



VGC News

No. 115 Summer 2005

VGC at Aero 2005, Friedrichshafen

Diamond height in a wardrobe

The Sierra Wave project

International News



Rally roundup

Hutter 28 — Libelle's ancestor





<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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Photo by: Vincenzo Pedrielli

Back cover: Chris Wills accepts his award at Aero 2005, Friedrichshafen.

Photo by: Gayle Pearce

Notice to all members

The Rally Secretary is Graham Saw. Please forward details of any vintage glider rallies you may be planning to:
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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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VGC News

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Membership Secretary Chatline

We are now almost halfway through this year as I write this which has been quite busy with the membership on the new website. For those members who are still unaware of the current passwords to enter the members section in the website, contact myself or webmaster Peter Redshaw on peter@redshaw.eclipse.co.uk for your request, which will be forwarded back quickly and will also update your email address. Any other members who have changed details such as home address and email addresses please advise as early as possible which can be processed through the website. We do get a surprising number of returned magazines when a member moves home and does not update the address to us. Good safe flying to everybody. *Geoff Moore*
(*Geoff also reminded VGCNews that Tom Edwards is keen to keep the cross country ladder alive. He says that the best way to find out what's going on is to go to VGC website, and look at What's New-Discussion Forum- 4th Item down-re VGC Ladder John Gilbert dated 4/6/05. - Ed*)

CLUB NEWS

Chairmans address

As I write this address many members are preparing to travel to our big event of the year, the International Rally, now only two weeks away. Many will stop off at Oerlinghausen for the rendezvous which is also hosting the German O.U.V. homebuilt Rally 22-24th July. These coinciding events should make for some interesting exchanges and technical discussions.

Friedrichshaven, in April, the biggest and most successful general aviation show in Europe, gave us the opportunity to show ourselves off to the public, many of whom had no previous idea of our existence. The huge hall, full of vintage gliders drew crowds of appreciative onlookers. The effort by our members in preparing this exhibition is greatly appreciated. The whole of the aviation press has subsequently reported on how well we were represented. Well done our German members for organising our exhibition and those who participated by lending their gliders or who visited and supported this event.

The time has come yet again for members to support our committee by voting for those who have volunteered to undertake the running of our Club. Once again I myself am standing for committee but this must be the last time for me. The Club is healthy and strong and those of us who have been around longest must stand aside and let others have the opportunity to shape the future.

Some of our members may not have realised but Chris Wills has been in hospital most of June for treatment to his foot. The treatment was successful and he is now at home but may not be able to come to our Rally since he is under doctor's orders! We hope to see him there and of course, we'll be doing everything we can to make sure he's kept in touch with all things VGC!

David Shrimpton, Chairman

2005 VGC Annual Dinner and Prize Giving

To be held at the Lasham Gliding Society, Hampshire
Saturday, 8th October 2005.

This year we are honoured to have Wally Kahn as Guest Speaker and have negotiated free reciprocal, temporary membership for all visiting VGC members who wish to fly over the weekend.

Ticket price: £21:00 per person.

Places are limited, so please book early.

Contact: VGC News (Annual Dinner), Fairfield, Fosse Road, Oakhill, Somerset, BA3 5HU.

Diary Dates for 2005

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@flycom.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 & VGC Rally, Sutton Bank
Phil.Lazenby@lazenby98@onetel.net.uk
Enquires to: enquiry@ygc.co.uk
01845 597237

September 9th-11th

9th Kleinen (ex DDR) Oldtimer Segelflugzeuge Treffen, Rana near Louny, Czech,
www.lkra.cz Contact : Gerhard Maleschka,
Hauptstrasse 170, D-09603 Langhennersdorf

Saturday, 8th October

2005 VGC Annual Dinner and Prize Giving, Lasham Gliding Society, Hampshire
Ticket price: £21:00 per person. Places are limited, so please book early. Contact: VGC News (Annual Dinner), Fairfield, Fosse Road, Oakhill, Somerset, BA3 5HU.

Diamond Height in a wardrobe !



Aboyne, Wednesday, October 4th 2000 - by David Weekes

It might be worth rigging early” Rick commented after we watched the Tuesday night weather forecast at the Loch Kinord Hotel bar. Rick is an experienced wave flyer but was it over-optimism after three days of poor weather? Anyway we missed the hotel’s huge Scottish breakfast and were rigging in the dark soon after 7am. Following a wet night it was a lovely morning with a moderate west/southwesterly wind but very little cloud, with no wave markers at all. Rick launched first in his LS6 at 8.25 and my Slingsby Skylark 4 was third in the queue, with the barograph carefully sealed and ticking, two portable oxygen sets checked and installed.

“It’s rough on tow between 1 500 and 2 000 feet”, Rick radioed. He wasn’t kidding, a tumble drier seemed to be operating between the airfield and the lochs (Scottish lakes) but then things went very smooth and the variometer hit maximum. I’d been caught twice earlier in the week by coming off tow too early, so this time I waited until 2 700 feet before pulling the release. Even without the tug

we were still going up at 5 – 6 knots and I had to pull the brakes to mark the release point on the barograph.

Rick and the second glider were well above, flying North – South beats. Follow them, I thought, and as a plan it worked pretty well for a while, but by 7 500’ the lift had slowed to 2 – 3 knots and I lost them. However, this was fun. Would I break my previous best height in the Skylark of 11 500 feet? The answer seemed to be no, as I dropped into sink at about 10 000 feet

A change in the plan was obviously required, and quickly, so I pushed west into what I hoped would be more lift up the Dee valley. That improved things and we crept up to 11 500 feet before I lost it again and dropped about 800 feet. They’re strange things, oxygen masks, whenever I put one near my

face, it seems to suck the whole glider towards the ground. Someone should do a PhD on the phenomenon of “heavy oxygen”.

