed on a slight rise about 130 yards into the next field. I did not try to hold off at all and the machine landed faster than necessary. The skid mark was over 90 yards long. The time of the flight was 20 seconds and the distance about 480 yards.

This was a very satisfactory flight to me. I got more height than expected on the launch, and the turn which I had been a bit anxious about, was very steady. The ailerons are rather heavy but follow the stick at once. Also we had cleared the fence easily.





A second flight was made and was almost exactly the same. I held off and so got about 50 yards further and 22 seconds.

On the next flight I did not get quite such a strong launch, but nevertheless gained a little more height than on either of the previous occasions. This time I tried to keep my height a little longer, so did not fly so fast - a bad policy because we immediately began to sink so rapidly that it was obvious that we had not proper flying speed, and also that we would not clear the fence. I put the nose down well to get plenty of speed. But it was no good. I flattened out just above the ground but could not lift it. We touched the ground once and wallop - we were through the fence again! And once more the fence came off second best.

I find it very difficult to draw satisfactory conclusions from these flights. I was amazed at the distance covered in the first hop, even taking into account the speed of the launch. But the rest of the hops that day were disappointing. Also the first two flights, on the next day were good but the last one again was a fearful come down in every sense.

A great misfortune was the demise of the airspeed indicator in the first encounter with the fence, so I do not know at what speed I was flying on any flight nor do I know where the stall begins. Also the smallness of the field was a handicap because the longer flights had to be made on a curve which



made it very difficult to estimate the distance covered.

The machine flies fast; I should think at 65 M.P.H. and is beautifully steady. Elevator and aileron seem to be good. I did not use the rudder enough to know anything about it. The stall evidently begins at fairly high speed, but is quite gradual and there is still control well below it. If the wing begins to stall a good bit of height is needed to get it properly flying again. I had no opportunity to try the flaps or the wing tip drag rudders, which I would very much like to do.

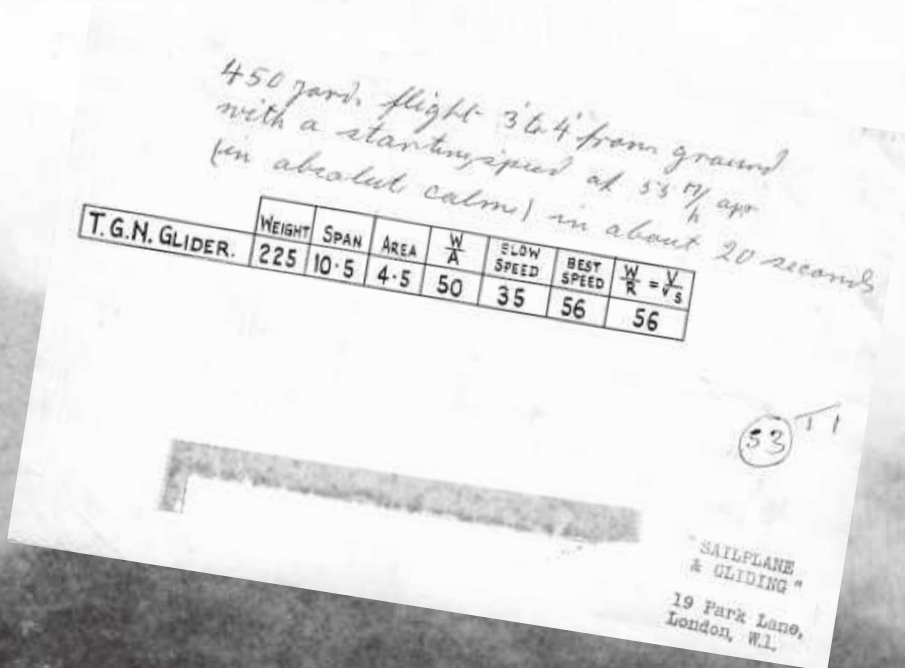
It would be most interesting to fly the machine again with an airspeed indicator and on a field with fences a day's march apart.

Ted also adds that: Andy Gough was another pilot who had the opportunity to

try out the Nyborg on aero tow from Bicester. He reported that it flashed around the sky at high speed but as soon as it touched earth it ground looped, completing several rotations before its wingtip stuck in the ground quivering like a javelin! The damaged remains were loaded back into the trailer and deposited back in Nyborg's garden without comment.

A video of both these tests is in existence and the bent metal fence demolished by the glider is most impressive. Anybody want to build a replica? ■

**Above: the Nyborg at home.**  
**Main photo: "At no time during the day were we over 10 feet high".**  
**Below: documentation of the flight.**  
 Photos all via Ted Hull



## Sailplanes 1965 - 2000

Dear Editor

Thanks for publishing the favorable review by Ute Faute of my 'Sailplanes 1965 - 2000' book. As she says, sailplanes designed and built after 1965 are not really to be counted as Vintage. My first ideas on the question of dating, published in the 1966 *Sailplane & Gliding*, were that 1950 was a good cut off date for the proposed Vintage Glider Class. Maybe it should be 1957, the year of the FRP Phönix. Anyway, The new book is not expected to be of great interest to Vintage enthusiasts, although I have observed some (rather obtrusive) plastic sailplanes at vintage meetings.

As to types left out, as I mentioned in the preface to the book, I began with a list of more than three hundred. I simply had to stop somewhere and the book contains over 120 as it is. Obviously there are many omissions. In choosing the ones for inclusion, one criterion was whether or not the type concerned represented any important advance on what went before. The SF 27M, I felt, qualified here, the SF 30 Club Spatz did not. It was a direct development of the Spatz and Zugvögel series which were described in the previous volume. There is plenty of

room for argument about this I know, but another point I feel obliged to make concerns availability of drawings and data sufficiently detailed and accurate for me to work up into a good three view. Again, the SF 27 was adequate in this respect, the later Scheibe designs very much less so. I had no replies to my requests for help in this respect from Egon Scheibe. This contrasts markedly with most of the other designers and manufacturers.

There is of course always the opportunity for other authors to fill in the gaps, do the necessary research, make the essential drawings and publish the results. I do not intend to write any more glider books myself, so the field is wide open. We can all learn something more.

Best wishes, *Martin Simons*

## 'Christmas Carol'

(*VGCNews 113*)

a response from CW

While thanking Peter Underwood for his marvellous article "A Christmas carol" and begging him to go on and write another one, we hope he will not mind if I make small delicate corrections. On page 6 in the centre column, it is

mentioned that Chris saw four Rhönbusards de-rigged in a hangar during the BGA's Easter meeting at Rearsby in 1946 and Chris related the sad end of three of these... Actually, apart from BGA337, which is resplendent and airworthy at Lasham, BGA 395 is now D-7059 and after a wonderful restoration, it is very airworthy in the Oldtimer Club Wasserkuppe and is much loved and flown. So, two of them still exist airworthy. One other met its end in the 1950 National Contest at Camphill, when it was put into the trees behind the slope by an ATC instructor who said afterwards that it had glue failure anyway! We felt afterwards that most wooden gliders would have had glue failure after that! The fourth Rhönbusard is thought to have crashed in Ireland but this should be confirmed.