No gliders could be seen above, but those arriving below seemed to be more to the north. Taking the hint, I shifted a

Above: View of the North Sea at Diamond Height

mile or so towards Morven, the local mountain, now looking a lot smaller. That got me out of the sink – maybe it was switching off the oxygen that did it and we climbed in 2 – 3 knots past 12 000 feet. Not even the effect of going back onto oxygen could overcome that lift. An RAF Hercules crossed at the same level and about half a mile ahead. Had they seen me? – probably not. Would they have believed it if they had? “Wooden UFO painted like a Dutch flag spotted over Scotland”.

14 000 feet – a new record for me. The best results seemed to be obtained by flying directly into the wind, which at the higher levels was about south west. Best climb airspeed had dropped to 35 knots, groundspeed on the GPS was 12 knots. After a time the lift seemed to be slowing so I turned and went downwind on the assumption that I’d moved out of the front of the wave. This time I remembered to put a GPS mark on the point where the lift improved. However I must have gone too far downwind, out of the rising wave and into the sink

because a couple of hundred feet vanished fast off the altimeter before I could turn and get back to the lift.

The GPS and ground references helped keep us in the lift and we climbed steadily at 2 - 3 knots. 15 000, 16 000 feet came and went, with me watching the altimeter with fascinated disbelief.

Then it was time to do something about the oxygen. The 2 litres/minute setting on the first 230 litre portable set hadn't been working well and so it had

been on 4 litres/min for 50 minutes, with me keeping a paranoid eye on the inflation of the accumulator bag and checking that the fingernails were keeping pink. I had the second portable set behind me on the other side of the cockpit and figured it was time to swap sets as we passed 17 000 feet.

Then my vision went blurred. Oxygen deficiency? No, just my sunglasses misting up. Take them off.

At 18 000 feet the lift slowed to 1 - 2 knots but still steady. To the east the sun was reflecting brightly off the North Sea, which had got a lot bigger. The only clouds at that level were to the west. The whole of the Moray Firth and the NE Scottish coast was visible. Loch Muick, Balmoral and the Dee valley all the way to Aberdeen were clear. What a view! The Skylark was climbing in wave - I was soaring on pure euphoria. And diamond height was beginning to look possible.

Uncertainty struck and I made a quick radio call "Rick, what is diamond height?" Someone answered "16 500 feet gain". It's close! 20 000 feet should be just enough, but at 19 500 we didn't

seem to be climbing at all despite the variometer still showing - 1 knot. This went on for several minutes and then miraculously the needle unstuck and swung to 20 000.

20 000 feet! I couldn't believe it. My toes were cold but not too bad I'd made sure that I'd started off with dry insulated boots. The sun was still shining, the rest of me was warm and I was using my gloves and woolly hat only to scrub ice off the inside of the canopy.

There wasn't another glider in sight and the feeling of detachment from the earth and reality was intense. The Cairngorm mountains looked very flat, and the North Sea even larger. The quiet roar of the air coming through the ventilator and the view of the ground was about the same as a Boeing 747 in the cruise but the cabin service was rotten and I was sure that the barograph wasn't ticking. Had I really wound it up and switched it on? Self confidence suffers at times like that.

Then 20 000 feet vanished again as I hit sink. Would it be downhill from now on? Would 20 000 feet be enough? Maybe not. A quick turn got us out of the sink and on the run downwind we hit 3 knots lift. It was still there on the upwind leg and the altimeter said 21 200 feet! More might have been possible but I'd been on the second oxygen set for 30 minutes and it was time to get back down to 10 000 feet with a reasonable safety margin.

I was ecstatic and the need to tell someone was overwhelming. "Aboyne

base, Bravo November Kilo 21 000 feet, descending". There was a brief chorus "Well done Dave" - from Rick. "What's Bravo November Kilo?" "It's a wooden ship" another, slightly morose voice said. I took a couple of photos through the icy canopy. I would have loved a picture of that unbelievable altimeter reading, with the third hand pointing at 2 but couldn't get the camera unscrewed from the mount.

We spiralled down on half brake. Gel coat cracking is not too much of a worry in gliders built of natural carbon-based fibre! Passing in front of a big lenticular cloud at 6 000 feet, even full brake and 65 knots couldn't stop a brief climb and the descent took nearly 40 minutes. The fun stopped as we entered the circuit which was very rough and for a while on finals it was debatable whether I was going to hit the narrow tarmac landing

strip or the rough grass alongside it but plenty of height, speed and the Skylark's wonderful airbrakes got me safely onto the tarmac.

And when we stopped, I could hear the barograph ticking. Yes! What a lovely sound and there was a trace too, going impressively far up the drum.

One of the pilots visiting from Booker remarked "It's nice to see these modern plastic gliders being outclimbed by a wardrobe". I didn't disagree with him, even if he did call my lovely Skylark a wardrobe! ■

even full brake and 65 knots couldn't stop a brief climb

"It's nice to see these modern plastic gliders being outclimbed by a wardrobe".

Below: Bravo November Kilo, Aboyne early morning. Photos: David Weekes



The Gliding School at Tegoborze 1933 – 1951 *BESKIDY MOUNTAINS, POLAND*

PART II

Following on from Part I, printed in the last VGC News, we continue to read about the beginning of aviation in Nowy Sacz Region—Gliding Course on Winna Gora (Vine Mountain)

Abridged version of the historical sketch by Tomasz Kosecki, translated by Jan Szladowski.



BEYOND THE WARTIME YEARS

The general instruction to stewards from the management was that in the event and likelihood of the nazi troops approaching the school grounds, all property should be set alight including the hangars and all the gliders. The school staff were either already called up for military service or had set out eastwards to intercept and volunteer for the remaining formations of the Polish air forces that had not yet been overrun.

Instead the stewards abandoned the school and the entire inventory, which by this time was worth a considerable sum, to the mercy of the encroaching German forces. The 33 captured gliders were transported to southern Austria. The hangars and the clubhouse were dismantled and sold by the local parish of Lososina Dolna.

The memories of the heady days at Tegoborze with

flights over enchanting Carpathian landscape and the friendships struck up during training courses served many students well through those dark days of nazi occupation. An excerpt from the memoirs of Fraciszek Kuklinski, who attended one of the gliding course's for scouts in 1938 testifies how deeply that experience had embedded in many a young heart;

“For me memories of those gliding days in Tegoborze will remain with me for ever. Coming back to my thoughts of



Left: Launch point on Jodlowiec – landing field in the valley marked with white circle

those days, my sufferings in, at first German, and later Russian labour camps were lessened and had helped me to survive. Having overcome my mistreatment, and when my health improved, I returned to flying and now at the age of 76 I still enjoy flying and teaching this wonderful sport to young and old alike:- to spread this "flying disease" just like when I was a youth."

End of War and reconstruction of Tegoborze School—return of gliders on Mount Jadlovec

Following the end of hostilities, a group of veteran pilots met in early 1946 to decide how the reconstruction of the school could be best secured. Adam Bajdo, Zdzislaw Helczynski, Wojciech Koszkula, Leopold Kwiatkowski along with Jan Lupa formed the group.

As early as November 1945 a national conference was held in Jezow Sudecki (Grunau) devoted to the revival of the Polish Gliding and Aviation as a sport.

In one of the presentations, the pre-war champion of the Tegoborze school, and the then inspector for gliding on the Main Board of the LOPP, Romuald Flach stated *"In anticipation of the mass growth of gliding as a popular sport and recreation, the first class results and the*

**Above right: "Czajka" awaiting launch.
Right: "Salamandra" launched from the northern slope of Jodlowiec.**



expertise of the Tegoborze School, supported by the unrivalled location, the decision should be taken that the school be rebuilt and re-equipped". With that recommendation, Leopold Kwiatkowski met the director of Civil Aviation Department, Eng Madejczak, in July 1946 and was presented with the long list of school's achievements in the pre-war period. That meeting resulted with the director Madejczak allocating the credit of 400 thousand zł. towards the preliminary works of the school's reconstruction.

The building works at first required new surveys, mapping of ownerships and ground levelling.

Once again the most fundamental and most difficult task was securing agreement with the relevant owners for the laying out of the launch areas, landing fields and the transportation tracks. The pre-war ownership of school grounds by Regional LOPP Board had to be again renegotiated as the land was now administered by the Lososina Dolna Parish. A

decree from the Ministry of Agriculture and Agricultural Reform helped to consolidate the necessary land under the school's control.

There would be no school without gliders and the other necessary equipment needed. There followed an appeal for an allocation of some of the gliders abandoned on the regained territories. Some gliders were found in hangars in Jelenia Gora., Golina, Zielona Gora, Olsztyn and Grodzic. With support from the inspector, Romuald Flach, the school was allocated in May 1946 9 fully instrumented "Jezyk II" (Grunau Baby II).

There was, however competition. The head of the gliding section of the Krakow Aeroclub, Edmund Wabik had also made a request for allocation of these gliders, however the gliders were delivered in July of that year to Tegoborze.

On 2nd of September the Department for Liquidation in the Ministry for the Recovered Territories gave permission

for transportation from Szczecin to Tegoborze of its gliders. The most eagerly anticipated were the four SG-38 gliders (however they were in quite a poor state with most of the wings requiring recovering) along with 40 spare skids.

At the beginning of 1947, without the requisite permission, two new "Jezyk II" gliders were taken from an abandoned farm at Grodzice. Following an investigation by the Department of Civil Aviation, it was decided however, to leave the two gliders at the school for its use.

In July 1947 the Department Of Civil Aviation had additionally allocated, from the Gliding Institute in Bielsko, 2 "Salamandra's", and in September 1948 another 3 Salamandra's which had been produced in Jezow. By 1950 the number of the school's gliders had totalled 30.

The launch operations had changed from the pre-war bungee launches to winching by a "Goliat", equipped with a petrol engine. A mechanical retrieve lift, 1.5km long was also constructed on the

southern slope of Jodlowiec. A 7.5 m high pylon was its main feature, and as well as helping to convey the retrieve cables, it was also used as the main signalling point.

Because of transportation difficulties in supplying the school on a daily basis with basic provisions, as well as with construction materials, a request was made again to the Department of Civil Aviation for the allocation for motor transport from the UNRA (United Nations Relief and Assistance) programme. This request was turned down. Undaunted, the school made another offer to the Krakow offices of the Civil Aviation Authority to buy a car. Temporarily seconded to Krakow region and favourably inclined towards the school, inspector Walkarz from Katowice allocated a demobbed GMC Dodge, however this proved to be only a partial solution due to the lack of spare parts and high costs of fuel which limited the use of the vehicle.

Construction of a new road, 1.5km long and linking the St Just pass and Mount Jodlowiec begun in 1946. Only about 20% of the road was completed by

**Above: "Salamandra" on mount Rachow; River Dunajec valley and lake Roznowskie at the background.
Right: "Jerzyk"s waiting retrieve on the southern slope of Jodlowiec.**

the end of 1948. The lack of building materials halted any further progress at that stage.

By then, however, a wooden hangar, 11m x 28m was constructed as well as another wooden hut which served multi-purpose role as offices, workshop and bunk rooms. The bunk rooms were especially welcomed by the trainee pilots, as nearby private rooms were scarce and in short supply on the market. All the building materials came from the forestry inspectorate at Rytno which stocked abandoned German building supplies. The state forestry inspectorate in Krakow, and the Ministry of Forestry in Warsaw, topped up the supplies with allocation of materials at 50% discount. The 400 thousand zL budget allocated by the Civil Aviation Department was now stretched even further to include purchases of wooden beams and large quantity of planks.