The little Wanderlust is reported as being un-airworthy in a museum on the airfield at Woodley, near Twyford, where it was built. Lower in the centre column, it mentions how CW saved a Rhönbusard that was to be destroyed at Lee on Solent. Actually this was the Rhönspërber, BGA 260, which in Chris's opinion is the most precious and holiest vintage glider in Britain, having belonged to Kit Nicholson and Jack Dewsbury. Kit won the 1938 and 1939 British national Con-



Rhönspërber, BGA 260

tests. It is still airworthy at the London Gliding Club, from where Kit often flew before the War.

In the third column, I cannot remember that Derek Piggot ever criticised our efforts in that Lasham contest. (CW)

## Peter replies.....

Glad you liked it Chris, and thank you for your corrections. I note your last comment.

At the Haddenham rally last year, I took a winch launch in the K8. The lift wasn't very good, not for this pilot anyway, and I soon found myself joining the circuit. On the downwind leg I noticed that our strip was fairly well littered with gliders. I was not the only one! On base, I selected a spot where I could safely put

down my glider. Turned finals, "Good there is my 'spot', still vacant. I knew that ground retrieving would cease once I was on finals. As I reached the airfield boundary, someone decided to drive a tractor across 'my spot'. By superb airmanship and deft manoeuvring I managed to put my machine further down the field. I had plenty of speed. We came to rest without damage to limb or glider. "Underwood", I reflected "you sure are a fine pilot".

Back at the launch point I was approached by a gentleman, shall we say, not in the first flush of youth, but with an air of authority about him.

"Were you flying the '8'?", he asked.

"Yes", I said, my chest expanding a little in anticipation of the praise which was about to be heaped upon me.

"You took off with your stick back", said the gentleman.

"Took off", I thought, "we should be talking about 'landed', not 'took off'".

"If the cable had broken, you would be dead now". I did recall that the take off had been a little 'rocket like'.

The gentleman continued with his admonition. He did seem to know what he was talking about, I knew that what he was saying was correct, and his manner was by no means offensive, just very firm.

It was at this point that it dawned upon me that the gentleman was, in fact, Derek Piggot. I heard Derek out to the end and thanked him for his advice. I added that in my logbook I would put a note, "bollocked by Derek Piggot".

"It isn't a bollocking", said Derek kindly, "it is just that I've seen it so many times".

It was not that I hadn't been taught correctly, I had, but I had become blasé. Have any of you?

Now, at every take off, Derek's words are in my mind. Thank you, Derek; you may have saved my life one day.

*Peter U.*

## Ladislav Marmol

Dear Margaret,

On page 45 of the latest VGC News is a letter from Nicole Badertscher requesting information about her father, Ladislav Marmol.

Although never having met Ladislav he has had a major influence on my life.

He was the man that got me interested in aviation generally and gliding in particular.

Just before my tenth birthday my father took me to the 1952 Hendon Air-



## 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**



show which was organised by the Daily Express to celebrate fifty years of flying. There were all sorts of aircraft there both ancient and modern, some static others flying. I remember very little of the displays other than a flight by a Zlin 24 'Krajanek' glider. That flight seemed to last for ages and it totally captured my attention. The memory of that flight is as vivid now as on the actual occasion nearly fifty three years ago.

And from the programme, which I still possess, I know that the pilot was

Nicole's father. The influence Ladislav gave me that day has had a lasting effect.

Initially my aviation related exploits took me into building and flying model aircraft, a hobby which I still pursue although these days my creations come back to my feet with the aid of radio control. Then, in 1963, I ventured into flying the big, engineless stuff at Long Mynd and I got totally hooked on gliding. I currently own a K6E and a K6CR which are based at Shenington. I have also extended my activities into flying those SLMG things as well.

So I owe a lot to Ladislav and it is with regret that I never met him to express my gratitude. But, with your help, I could get in contact with his daughter and tell her about the influence her father gave to me. If you could give me her contact address I would be most obliged. I will then be able to send a copy of an article I wrote for my club's newsletter which expands what I have mentioned above. Ideally, I would also like to send an arti-

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*Below: Packed hangar at Gliwice during the 32nd International VGC Rally*

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cle dedicated to Ladislav's aviation exploits with Freddie Laker and his imprisonment in Czechoslovakia as a western spy back in the sixties. I am fairly sure that article was published in the 'Aeroplane' magazine some five or six years ago but, as yet, I have not rediscovered it.

Incidentally, I am aware that the Krajanek I saw in 1952 still exists and VGC Treasurer, John Dredge is one of its owners. John knows that I am itching to get my hands on the thing! Kindest regards.

*Bob Playle, VGC Member No.1793*  
*(Bob has been given contact details for Nicole Badertscher – I hope they are now in contact – Ed)*

### Jaskolka sales literature

My father rebuilt a Jaskolka many years ago (I think BGA 939 sticks in my mind) (one that had spun in at Dunstable?) and I recollect seeing a photo of one (possibly that one) in a past S and G as being associated with the Vintage Gliding Club.

Anyway I recently discovered 2 copies of original sales literature (importers



were a firm I vaguely remember called Norco Aviation and Industrial equipment). Would the club and/or the owner be interested in one of the leaflets?

*Andrew Hulme. Cambridge.*

*(If interested, please contact VGCNews@aol.com)*

**Lilly Grundbacher workshop**

*Lilly Grundbacher, Place des Tilleuls, 2908 Grandfontaine JU, Switzerland (E-Mail: annemie@bluewin.ch) sent us a letter and photo concerning her new workshop at Grandfontaine*

Gerne arbeitete Lilly Grundbacher in Ruedi Sägesser's Werkstatt. Ruedi gab viele Praktikertipps, was Lilly schätzte. Es war schön mir Ruedi zusammenzuleben. Nachdem Ruedi seine Liegenschaft an eine Fremdperson verkaufte, änderte sich das formell gleiche Mietverhältnis. Der neue Hausbesitzer versteht nicht dasselbe unter dem Mietvertrag wie Ruedi. Für Lilly wurde die Situation untragbar. Auch wurde Lilly's Garten gekündigt. Nach intensiven Suchen fand Lilly eine grosse ehemalige Schreinerei mit Platz für zwei Segelflugzeuganhänger und Garten. In zehn Minuten ist man mit dem Auto auf dem Flugplatz Porrentruy, wo das Segelfliegen noch unlimitiert ist. Die Maschinen und Werkzeuge konnten von Ruedi gekauft werden. Nun hat Lilly ihre eigene ideale Segelflugwerkstatt, worden.

Lilly Grundbacher liked to work in Ruedi Sägessers workshop. Ruedi gave her tips how to do things. Everything changed, when Ruedi sold the building and Lilly could not work any longer at Ruedi's workshop. She found a new place at Grandfontaine. The way to the airfield Porrentruy takes only ten minutes by car. Lilly took over all machines and tools from Ruedi and is happy to have now her own workshop.

*Translation by Daniel Steffen*



**Mystery glider**

Al Stacey of Bannerdown G.C., sent us these pictures of a glider which he would like identified. The pictures were taken during a visit to Shalbourne G.C.

Al would also like to contact the owner of a Skylark 4, which he observed during his visit to Shalbourne residing in a rather waterlogged trailer. Please Contact: chairmanVGC@aol.com



**Above and right: Lilly Grundbacher's Grandfontaine workshop, inside and out.**  
*Photos Lilly Grunbacher*

# A Classic Ascending

by Andy Westgate

The *Alauda arvensis* may sound like a new model of car from the Far East, but you'd be wrong, originating from these shores it inspired Ralph Vaughan Williams to compose a violin classic, and Fred Slingsby to name a series of gliders after it. Over the years it has become a symbol of this green and pleasant land, like afternoon tea on the lawn, cucumber sarnies and wasps, it is so quintessentially English....

It is.....the Skylark, a humble little feathered fellow with a wing span of just over a foot, with an unmistakable warbling trill song....and wait for this, the lucky little thing always lands on the ground and never in trees or bushes. So the next time you hear him as he flies overhead.....that warbling song could just be him having a good old laugh at our ( model flyers) attempts to extricate our gliders out of all those trees and bushes.

Some years ago my friend and long time modeller John Watkins built himself a 1/6 scale Skylark 1 and sent me some photos in the post. I guess this inspired me to set about drawing my own set of plans from the Martin Simons excellent tome Slingsby Sailplanes. Saving me hours of late night lamp burning, John very kindly offered me his drawings and with his blessings I enlarged them to 1/3 scale. I have always preferred vintage gliders especially the German gull-winged Reiher and Spurber Junior, but there was something about the little Skylark that made me want to build it. So on November the 8th 2003 I started my first 1/3 scale project. I decided to build the spar first, then adding the ribs front and

back afterwards, with the wing joiners built in to the spar and not tacked on the out side. The outer panels were made in the usual style, with the spars top and bottom of the ribs and the webbing added later

Information has been a little hard to get hold of as only two were built. The prototype is still here in this country under cover, it has a different canopy and no skid, this was taken off after a hang-up on a winch launch, so now it has a wheel. I have spoken to the owner on the phone and via e-mail, but as yet have received very little information. The second Skylark 1 was built for South African pilot Pat Beatty to fly in the 1954 World



Above: Andy Westgate, with Reiher 2  
Below: Skylark – rigged  
Bottom: Skylark canopy – close-up



Championships at Camphill. Afterwards it was shipped to SA but has since been destroyed in a hanger fire...shame.

It's Pat's plane that I have chosen to build, with much help from Martin's book and him personally, thanks to the www. As the basic fuselage is much the same as the Prefect I managed to get some pictures of a full size owned by glider friend Chris Hughs. Somebody else I know has a Skylark 3, which I should be able to use as reference for the wing fixing details....so as you can see it's all starting to come together.

Over the past five or six years I have been fortunate enough to have met many of our scale-modelling Gurus, and have learnt a great deal along the way. Their skills have been honed from years of experience and in many cases from their involvement with the real thing. A couple of years back I started working at my local airfield, building and repairing kit planes and gliders.....( this is another story, if you have the time or space). One of the first rebuilds I was involved with was a crashed K13 glider, I was amazed at how thin the wood was for ribs and covering....I've used thicker on my models. Another useful aspect of working with broken gliders, is that you can see how they were put together...so you really start to see where these Scale Chieftains learnt their art. When it comes to a

scale finish, as modellers, we tend to go way over the top.....just look at any old Slingsby glider. They are far from perfect and for me the point of building a vintage scale glider is to re-capture their character. You will be able to see the biscuits, ribs and formers under the fabric covering, and sometimes the ply skin and trailing edges will be buckled, if you want straight lines and perfect curves then I guess you go for a glass ship. ■

# The Gliding School at Tegoborze

## 1933 – 1939 *BESKIDY MOUNTAINS, POLAND*

By Tomasz Kosecki, translated by Jan Szladowski.

*The region of Nowy Sacz is located approximately 75km to the south east of Krakow, and lies near the border with the present day Slovak Republic, with the main town in the area being Nowy Sacz itself. The region, which is subject of this article, is made up of arable pasture and wooded hills and a large lake, lake Roznowskie, created by the damming of the river Dunajec. Tegoborze, one of the larger settlements in the area, is located just a few kms north west of Nowy Sacz. The pre-war Tegoborze gliding club was made up of two main launching sites, on slopes of local hills, Jadlovec and Rachow*

### The beginning of aviation in Nowy Sacz region

#### 1ST GLIDING COURSE ON WINNA GORA (VINE MOUNTAIN)

The 1920's and 30's saw a huge countrywide rebuilding programme that slowly got Poland back on her feet, fighting to reassert herself as a nation once again, as industry was restructured. The new industry of aviation was to take its first faltering steps in Poland in 1919, and, through the activities of the Krakow Regional Committee of the Air and Gas Defence League, (LOPP), an Aviation Section was formed whose aim was the promotion and participation of aviation sports. The foundations for the sport of gliding were established in the Krakow region on 22nd September 1928, when, with the enthusiastic support of the then deputy Minister of Communications, the Krakow region was visited by a rail carriage equipped with a first class educational roadshow. The roadshow included promotional material, along with movies about the sport of gliding, with Nowy Sacz being one town in the region where the carriage stopped and was met with great interest.

Twice in September 1931 the LOPP Krakow Regional Committee and the Nowy Sacz Local Committee, together with the Nowy Sacz branch of the State Railway Committee of LOPP, organised aviation events in Nowy Sacz with demonstration flights, some of which included passengers. The crowds, which the shows attracted, together with the earlier financial success, prompted the organisers to repeat the performances again in Nowy Sacz at the beginning of 1932. Altogether 28 passenger flights, including 3 over High Tatra's and 3 over Peniny range, were made.

One of the graduates of the Lwow Technical University, Eng. Henryk Blaszczyk, organised in 1931 an Aviation Section of the Railway LOPP, which was attached to the Main Railway Workshops in Nowy Sacz. Through his contacts with the Lwow Technical University, Blaszczyk obtained plans and specification for a "CWJ", a primary glider designed by Wacław Czerwinski and Stanisław Jaworowki. The CWJ was one of the smallest primary gliders in Europe



Above: Two trainees from Gdansk; Tadzio Milewski, other not known  
Below: instructor L Kwiatkowski at work next to "Czajka-bis"



at that time, and possessed good handling characteristics. It was of a simple and sturdy construction, which was essential to cope with the vagaries of many trainee pilots. In February of the same year Blaszczyk, together with other graduates from Lwow, began constructing gliders at Nowy Sacz. The first CWJ was completed in April 1932. More glider construction in Nowy Sacz was undertaken at the same time by the Local Section of LOPP, which was formed mainly from grammar school students. However, short of funds, the two groups soon merged and all construction of gliders now took place at the Railway Workshops. In September 1932 their combined efforts completed the construction of 4 CWJ's.