Despite the difficulties with the transportation, most of the construction works were completed mid 1948. The hangar, with the finished dimensions of 23.46m x 10.10 m was somewhat small-

er than planned, and housed 6 gliders plus an accommodation hut, 20.60m x 5.10m for up to 20 trainees.

As not all the gliders could be hangared, frequent rigging and de-rigging increased the rate of wear of metal parts, not to mention the wasted flying time! In 1948 a damaged German metal hangar was found near Szczecinka. Although the necessary permits were obtained from the Ministry relatively

pylon.

Nearby landlady, Mrs Maria Soltys provided regular meals on a private arrangement basis with the school as the lack of canteen facilities was a problem limiting the school programme. From mid 1948 half of the private house belonging to Jan Kmiecik was rented for the cooking and canteen purposes which improved the operations. The same year 10500 meals were served, all in accor-



quickly, the transportation by rail to Nowy Sacz of all the parts together with the concrete flooring blocks and their assembly to the top of Jalowiec, was not completed until 1951.

From the start of the operations in 1946 until the end of 1950, the workshop carried out 89 glider restoration projects, of which included 62 minor, 23 moderate and 4 major repairs. Other completed work included one trailer and four dollies used in the transportation of gliders to the launch point. The workshop employees contributed a substantial part in the construction of the buildings, hangars and the signalling/retrieve

dance with the Civil Aviation Authority's recipes the quality of which was scrutinised by the Quality Control Committee. All the provisions were daily purchase in Nowy Sacz from local cooperative store and on the local market. The glider retrieve system proved also indispensable in other ways. As there was no running water system it had to be supplied to the top by an ingenious adaptation of the retrieve cables to drag the water barrels to the top.

Whilst first flights were made from Jodlowiec launch point as early as 1946, the school started operating on regular basis only 1947. The first course from

29th March to 10th of April was organised for the Krakow Students Aviation Club. The course instructor was Borys Puzej. The student group included; Andrzej Alamowicz, Adam Bulat, Leslaw Grubski, Maciej Michalski, Waldemar Pabian, Mieczyslaw Plader, Jozef Szypula.

The courses that followed in June, July, August and September were fully subscribed and included some of the students whose names continue to raise admiration in Polish aviation life, names such as Jerzy Adamek, Andrzej Glass, Janusz Grabinski, Slawomir Makaruk and Stanislaw Wielgut.

The statistics for the year 1947 show that 1293 flights were made in 175 hours and 36 min. The first Polish silver badge after the war was earned in Tegoborze school by Jozef Szypula on 24th April 1947.

1948, like the rest of the country, has seen severe upheavals in the way the aviation sport were organised. The aviation training, including the sport of gliding came under the rule of the paramilitary organisation "Sluzba Polsce" (Serve Poland) which was a political reflection of the new system taking roots in Poland. In years 1948 and 1949 all the schools and the aviation centre were formally taken over from the Aviation Authority and reduced in number from 35 to only 14. Glider training was concentrated in 10 of the schools, which provided training to B certificate level only.

The progression to higher levels of training had to be approved by "Sluzba Polsce" and undertaken in 4 specialised schools in Jerzow, Pinczowa,

Zar and Tegoborze.

Lieutenant Henryk Wapniarski took command of the school and Leopold Kwiatkowski served as the chief flying instructor.

Out of the total 107 trainees in 1948, 54 were from the ranks of the "Sluzba Polsce" cadets. C certificate was gained by 20 pilots.

The training regime in 1949 was organised to take intake of four monthly course. "Sluzba Polsce" organisation admitted 118 trainees, who were nominated by several regional branches of the organisation. The training schedule each day now included not only practical course but also the theoretical subjects.

The records show that that year despite 1486 flights recorded in 176 hours and 24 min. only 6 pilots gained the C certificate. This poor performance can be attributed to a number of factors. Without the doubt one of those was the method of candidates recruitment carried out by "Sluzba Polsce" which allowed poorly prepared individuals from lower schools to be nominated for a higher levels of training in the four advanced centres. Thus pilots insuffi-



Top right: "Komar" (mosquito) over the airfield on mount Jodlowiec
Right: 1947, W. Szwczyk, H. Wapniarski and L. Kwiatkowski on Jodlowiec

ciently trained to B certificate level were often found nominated on soaring courses. Much of the C certificate training had to be devoted to catching up and polishing B certificate skills. The amount of time devoted to the theoretical training raises suspicions too. Whilst important subjects such as aerodynamics of flight was compressed to only 6 hours of the course programme, the citizen and political training took no less than 30 hours of the course programme. Outside the control factors such as the weather and wind direction from the North on more than proportional number of days that season, severely limited the soaring conditions, which the pilots could use on the southern ridge.

There were no indications towards the end of 1949 that the future of the Tegoborze school, as an advanced training centre, was threatened in any way. The full instructions for the organisation of the training programme in the 1950 season were received from the "Sluzba Polsce" headquarters in the autumn 1949.

However, the 1950 season has seen gradual dismantling of the school's prestige as well as its staff and the inventory. On 15th of November 1950, his patron saint day, Leopold Kwiatkowski, instructor of many years before the war, the chief flying instructor and manager after the war and inspirational soul of the

school was made redundant. He only could find alternative employment in the administration of the Kleczanski State Quarry. In November that year has also witness the last flights at the school on Jodlowiec Mountain.

The final decision to close the school came early in 1951.

With that decision the selfless efforts and inspiration of many individuals, first to restore the school from the devastation of the war, and then to bring back its pre-war glory came to the end.