With four completed gliders, the Nowy Sacz section, together with the Railway Section of the Krakow Aeroclub, organised the first gliding course on the Winna Gora in Biegonica (near Nowy Sacz.) The course director was the gliding pioneer, Tadeusz Kurkowski. The training began on the 18th September 1932, with a formal opening and cutting of the ribbon, along with mass on the following day in a local church in Biegonica. The opening celebrations were attended by a large number of local people and dignitaries, which also included a visit by the deputy Minister of Communications, and the Mayor of Nowy Sacz. The course intake comprised of 52 candidates (which included 3 women) of which 22 gained their A certificates, 17 B certificates with 13 dropping out. Altogether there were 6616 flights totalling 14 hours. Although it was the first course to be run with no previous experience, the whole undertaking was considered a great success.

This was followed on 29th and 30th October by a gliding display in Winna Gora which was championed, and supported, by the deputy Minister of Communication and the president of the Krakow Region Railways Committee, Aleksander Bobkowski. To welcome such eminent supporters and patrons, along with other high ranking representatives of the Polish Army and Polish Aeroklub, a platform was built for the occasion on the nearby railway line. The day began with mass, after which the traditional blessing of the 4 gliders took place with a bottle of champagne and the nailing of commemorative brass nails. There then followed a competition between newly graduated pilots with the winner receiving a bronze statuette. An evening reception with the mayor, and a dance at the Nowy Sacz town hall



*Above: 1937, North slope, Zygmunt "Balbo" Brzeski in cockpit, instructor L Kwiatkowski*

extended the excitement of an eventful day, late into the night.

Inspired by their newly acquired skills and looking for new opportunities, a small group of the graduate pilots under the supervision of the two instructors, Kurkowski and Stankiewicz, loaded 4 "CWJ"s onto a railway wagon and headed to Zakopane in the Tatra's to explore new gliding sites on the hills of Gubalowka and Blachowice. Thus 1932 can be considered as the birth year of gliding in Nowy Sacz region, with Winna Gora being its cradle.

#### **EXPANSION OF THE GLIDING SCHOOL IN TEGOBORZE ON RACHOWA MOUNTAIN.**

The beginning of 1933 saw the consolidation of the previous years success, and the formation of a new Gliding Club through the Railway Section of LOPP to maintain the momentum of the regions interest and ensuring local support. With the training of local instructors agreed as a foremost priority, Leopold Kwiatkowski was sent on an instructors training course in Bezmiechowa where he gained his C certificate in April and was accredited with an instructor's rating to give basic training to students.

The quickly expanding gliding movement at Nowy Sacz soon began to look extensively around the region for more suitable training grounds, which resulted in the choice of Tegoborze in the Rachow and Jodlowiec range, 14 km NW from Nowy Sacz. This location provided the best terrain and thermic conditions for the new school. The schools instructors, Leopold Kwiatkowski and

Jan Skalski carried out test flights and evaluations. The choice of the Rachow range meant that the school could provide training for both A and B certificates and thus become the first basic training gliding school in the whole of the Krakow region.

Mount Rachow, 381m above sea level and 90m above the landing fields, allowed launches in three directions; NE, E and SE. The slopes were ideal for hops and the arable fields below for landings, however the western slopes were covered with scrub and made transport of gliders to the top difficult. The construction of a hangar capable of holding 6 gliders was built at Rachow on 30th June 1933, thus giving the school a permanent base.

Gliding expeditions were organised starting 15th August until 16th October 1933, and supervised by instructors Kwiatkowski and Skalski, and day to day training activities were augmented with promotional events in the region. Demonstration flights were organised in Krynica, (approximately 25km to the south east of Nowy Sacz), and on the 13th August, with a lecture and concert by the Railway Orchestra in the evening. The gliding season ended on 4th November with a lecture about the development and the future of gliding in the local "Sokola" Hall. There were also films shown which illustrated the achievements and training of the glider pilots. The celebrations continued to the next day with mass at 11.30 in the local church at Tegoborze and the blessing of the airfield and hangar at Rachow at 13.00. The newly qualified pilots blessed their new gliders with

*Launch of "Salamandra" on southern slope of Jodlowiec*



**FURTHER DEVELOPMENT OF TEGOBORZE SCHOOL AND EXPANSION TO JODLOWIEC**

With the growth of the school, surveys for the best terrain and thermic conditions within the locality continued, and soon reached into the yet uncharted ranges of Jodlowiec. The survey and the evaluation report were prepared by a specially commissioned pilot, Boleslaw Stachon, on behalf of the Ministry of Communication and the Polish Aeroclub. Advised by the report, the Department of Civil Aviation granted the school training privileges in all four categories, A, B, C and D. The school now expanded over the Jodlowiec mountain and southern foothills of Rachow, with Jodlowiec, 486m above sea level and 200m above the landing fields providing training slopes to the S, N and E. These slopes proved to be ideal in training ridge soaring and advanced soaring, thus enabling progression to C and D certificates.

champagne and gave demonstrations of their newly acquired skills. The funds which were raised at the evening dance in Nowy Sacz, added to the celebrations of a successful first season, and were donated to support the Polish team taking part in the Challenge Trophy.

As general aviation in the Nowy Sacz region grew in popularity, it was backed by an increasing number of benefactors. The employees of the Railway Work-

shops had also generously supported the Gliding Club. A considerable number of employees regularly volunteered the then not so insignificant monthly sum of 5 zl. One of the directors of the department of Ministry of Communication, Mieczyslaw Stodolski, also dedicated a sum of 1000zl towards the construction of new gliders. For a comparison, the cost of a new "Wrona" in 1933 was approximately 1500 zl.

The southern slopes, which were mainly in arable cultivation, included some coniferous stands and extended over 1.5 km, creating a ridge where soaring was possible at wind speeds as low as 5 – 7 m/s. In the valley below, the village of Swidnik provided an almost permanent source of thermic lift. With this combined thermic lift and a wind direction from S or SE, soaring conditions above the valley were near perfect. However, with higher wind speeds, the foothill of Jodlowiec often created a low rotor, which added a level of difficulty

*Below: 1938 motorglider "Bak" (Bumble Bee) with other gliders at launch point on Jodlowiec*





on approach and landing, with the long southern slopes offering three landing fields, one at the bottom of the valley and two on the slopes. The landing field in the valley and one on one of the slopes, were state owned (LOPP), whilst the other “operational” field and access routes were rented.

With 75% of the northern slopes being covered with coniferous woods and the rest made up of undulating ground and some open well-drained fields, good thermals were often generated offering good advanced training conditions. With resistance from private owners, the establishment of a landing field at the foothill was prevented, thus making the northern slope of little practical value. Only the advanced pilots could explore this slope with uphill landings in a narrow field just below the launch point. The short, eastern slope was to prove suitable for advanced training and ridge soaring, from where the southern landing fields could be reached. With sufficient height, it was also possible to land in a reciprocal direction to the take off direction at the launch field.

As far as the occurrence and the frequency of favourable flying conditions were concerned, a good comparison can be made between the Tegoborze school and Bezmiechowa. This applies particularly to the frequency of the autumn conditions caused by Beskidy anabatic and katabatic winds. The “Beskidy wave” often occurred late in the day and in the evenings. The phenomenon was noted even in drizzly conditions when 16 km and 45km flights at height between 300 and 500 metres were often recorded!