It is in no doubt that the war time exploit of many of the graduate pilots with allied forces during the war, as well as active service with the underground army AK of those who remained in Poland throughout the occupation, and the hostile political allegiances suspected or detected in those who run the school have sealed the fate of the school. The proof of that, if that what is needed, came later in 1958 with the political "thaw" in the autumn of that year. Only then, some of the most devoted to Polish aviation people could find employment in or simply enjoy aviation again.

In the period 1946 to 1951 the school full time instructors included; Leopold Kwiatkowski, Jan Lupa, Edward Dzialowski, Augustyn Polomski, There were 30 gliders in the schools inventory; "Salamandra" x 6, "SG-38" x 8, "Jerzyk" x 12, "Olympia" x 1, "Wazka" x 1, "Zuraw" x 2.

Other staff of the school included: Jerzy Iszkowski, Wojciech Koszkuł, Mieczyslaw Iwanski, Zdzislaw Helczynski, Boguslaw Czernek, Wladyslaw Szewczyk, Jan Obrzud, Jan, Jacak, Jan Jozefowski, Stanislaw Burnagiel.

Formation of Podahalanski Aeroclub Jodlowiec—Kurow-Lososina Dolna

The political thaw of October 1956 which permeated throughout all levels of life in Poland, enabled those in the Nowy Sacz region, whose aviation enthusiasm was not quite extinguished, to pick up the remaining pieces and start again.

Those who were deprived in the beginning of the fifties of enjoying their profession, livelihood or just the pleasure of flying, could again do so.

Already at the end of 1956 people's committee accredited with the Nowy Sacz League of Friendship with the Military was formed with the aim of establishing the Tegoborze Gliding School. With the help of and involvement from many other community organisations,

detailed plans were prepared and submitted for consideration by the Main Board of the League of Friendship with the Military (APRL). The Board considered favourably the proposals but decided that in support of the development of the general aviation, the gliding school alone would not be approved but they sanctioned the formation of a multi-section Nowy Sacz Aeroclub. Skills other than gliding were now taught at the newly formed club. Power flying, parachuting, modelling and from 1961 also ballooning were the activities which could be pursued at the club.

(Tatra foothills) name to be taken up by the Nowy Sacz Aeroclub. The official changeover was agreed formally in November 1957.

The "new" Podhalanski Aeroclub operated from one hangar and a glider airfield on Jadlowiec mountain in Tegoborze. The sloping ground of the airfield precluded winching operations as well as those which were needed by powered crafts and for aerotows. In 1958 the Regional Waterways Board granted the club free of charge the lake Roznowski floodplain area near the bridge in Kurowo. After hard levelling



Above: View of the hangar from the launch point on Jodlowiec. Below: "Mucha" (a fly) on final up the southern slope of Jodlowiec.



After an absence of six years the aviation calendar in Tegoborze was established again in 1957 with the airshow as the highlight which was watched by over six thousand people.

There were also image and publicity changes agreed that year. The neighbouring Aeroclub in Nowy Targ agreed to the new name of "Aeroklub Tatrzanski" (Tatra

Aeroclub) vacating the "Podhalanski"

work was completed this area became home to the club for seven years.

The Kurowo airfield was exceptionally well located for frequent thermic and wave condition. Tatras and Beskid Rytelski range triggered leewaves on a regular basis. Despite having the benefit of such conditions the airfield was considered inadequate to support the full requirements for training and for staging sporting events. The fact that the airfield

had to be submerged during the winter season from 1st October to 31st of March was a major disadvantage. It precluded the construction of more permanent club facilities. All the equipment was still hangared on Jadowiec and had to be transported to the airfield on each occasion.

A more permanent flat site was becoming a necessity to provide for the expanding activities of the club in training as well as offering commercial services.

The new search yielded grounds in Brzezna, about 8 km from Nowy Sacz but the assembly of a sufficiently large site to accommodate an airfield proved an impossibility. There were over 80 different owners to whom parcels of land were sold by the state after the war to negotiate with. Another site that proved suitable were the grounds of the state horse breeding stables in Lososina Dolna. With the help of the Regional Party Committee, the Parish Council and the Board of the Polish Aeroklub some 43.6 ha were detached and acquired for the airfield purposes.

Initiated by pilot Major Jerzy Iszkowski and with the support from the Board

of Polish Aeroklub, a Local Committee was set up in Lososina Dolna which received pump prime funding secured by the Airforce General Jan Frey-Bielecki. Of equal importance were the "battalions" of conscript soldiers under his command who levelled the ground and established an airfield together with 700m of link road in just five days. On the sixth day, 17th September, the landing strip was ready for a visiting jet to land on. The following day, 18th of September 1960 the airfield was handed over to the club in a formal ceremony with Gen. Jan Frey-Bielecki as an honorary guest.

Further improvements and development plans of the club were put on hold whilst the plans for the major national hydropower dam on river Dunajec nearby were debated. Following the decision to defer building of the dam in 1963, the investments in the airfield and the club's infrastructure could be progressed. The relocation of the hangar from Jadowiec was completed in 1965 and building of the teaching block and the workshop at the end of 1966. All these investments allowed the consolidation of club's operations on the airfield at Lososina.

Scaling down of the operations on the Jadowiec glider airfield in Tegoborze and the airfield at Kurowo was taking place as the main building works were nearing completion at Lososina. All the leases with the private landowners were terminated on Jadowiec by December 1965 and in January 1966 the grounds were transferred to the State Land Fund. By 1973 all of that land was sold in small plots to neighbours. The airfield at Kurowo was taken over by the state quarry company in Marcinkowice.

It is quite a long time since then. The summit of Jadowiec is now covered with scrub vegetation and a number of tall trees. Glider and power planes permanently reside in Lososina Dolna. Memories of the airfield on Jadowiec in its heydays faded away. Only few nowadays remember the glory days and the significance of Tegoborze and Jadowiec mountain in the development of aviation in Nowy Sacz region.

During my research of the history and development of the gliding school in Tegoborze it became apparent to me how little is now known about the Tegoborze Gliding School. My main motivation for writing of this essay was to record and tell that illustrious chapter in the development of Polish gliding history. I am particularly pleased that my findings and research inspired my younger colleague Krzysztof Malota to write an MSc thesis in 2002 on the history of the development of aviation in Nowy Sacz Region. My thanks go to him for sharing of his thoughts, discovered documents and other material.

Two years ago we celebrated the seventieth anniversary of aviation in Nowy Sacz Region. Currently due to the efforts of the Nowy Sacz Aviation Society "Orlik" of which I was elected the president, once again you can spot on Jadowiec the aviators, mainly paragliders but occasionally a glider taking to the air. Every year we also organise large-scale model aircraft rallies. All are invited to the top of Jadowiec to encounter modern day occasional aviator but enjoy a magnificent scenery of the region.

You are also invited to view our web page www.orlik.sacz.pl where you will find an up to date itinerary of aviation events themed around the history of Jadowiec Mountain.

Tomasz Kosecki
President

"Orlik", Aviation Enthusiasts
Association in Nowy Sacz ■

Left: Czajka bungee launched.



BRITAIN

We thank all those who have laboured on the glider restorations during the harsh conditions of the winter and hope that you will be rewarded by good flying weather during the season.

On Saturday 19th of March, there were strong thermals and at Wycombe Air Park, SKY (John Tournier), Krajanek (John Dredge) and Petrel, (Graham Saw) all had good thermal flights. Graham Saw has finished painting his LUNAK in new colours and Robin Wilgoss has finished rebuilding and recovering the KITE 2 BGA 751 with fabric and it is now awaiting paint. This is now the third Kite 2 airworthy in Britain.

The London Gliding Club has decided to replace its original 1930 Club House with a new hangar. The 1930-1935 club house was apparently an Army Hut from the First World War and until a few years ago, it was slept in. It is a shame to see a building which is so historic go, but the London Club needs more space in which to protect rigged gliders.

A GRUNAU BABY 3 SURPRISE.

When buying a trailer in Britain, it seems advisable to first see if it is empty. Martin Breen of High Wycombe recently bought a trailer and was surprised to discover components of a Grunau Baby 3 in it. This also happened to the late Thoby Fisher who discovered an EoN Olympia in a trailer that he had just bought. Martin thought he remembered in an ancient VGC News that someone needed a Port wing for a GB-3.

On investigation, he did indeed discover that this was so, for in VGC News No. 96 Spring 1999, a Neil Clark was advertising for a GB-3's Port Wing complete with aileron, "to save a long

repair". Now, thanks to Martin, he has a GB-3's Port wing and aileron and so, after 6 years, Neil Clark's wish has been granted and soon another GB-3 should be airworthy in Britain. Neil has been keeping flying in a small light aeroplane, now he can get back to real flying. He is an approved airframe welder, if anyone needs this service. Neil lives at New Milton in the New Forest and his telephone number is 01425-610548. We thank Martin Breen for being of help to Neil Clark and to the VGC.

We are glad to report that the following two of our members have reached high, important, positions. For several years now, Colin Anson has been President of his club, the London Gliding Club at Dunstable. Richard Moyses has become Chairman of the Lasham Gliding Society. We heartily congratulate them both and hope that they will still have time for us, (as we are sure they will have) and will put in good words for us in the right places.

ERROR in the last VGC News on Page 13, ROBIN Hood has been working on a KA-6, not a KA-4. The former has now been painted and looks fine.

Glyn Bradley has spent time with partners recovering with plywood the roof of his KITE 2 BGA 663's trailer. The Kite 2 is in super condition but its trailer was not. It has been reskinned with plywood very expertly and quickly. Due to this, the 1937 RHOENBUS-SARD BGA 337 at Lasham has not been got in to the air. We understand that it is good condition and will only need one days work before it can receive a C of A. We believe that the KITE 2 BGA 751 (modified with Skylark 2 tail unit) at Wycombe Air Park, must now be ready to fly. It has to be said that the weather

has not, until recently, been good for gliding during weekends this year, over England. We live in hope for better weather

DENMARK

We have heard that their JASKOLKA is now airworthy and that their HUETTER H.17a, which flew with great success after restoration for the first time two years ago, has been prevented from flying ever since by the authorities through lack of official paperwork. It needs its permit to fly changed into a C of A. In spite of several reminders, nothing has happened but it is hoped that the situation will change soon. Concerning the Mu 13d-2, OY-MUX Ove Hillersborg has now finished the work on the elevators and rudder. The fuselage is practically ready for fabric covering, the wings are being worked on at a rather moderate speed by members of the SILKEBORG Flying Club. They are now preparing the plywood to form a new D-tube. After this has been completed, they will start looking into the second wing. The Jaskolka and L-Spatz 55 should fly this summer providing the authorities agree. Further projects include the DaSK's SG-38, OY-AKX, and a second SG.38 which they are restoring for the Museum, "DANSK VETERANFLYSAMLUNG" in Stauning, where the one and only "KZ-GLIDER" (previously restored by DaSK's members) is on static display, together with such types as Grunau Baby 2b, 2g, Doppelraab, Spatz B and Mu 13e.

Niels- Ebbe Gjørup, who has very kindly sent this news, is working on his Standard Libelle, hoping to clear his workshop so that he can soon get back to the woodwork of his 1943 Grunau Baby and 1948 Rhoenbussard. While his KRANICH 2 (or what is left of it) is resting, there might be a chance that another KRANICH 2B-1 (SE-SPK, which was obtained from Sweden for the DaSK), will be made airworthy. The decision whether the project will be started now, or later, is to be taken within a few months. Having said all the above, it must be understood that the priority number one is to raise funds for a hangar to be located at the National Centre "ARNBORG".