In 1934 the Krakow Regional Railway Committee of LOPP acquired an additional 6.33 ha at Jodlowiec which allowed for the construction of a clubhouse and a second hangar (in addition to the first hangar on Rachow) with a capacity for 16 gliders and room for 40 bunk beds. This enabled the school to develop its training courses even further, with courses organised in April and July of that year, catering for category A and B certificate training. Now training was based at two centres, Rachow, providing basic training, and Jodlowiec, from where advanced training could be taught.

The statistics for the next year, 1935, show that despite the number of gliders rising from 4 to 6, only 296 flights totalling 12 hours and 33 min were flown. This lower level of recorded activities may have been influenced by a course which was run on the Winna Gora



Above: SG-38 over southern slope of Jodlowiec (note landing field marked with white circle)

**The type of gliders used in Tegoborze in 1933 – 1939**

Glider type	Purpose	Designer	Total number		Other notes
			Built	Flown in Tegoborz	
“CWJ”	primary	W.Czerwinski W.Jaworski	100	4	first in long series built
“Wrona”	primary	A.Kocjan	about 450	3	largest series built
“Czajka” “Chajka bis”	1 seater	A.Kocjan	150	4	priced at 3000zł Also dedicated to be home build by Minister of Communication
“Komar” “Komar bis”	1 seater training	A.Kocjan	100	11	most popular construction
“SG-3 bis 36”	1 seater high performance	S.Grzeszczyk H.Kartasinski	6	1	
WWS-2 “Zaba”	1 seater training	W.Czerwinski	about 150	2	construction similar to “Wrona”
“Sroka”	1 seater	A.Kocjan	about 55	2	for aerotow training
WWS-1 “Salamandra”	1 seater	W.Czerwinski	about 150	3	
“Orlik 1”	1 seater high performance	A.Kocjan	6	1	the first Polish 15m high performance design

*The pioneering work and staff of the school included:*

Bronislaw Skwarczynski – the first manager and administrator  
 Adam Bajdo – glider constructor and constructor of other school buildings  
 Leopold Kwiatkowski- the first instructor and later manager of the school,  
 Aleksander Necki – administrator,  
 Wladislaw Gebel – treasurer,  
 Stanislaw Grandziel and Wladislaw Czernek – stewards  
 Zdzislaw Helczynski – accountant,  
 Roman Garncarz and Bronislaw Nasciszewski – secretaries,  
 Jan Jaworski – driver,  
 L. Wasilewski – librarian.

*The flying instructors were:*

Leopold Kwiatkowski, Jan Skalski, Mieczyslaw Lewandowski, Zygmunt Brzeski,  
 Boleslaw Pawluskiewicz, Tadeusz Haczkiwicz, Edmund Wabik.  
 Substantial help in the schools development was received from the directors of the Krakow Regional Board of LOPP, engineers; Wolkowski, Czerniewski, Kmita and Romuald Flach of the Central Board of LOPP.



at Biegonice, which attracted 80 participants, training on “Wrona bis” gliders. Only 30 of the participants completed the course.

With the completion of the clubhouse and the hangars, and with the delivery of 3 new gliders, 1936 made a memorable milestone in the development of the Tegoborze gliding school on Jodlowiec. The school could now expand its training program to include more advanced courses, including C certificate training, and recorded 1117 flights totalling 61hrs 08min flying time. This was the last year in which training was confined only to the summer season.

From 1937, training courses at Tegoborze were extended over a longer season. This was possible through substantial help received from the Regional and National Committees of LOPP. In addition to the 9 gliders already in the hangar, the school was allocated 17 new ones. With the increase in equipment an immediate improvement was reflected in more than proportionate tally of final results, with Tegoborze becoming one of the leading training centres in Poland. A total of 84 pilots achieved A and B certificates, which equalled the combined results for the period, 1933 to 1936, and for the first time, 2 pilots received their D certificates. Stationed in the region for the 1937 summer camp, 34 cadets from the Sanitary Corps (Paramilitary Organisation) trained at the school devoting all

*Above: 1938, Tadeusz Gora before launch on Orlik, standing next to the wing is Jadwiga Kwiatkowska*

their free time to flying. 1937 also saw the school’s instructor, Leopold Kwiatkowski, (flying a “Komar”) take part in a competition organised in that year in Ustianowa, where he gained the 30th silver badge in Poland and 262nd in the world.

1937 saw further improvements and record breaking achievements. 13 long duration flights of 5 hours were recorded, (of which 15 had height gains in excess of 1000m) and there were 3 cross country flights of over 50 km. Jan Skalski achieved the longest flight of that year with 182 km and Piotr Czartolomny had a flight of 6 h and 39 min. Several other notable cross-country flights were made, including flights to Sromowiec (1300m amsl) and can be described as some of the earliest pioneering attempts in mountain flying. Kwiatkowski taking part in national competition in Inowroclaw, made three flights in a “SG-3 bis” of 129 km, 31km and 265km.

Sadly the successes of 1937 was marred by a tragic incident on 23rd of October. Around midday, and soaring about 100m above the summit in strong winds, two gliders collided, a “Komar” (SP-850) piloted by Piotr Czartolomski and a “Sroka” (SP-1084) piloted by Rudolf Kullman. Kullman was thrown

out of the cockpit and died on impact, whilst Czartolomski managed to control his “Komar” sufficiently to land heavily, and suffered several severe injuries.

The momentum of the schools development continued into 1938. In recognition of the high standards achieved in previous seasons, the board of LOPP entrusted the school with the evaluation of new glider types, namely the “Zaba” and “Salamandra”, in addition to the running of 2 courses which were run from 15th July to 12th August and from 15th August to 12th September. These courses recorded 7175 flights in 1188 h and 44 min. During the period, 3rd April to 30th October, monthly courses were also run in C and D certificate categories. Two flights, one by Tadeusz Gora; (Bezmiechowa – Tegoborz – Zar – Bezmiechowa), and one by Jan Skalski; (Tegoborz – Ustianowa), served to promote and maintain the interest in cross-country flying.

In addition, the Polish national aviation magazine, “Skrzydlatą Polską”, noted in the November issue 1938; “*The Beskidy wave was observed at the Tegoborze gliding school on 8th October. Two pilots, Maria Kornacka flying a “Komar” and K. Sztuka flying a “SG-3 bis”, launched at 6.32 a.m. and gained a*



Left: 1938; National Competition at Maslow; Tegoborze team; SG-3 and Orlik1 with pilots Jan Skalski and Mieczyslaw Lewandowski

height of just over 2100m amsl which they declared for their D certificates. They covered 77 km and landed in Wadowice Gorne near Mielec". This could very well have been one of the first recorded mixed team flights.

Two school instructors also took part in the 1938 national competition at Maslowo, Jan Skalski flying an "Orlik 1" and Mieczyslaw Lewandowski flying a "SG-3 bis" came 8th.

The summer of 1938 also saw male and female scout gliding training camps organised by the national scout HQ in Warsaw for the issue of the A and B certificates. These month long courses were attended by up to 30 scouts from all corners of the country including Warsaw, Gdansk, Lodz, Starachowice. Besides the glider training, the scouts also undertook a large range of other activities. 12 scout groups from Hungary, as well as officer cadets from the 2nd Airforce Division from Krakow, also trained at the school that year, including one cadet Lokuciewski, who later flew with 303 Squadron in Battle of Britain. Glider pilots of Polish descent from Brazil also trained that summer at the school.

The 1939 season which was set to run from 15th April to 30th of October, but was curtailed by the outbreak of the war, not, however, before the longest duration flight set that year, of 12 hours and 54 minutes by Kwiatkowski flying to Hungary, (some distance of 295km) and

was the most notable achievement before the season was brought to an abrupt end.

By this time the popularity of the school had equalled that of the other schools, namely Bezmiechowa, Zar and Ustianowa. With many of the trainee pilots being drawn from the scouting movement and officer cadets, the school had also drawn trainees from other diverse groups, however, by far the largest intake constituted youths in full time education. This went a long way in contributing to popularity of the Tegob-

orze school. The school had also become a lively centre of social activities, including walking trips in the Peniny range, excursions to Bochnia (salt mines) and Roznowa.(where the newly constructed dam on the river Dunajec had created Lake Roznowa). It also provided a sunny climate for new friendships, and in some cases even romance! One such liaison saw Janina Dobor-Musnicka taking part in a gliding display when she met Mieczyslaw Lewandowski (one of the schools instructors) and in August 1939 they were married at the school.

On 25th of August L. Kwiatkowski flew 95 km to Zar, however he landed just short of the airfield. The last flying day at the school on Jadowiec took place on 30th August 1939.

The attached table shows the school's development from the tentative beginnings in 1933 to one that ranked among the best in the country by 1939. ■

Year	No. of gliders	No. of trainees	Flights		Certificates awarded				Flights over 5 hrs	Height gain over 1000m	Fights over 50 km
			No.	Total time	A	B	C	D			
1933	4	35	1282	11h24'	13	12	-	-	-	-	-
1934	4	21	862	7h07'	4	8	-	-	-	-	-
1935	6	15	296	12h33'	3	2	-	-	-	-	-
1936	9	56	1117	61h08'	25	15	5	-	-	5	-
1937	25	319	5241	469h35'	38	46	86	2	13	15	3
1938	*	409	7155	1188h44'	87	45	82	6	37	36	16
1939	33	300	5100	1082h00'	78	59	93	8	45	69	30
Total		1155	21078	2950h32'	248	187	266	16	95	120	49

Only bungee launches were available at the school throughout the whole period.

In addition to certificate training, 20 instructors were trained at the school.

At the outbreak of the war the school's inventory showed the following:

33 gliders (15 constructed in Nowy Sacz— "CWJ" x 4, "Wrona" x3, "Czajka" x 4, "Komar" x 4,) The construction of the last "Komar bis" was completed on 28th August 1939.

Other equipment included: - 15 sets of cockpit instruments, 8 barographs, 10 parachutes, along with launch equipment, 2 wood construction hangars 1 clubhouse and fully equipped office, bunkroom accommodation for 40 people, 2 motorcars, 2 enclosed glider trailers, a fully equipped workshop with lathes and woodworking tools, and not to mention the 6.33ha airfield itself.

# SVS in Sweden follows suit!



the world according to Peter F. Selinger in his book “Segelflugzeug-Geschichten”). This is the intention. There is very close co-operation between the Museum and SVS today. The main task for SVS is to be a support organization for the Ålleberg Museum. This is according to the rules of SVS.

Ironically the first registered sailplane in Sweden was privately owned. Edmund Sparmann imported one sample of Edmund Schneiders ESG-31, SE-ADP, 1933. The same year Sparmann was the first glider pilot to cross “Öresund” in both directions with his ESG. He started at Bulltofta, Malmö and landed at Kastrup by Copenhagen. The “Läkerol-plane” was later bought by the flying group at the Institute of Technology in Gothenburg, “Chalmers” and is found today at Ållebergs Segelflygmuseum, Falköping. It is the only surviving ESG-31 in the world. Sparmann started an air-plane factory at Lilla Essingen, Stockholm, where among others the father of Björn Stender (BS-1) worked as a constructor. Sparmann had, however, to give up his little company 1937 and join what later would be known as Saab.

*Thorsten Fridlitzius*  
SVS, Segelflygets Veteransällskap  
(Swedish Oldtimers Association)

\* No gliders, as SG-38, are included.

Most of the sailplanes in Sweden have been owned by associations or clubs. During the years 1933 to 1965 (and the K 8 period!) 384 sailplanes\* in the Swedish Civil Aviation’s register were owned by the clubs. At the same time only 43 sailplanes were owned by private pilots or a group of pilots, usually for short periods only.

This was the result of the Swedish aviation policy in those days. During the war and some years after the war the Royal Swedish Aero Club (Kungliga Svenska Aeroklubben, KSAK), the head organization of private aviation, got subsidies from the government through the Swedish Air Force. The purpose was for young people in the clubs all over the country to be able to afford to pay for their flying lessons. To prove that they were genuinely interested in flying they had to do a job for the club. This would usually mean repairing a sailplane. It was called “byggtid” (building time). Finland had a similar system.

The Air Force’s experience was that cadets, who had started as glider pilots and loved to fly, were more motivated and seldom dropped out of the costly Air Force training programme. This was money-saving.

So when SVS, Segelflygets Veteransällskap, with about 380 members, this year decided to buy a beautiful Ka 8, to be added to the former Spatz och well restored Specht, the club is following a Swedish tradition; Sailplanes should be owned by a club not by a person. Maybe it also will be easier in the future to hand over a club-owned sailplane to Ålleberg’s Segelflygmuseum (one of four in

**Above: Edmund Sparmann after landing at Kastrup in Danmark the 12th of August 1933. The tall man in the hat is “Store Knud” (big Canute) Knud Aagerup, factotum at the airport, employed by a petrol company. Photo archives Johannes Thinesen**

**Below: ESG-31, the “Läkerol-plane” outside the Sailplane Museum Ålleberg in Sweden. Photo: Thorsten Fridlitzius**

**Bottom: The SVS well restored Specht at Ålleberg. Photo: Knut Uller**



## Michael Maufe

1916 - 2004

*Silver C No 40 (1007 international) 1937*

*(From The Yorkshire Post)*

Michael was the eldest son of Philip Maufe, Chairman of Brown Muff, and Marguerite (Carter) daughter of an Ilkley dentist. Michael was born in Ilkley and brought up at Stonedene a house designed by his father's cousin, Sir Edward Maufe. All his life, a meticulous record keeper, in 1928, Michael recorded in a pocket log book his first flight. He was 12, and his favorite uncle, Harold Maufe VC, had taken him to Sir Alan

gliding. He read Aeronautical Engineering alongside Sir Frank Whittle, the inventor of the jet engine. After Cambridge, he moved to the Bristol Aeroplane Company as an apprentice. He enlisted in the RAF at the outbreak of war and was posted to the Airborne Forces' Experimental Establishment. Michael served as a Technical Officer, rather than a pilot, due to failing his eyesight test. When the war ended, so did one of the most rewarding periods of his life. There was no work in the aircraft industry and, with a family to support, he reluctantly joined the family business, Brown Muff. For 20 years, his flying went in to abeyance as he devoted him-