VGC News was cc to the following letter which relates to the above news. The request has been actioned.

On behalf of the Danish Historical Gliding Club (DaSK) I forward this mail concerning the papers belonging to a Jaskolka which you mention in your

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announcement in the last issue of VGC News.

Yesterday, Tuesday the 26th, we tested our newly restored Jaskolka after a long period where a lot of skillful work has been carried out by the noble gentlemen in our club with more than 350 members.

It's a beautiful plane which might be noticed from the enclosed picture (*above*). And it flew extremely well.

The picture shows our president, Jonnes Lyng, preparing himself for the first test flight in which he was launched to 3,000 ft by a powerful Pawnee. The plane was successfully tested in different manoeuvres after which Mr. President just enjoyed it for an hour and left it over to the other members.

The reason for our mail is to tell you that in case you don't hand the named documents over to other owners of a Jaskola, we would be extremely happy to receive them because the ones we are possessing are in a very miserable condition which make them difficult to read and restore.

I hope that you will enjoy the picture and that we'll be hearing from you.

Best regards from DaSK, *Svend Aage Jensen*

FRANCE

From JEAN MOLVEAU, we learnt that he has an old glider collection. There are components of Maurice Renard's AVIA 40P, which we believe

carried out a flight of over 300kms distance in 1957. We believe that this was the furthest distance ever flown by this 1935 French design. He also now has obtained the World Duration Record breaking AIR 100 of CHARLES ATGER., which he flew for 56 hours 15 minutes from the 2nd until the 4th April 1952 at Les Apilles. He was winch launched at 6 hrs 21 mins in the morning. During the second night, he had terrifying hallucinations. An immense man, elongated on the Caune Plateau measuring at least 400 metres long, his wrists circled with chrome bracelets. Shortly afterwards, he had the impression that there was a wall in front of him and then, near him, appeared a huge white aeroplane and in front of him a magpie, surmounted by a search light. When informing his manager on the radio about this, M. Brun forced him to return to reality. Charles Atger had his last flight in 2004. He worked on his family's farm and spent hours preparing for this flight ploughing the fields.

GERMANY

OSWALD DIECKAU's Swedish AB Flyindustri built 1943 WEIHE will by the time this is read, have an LBA C of A. We believe that this was BGA 1297 and that it was once rebuilt by Derek Godfrey and partners of the Civil Servants' Gliding Club at Westcott, and then again by Peter Molloy and partners of the

Essex Gliding Club. It was then painted in Swedish Airforce markings. Oswald Dieckau of the Achmer Gliding Club has been rebuilding it a third time and so it must be in really good condition now. Peter Molloy never seemed to have flights of less than six or seven hours in it. We hope that Oswald will also have flights of many hours duration in it. It has been at Achmer for years already. Oswald has been helping very much with the building of the new REIHER 3 and has been busy setting up the Friedrichshafen AERO 05 exhibition, at which a whole hangar was set aside for some of the VGC's very best gliders.

GUNTHER BRODERSEN from Hamburg is working again on his HUETTER H.28-2 "KURIER". GERHARD MALESCHKA, who with JIRI LENIK, built the new excellent HOLS DER TEUFEL, is now well on the way to building a new HUETTER H.17A. He has asked for, and has been sent, the plans for a HUETTER H.28-2 "KURIER". JOERN ASSMANN has a SLINGBY T.21b but wishes to obtain an ASI in knots to give authenticity and a Tyre and inner tube (6.00 by 4. Tel:- 49 2594 83930). It seems that our VGC movement in the former East Germany is catching on well. It is not so bad when Swedish or German gliders are going home to be restored and flown, but we feel that we ought to draw a line when it comes to British PREWAR designed and built British gliders going to the USA and Europe. These may have good owners who are flying them, or will fly them, but we still think that British Aviation heritage should stay in Britain. Gone to America also are at least three EoN Olympias, and H.17a, a Rhoenbussard, and A Grunau Baby 2b. More Olympias will probably follow.

To Germany have gone a Kranich 2b-1, a Swedish Weihe, Rhoenbussard, Meise, Grunau Baby, T.21s and T.31s. To be kept static in Museums in Germany are a Rheinland, and a Hols der Teufel.

HOLLAND

Research has revealed that Ken Crack's first GOEVIER, a 1947 Fokker built Mark 2, BGA 1642, ex-PH-178, is owned by Franz Oppen; he has it in storage.

The 1952 World Championships winning SKY has been entrusted by Raymond van Loosbroek, together with the latter's considerable collection of old

gliders, to the collection of the AVI-ADROME Museum, which is allowing Rob Wulfers to repair and restore it to airworthy condition. Thus, it is near the military airfield of Deelen near Arnhem. The SKY was flown by Philip Wills to victory in the World Championships at Cuatro Vientos near Madrid.

The repair of the unique T.21C, which was severely broken during a fast winch launch, is now almost complete; this sailplane was flown by the 'Street gang' (*Colin Street* – Ed) during our national and international rallies.

HUNGARY

We have heard that both the 1944 FUTAR prototype and the later SUPER FUTAR are now based at Farkashegy. It has been reported that the American billionaire UDVA HAZY, who has financed the giant Udva Hazy Aviation Museum situated on Dulles Airport, does not now want to have anything to do with Hungary, although he started his flying career on the same gliding course as Imre Mitter in 1942. It would seem therefore that there is little hope of him financing a reconstruction of Hungarian vintage gliders.