self to the store, working his way up to the position of chairman. The branch store at Skipton (now Rackhams) was opened during this time. When he was 45, he found a way back to flying when he became part owner of a French built Mini Cab single engined aeroplane. He would occasionally take his wife Lucy (nee Holmes) as a reluctant passenger in his aeroplane. Flying vintage gliders was what he most enjoyed, he rebuilt two and helped found the Vintage Glider Club. Lucy died 20 years ago of leukemia, and this was a great blow to him. She and her consultant set up the Friends of the Leukemia at Leeds General Infirmary, of which he became Chairman. For much of his life, he was a keen skier, going on regular holidays with friends and family. After his retirement, he became a member of Probus, the Ilkley Concert Club and the Ilkley Evergreens Walking Club and took up watercolour painting. He is survived by his children Penny and Anthony, five grandchildren and 6 great grandchildren. (From Yorkshire Post)

CW adds. In 1930, Robert Kronfeld was giving gliding demonstrations with his WIEN sailplane all round England. One of these was at Ilkley and a landing was made very close to the village. Before the war, Michael took part in a gliding course on the Gaisberg near Salzburg in Austria without knowing German. In 1938, he took part in the British National Gliding Contest at Dunstable flying a Cambridge Sailplane. At our



**Tony and Mike in the Slingsby T21, Mike's last glider flight.**  
Photo Tony Maufe

Cobham's Flying Circus which was visiting Ilkley and there treated him to a joyride. That Log-book records all his boy-hood encounters with aircraft, and he continued to record every flight that he made and every place he landed from 1935 until 1975. His real love however was gliders and he was 80 when he made his last solo flight in one. He made his last accompanied flight last summer from the Yorkshire Gliding Club's site at Sutton Bank with his son Anthony. He had been a member here since 1937. His boyhood passion for aeroplanes found expression in model-making and by the time he left Uppingham School, he had built over 50 Skybird models. When he went to Christ's College Cambridge, he became a power pilot, and then took up



VGC Rallies until fairly recently he camped in a tent in all weathers, as he had done before the war. He did not think that he should do anything different. He restored a wonderful Kite 1 and also built us, using 1935 Drone wings, a wonderful two seater BAC IV, which was in 1931, Britain's first home built two seater. We were staggered by its good performance and were sad when it had to be recently sold to perhaps have an engine installed as a Drone. We shall all miss him especially at our National and International Rallies and extend our sincerest condolences to his family and friends.

When I flew with Mike in the T21 at Sutton Bank last July, he told me that it was 76 years since he first flew in an Avro Tutor at the aged of 12. What I did not know was this was to be his last flight. His mother died at 96, his grandfather 98 and his grandmother was 97, so it came as rather a shock to me find he had had a minor stroke after delivering his car for servicing to the garage. Seven days later his speech had fully recovered, he had been discharged from Hospital, he was planning his next holiday - a day trip flying out of Leeds /Bradford airport up to the Arctic Circle to see the Northern Lights. Sadly he died suddenly days later.

In the summer of 1996 Mike had his 80th birthday which we celebrated at the National Rally at Sutton Bank, The Yorkshire Gliding Club, his home club. That autumn he decided to end his solo-flying career. 60 years solo flying was sufficient. In the Autumn 1996 issue of the VGC News Mike wrote the 'Features' article, describing his gliding life - or, as he described it, his 'obituary'!

In the late 1970's Mike started rebuilding his beloved Kirby Kite. As a boy he made model planes, this was just a big one. He wrote to the BGA informing them of the work in progress and that he was qualified. Being a meticulous keeper of information sent them a copy of his inspectors ticket No 3, dated 1936. The bureaucratic machine leapt into action and informed him, by letter, that the certificate was no longer valid and construction techniques had vastly changed. Fortunately, Dick Stratton saw the correspondence and resolved the matter. Mike was issued with a new 3-digit I/C number because the computer could not cope with number 3. [Kronfeld was No 1. Mike thought Keith Turner was probably No 2 - but he never did find out]

Mike's obtained a power license in his first year at university, he flew BAC Drones that were power versions of the

BAC 7 built by Kronfeld. Humphrey Dimock ran the flying school out of various fields around Ely. He turned to gliding during his second year at Cambridge. In 1937 he found a very cheap gliding course in Salzburg, Austria. Each morning started with a run at 6 a.m. followed by a cold shower, then black bread for breakfast - Inexpensive gliding it may have been but the Hitler Youth movement was not for him!

Mike's RAF service with the Central Landing Establishment involved testing all types of troop carrying glider and a rotary wing fixed to a jeep, aero towed behind a Hamden. He flew alongside Kronfeld's as Observer often landing in lakes to see how the gliders faired. One of Mike's reports concludes.. "The troops would not be in a fit condition to face the enemy". Both Kronfeld and Mike were loners, yet good friends.

When Mike's wife died 20 years ago, it was the VGC that was his salvation. He enjoyed the enormous friendship he found in the club. Camping at National and International Rallies were as far as he was concerned gliding as it should be. By the number of Christmas cards he displayed on his mantle piece each year, several from foreign countries, one realizes what friendship he received from the VGC. May I thank you all on Mike's behalf for enriching his life.

*Tony Maufe.*

### Thomas Gornal

Tom was one of those people which gliding can not do without. He was always prepared to help and was a good person to have around at all times. When we last met him, he was having to take a wall down to get a Cow out of a gate which she had managed to put her head through. "I had to get cow out of gate" he said in his Lancashire dialect. Whenever, he was on board, my gliders knew that they had someone good with them and that they had to give him a good flight. There was one in Switzerland when the Kranich was in lift along the entire face of a mountain wall. Thomas was only in carpet slippers and an open shirt and the attempt had to be abandoned due to the cold. Another time, it was during our International Rally at Dunstable. A cross country triangle was achieved which gave us great excitement, worry, and pleasure. After it, there was to be an international drinks party outside complete with a band concert. Nobody had felt that they had to do anything for the band, and so first a

shed had to be sawed into to liberate chairs and, secondly lighting had to be found so that the band could read their music. There we were, charging down the main street of Dunstable with only minutes (if not seconds) to spare before closing time, to try to hire acetylene lights. This was achieved after the greatest of efforts and thank God, Tommy was there to help... as he always was when things were bad. We think that the band had a good concert in spite of noise from the audience and drink was made available for them. We believe that Tom passed away after a terrible illness which he bore with great courage for a long time. We do not know how we shall survive without him. He was a great character. We send our deepest sympathies to his wife, relations, friends and to the members of the Blackpool & Fylde Gliding Club who will miss him very much. (CW)

### David Chaplin

Here was another hero and a stalwart member of his club and the gliding movement. He had been until his retirement a foremost member of the police force, and so, what better person could have been found to be the President of his Yorkshire Gliding Club. He also championed old gliders and we can remember him flying a Tutor, if not a T.21b. We felt that he was so much on our side, and this made us happy as we thought that he would do all he could to get at least a Slingsby Gliding Museum started on Sutton Bank. ( which is the place where it ought to be). Alas, he will not do it now. We do not know why, but he was killed in his Gyrocopter on Sutton Bank. We send our deepest Sympathies to the Yorkshire Club, his family and friends. (CW)

### Dick Darbyshire

Here was another of our members who was always there in the background to lend us support. He used to arrive must unexpectedly at our International Rallies with his small car and caravan. Sometimes, the car would be at its last gasp and all efforts had to be made to repair it so that it could get him back to England. This particularly happened at Pavullo in north Italy. We believe he made friends in Europe and he would quietly go and see them while on the way to vintage rallies. He was modest, quiet and sympathetic, as well as always

being ready to help. He did seem to enjoy the VGC's activities and he always wanted to fly. We do not know what happened to him but, as his family did not want him to go with us to Finland, perhaps he too was ill? We send our sincerest sympathies to his family and the Blackpool & Fylde Club. We shall miss him very much. (CW)

## Jean Simons

1. 3. 27—6.1.05.

Jean was the wife of Martin, who has written so many marvellous books for us about old gliders etc. Jean used to retrieve him certainly in Australia. She was a loving, strong woman of unrelenting common sense and courage. She emigrated to Australia in 1968 with Martin and they settled in Adelaide and became trainers of teachers at Adelaide University.

They had also done this in England. She came from S.E.London. When she was seven years old and living in Croydon, she contracted diphtheria, which nearly killed her. She was taken from her parents and confined to the Croydon hospital for three months and forbidden any contact with her family. The conditions in the hospital were appalling. The children used to play with mice that ran across their beds in the evening, for want of other toys. She entered Queen Mary College at the University of London in 1945 and graduated in 1948 in English Language and Literature and went on to

do a Post Graduate Certificate in the University of London Institute of Education. One of her characteristic phrases was "Don't go mad" was an injunction applied to excess of all kinds, from fanatical politics to fundamental religion to using too much tomato sauce at the dinner table. She believed in moderation at all times. She was enthusiastic about all she undertook. She had real quality, intelligence and kind understanding as Chris Wills discovered when he visited Adelaide. Australia will have been the better off of having both Jean and Martin there. She had two daughters who are both in Australia. Everybody found her to be of immense value. C.W.

The VGC sends out its deepest sympathies to Martin, his family and to everyone who knew her. She bore her last illness with incredible courage for a long time and was not in pain when she died of cancer. (CW)

## Imre Mitter

We very much regret to have to report the death through a brain haemorrhage of our Hungarian member Imre Mitter at the end of February 2005.

He came to us first, I think, during our rally in Switzerland at Thun in 1979. He was tired having driven his Lada non-stop from Budapest. To be able to come to us during that Communist time was no mean feat especially as Imre had championed the pre-communist time (of almost the other extreme) in Hungary,

when during the war, Hungarian gliding had made its great leap forward.

He immediately impressed us with his great collection of Hungarian historical gliding photographs, which he had specially mounted up to show us. He was most generous in letting those interested have copies.

Imre had started his gliding at Farkeshegy in 1942 when he was a 15 year old. Farkeshegy was the oldest gliding site in Hungary having been started in 1929. It is now a horse riding school. Thus he was part of the days of the heroes, most of whom he knew personally. He had flown many of the old Hungarian sailplanes of legend, and of course the seven Kranich 2s, which the Hungarians had bought from Mraz. Robert Meray-Horvath and Laszlo Tasnadi, the two who flew the first Hungarian Gold C distances, height an duration records over Hungarian territory during 1942 to 1944, would forever be his heroes. He seemed to especially love flying the Kranich 2s although he also flew enthusiastically our other vintage gliders. No one could have championed our movement more in Hungary over a long period than Imre.

We send our deepest sympathies to his wife and to his son, also called Imre...and also to the entire Hungarian gliding movement. That he did not attend some of our more recent International events was probably not because he was ill but probably more for financial reasons. We feel that we have lost one of our family. (CW) ■

## 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

**Dart 7RW.** After 28yrs I have regrettably decided that my Dart 7RW BGA No 1359 will have to be sold. It is in excellent condition and being 1 of only 2 made I would hope it could go to someone interested in keeping it as a classic rather than a low cost tool. Contact: Peter Gill by email: peter\_and\_frances@newhome3.freereserve.co.uk

**Skylark 2B.** Blue/White, Cambridge Vario, with CofA, trailer, tow out gear, nice condition £1800. Telephone 01249 782031.

**Skylark 2B** available FREE to genuine enthusiast for restoration. View Welland GC. Contact Jim Skorupa telephone 01536 261970.

**Breguet 904** two-seater for sale. Serial number 8. French registration F-CCFR. Seen in several VGC events. General overhaul in 1983. Currently under maintenance with some items out, but correctly stored. Based, and stored, on Coulommiers airfield, east from Paris. Proposed with covered trailer (French certified) for a base price of 8000 euro. Contact : Guy Hamon on phone +33 6 19 84 85 98 or, preferably, by e-mail at "guyhamon@free.fr"

**DRAWINGS: IN STORE** with CW are the drawing plans of the following sailplanes.

**WEIHE** (many plans) **MEISE** (many plans), **GRUNAU BABY 2B**. (many plans). **GRUNAU BABY 2**. **HEUTTER 17a**, **HUETTER 17b** (small plans). **HUETTER 28-2**, **RHOENADLER 32**, **RHOENADLER 35**, **RHOENBUSSARD**, **RHOENSPERBER** (only a few plans), **MINIMOA 36**. (very small plans). **GOEVIER** (a few wing plans). **MOSWEY 3** (a few wing plans), **NEMERE, KA-2, KA-4, KARPf** **ZOEGLING** (small plans). **HORTEN 1VA** (a few plans and wing rib co-ordinates);. **HOLSDER TEUFEL**, **CADET**,

**FAUVEL AV 36.** Very large THREE VIEW DRAWINGS are available of **1938 WEIHE**, **JS WEIHE**, **MEISE**, **KRANICH 2B-1** (some drawings). **RHOENADLER 32**, **FVA 11 EIFEL**, **FVA 13 OLYMPIA JOLLE**, **.REIHER 3**, **REIHER 3's WING** (with all dimensions), **KRANICH 2** (very early version). **AMERICAN ALBATROSS SENIOR**, **MOAZAGOTL**, **GRUNAU BABY 2**, **GRUNAU BABY 2B**; **HUETTER 28-2**; **HUETTER 28-3**. **NEMERE. K-1 (Kendall)**; **OLYMPIA 419**. **TERN. Bowlus Super Albatross**.

All the above drawings can be copied for our members if they need them. There are others; and many small 3-view drawings. C.Wills, Wings, the Street, Ewelme, Oxon OX10 6HQ. Tel:- (0)1491-839245.

### WANTED

**Iring total energy Venturis**, with or without combined pitot & static tubes. Please contact Francis Russell, tel. 01462 672532 or email: veronique.russell@tiscali.co.uk.