POLAND

From the very positive news concerning the financing, redesign and reconstruction of a new PWS 101, we have heard that the Gliding Club of GLIWICE, which hosted our 2004 International Rally, is now to take on the name of WACLAW CZERWINSKI, the great Polish glider designer of the 1930s, who designed the PWS 101 in 1937. 12 of this

19 metre wing span sailplane were built after this, but none of them survived the war. CONTACT has been made in the LWOW UNIVERSITY in the UKRAIN in case it should have any details of the PWS 101 from 1939. LWOW was at that time in Poland and was very near the gliding centre of BEZMIECHOWA. The Lwow University supplied many members for Bezmiechowa and had an aero-club club there. In September 1939, Piotr Mynarski took a small part in preparing the documentation for the PWS 101, and gave it to Tadeusz Wala, who was a young student in the technical school. Tadeusz Wala is now working in Slovakia on light aeroplane aerodynamics. PIOTR MYNARSKI (who is not closely related to Henryk Mynarski at Jezow) was leading the Technical School at Bielsko Biala. He was also a test pilot for SZD but only until 1948. He tested all the gliders like the Salamandras and Komars in the late 1940 s. He died in 1986. It is planned to start the design work on the new PWS 101 in September this year, and finance and sponsors are being searched for. Piotr Mynarski was CFI at Bezmiechowa before the war and flew one of the two prototype PWS 101 s during the First World Gliding Championships in 1937 at the Wasserkuppe. On the first day, he reached Hamburg after 351kms, together with Hanna Reitsch in the Reiher V, 1, and Heini Dittmar in the Sao Paulo. We were very glad to see the beautiful SALAMANDRA from JEZOW at the AERO EXHIBION at FRIEDRICHSHAFEN. All this little 1936 Polish glider, designed by WACLAW CZERWINSKI, needed was fabric. This is the first of the Polish replicas to be finished, from the pre-war

times. We thank HENRYK MYNARSKI of the SZD ZS JEZOW for finishing it, as it probably is finished by now. We understand that it will be exhibited at further events and exhibitions in Germany and Poland and that there are plans to build another two of them at JEZOW. Another one of them should be finished at GLIWICE next year.

SWITZERLAND

from Daniel Steffan and Willi Schwarzenbach

From the OSV

Willy Fahrni (president of the OSV - Oldtimer Segelflug Vereinigung Schweiz) was given from the three Fauconnets (French pilots flying Fauconnets - see <http://a60planeur.free.fr>) a special present: A bell for the opening and closing of the events of the OSV. Our warm thanks go to Didier Hosatte, Pascal Lyautey and Peter Urscheler.

Willy rang the bell for the first time at the 17th OSV meeting at the Schmerlat (Schaffhausen) glider airfield which took place from 10th to 12th June 2005. 37 pilots brought 24 gliders to Schaffhausen: 4 Mosweys, 1 S19, 1 Spyr5, 1 Kranich2, 1 Weihe, 1 WLM1, 1 Baby, 2 T31, 5 Spatz/Fauconnets, 2 Ka2, 1 Ka6E, 1 K7, 1 K8 and 2 Elfes. The weather was better than the forecast, so that the participants fulfilled with 64 launches 98 flight hours. Not bad.

By the way, who knows the origins of our approved VGC-Rally-bell? Let's remember the story:

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first VGC Rallies. Calling, whistling, shouting, the use of tricky mikes and cracking loudspeakers -- all this noise was often inefficient. Something had to be improved.

On the way home from the third Rally, an idea came up. The VGC should be supplied with a well sounding, mobile and man-operated bell. Not with an ordinary one, but with a genuine cowbell, possibly as old as our vintage gliders.

Some time later a bell matching our



was member of the Swiss team at the 1936 Olympics in Berlin, when gliding was a demonstration sport.

From the "Spyr III" designed by August Hug in 1932, 6 gliders were built. It had a span of 16m and the empty weight was incredibly low, just around 110 kgs and the wing load was only 13,55 kgs/m². HB-108 was partly built by Marcel Godinat himself. In 1951 Godinat and his wife moved to the United States. Pierre Godinat lent us



specification was discovered at the saddler Chappuis' workshop in Cuarnens. Admittedly the bell had been cast in the thirties, now 70 years ago, at the Albertaino foundry works at la Sarraz. A peasant had then bought it and fitted around the neck of the leading cow of his herd. There it served summer after summer to keep the ruminants together -- until the day when a crack on the bell produced dissonant sounds which broke down the harmony of the herd bells; so strong that even the cows became nervous.

Later on the bell was repaired, it sounded good again and a new leather collar was fitted. Then it was sold to the Swiss VGC-members.

On the 1st of August 1976 at the 4th VGC Rally at Dunstable, the bell was solemnly presented to our president Christopher Wills. He was immediately briefed how to ring this cowbell to full sound (it is a bit tricky) and he succeeded at once!

We are happy to have in Chris such an experienced bell-ringer!

Marcel Godinat

(1908—1987) a famous glider pilot

Fritz Zbinden met by chance Pierre Godinat, a grandson of Marcel Godinat. Marcel Eloi Godinat was born at Lan-

Above left: Willy Fahrni, president of the OSV, inspects the present of les trois fauconnets. (Kurt Stapfer) Above: the new OSV bell. (Kurt Stapfer) Above right: the VGC Rally bell (Willi Shwarzenbach)

deron, in the French part of Switzerland. He was a famous glider pilot who set up several National records in the thirties. Godinat owned the Spyr III HB-108 and the Spyr IV HB-328. He participated at the International Glider Meeting on the Jungfrauoch in September 1935 and

many documents from his grandfather (photos, letters and articles). Daniel Steffen has copied them.

Another Swiss soaring pioneer, **Max Schachenmann**, died on 12th March 2005. He was born on the 31st December 1915 in Oftringen. Max Schachenmann fulfilled several National gliding records, nearly all on his "Spalinger" S-18 II HB-288 "Omya". He was second at the 2nd World Championship at Samedan in 1948 (winner was Per-Axel



Marcel Godinat behind his Spyr III HB-108 which was designed by August Hug. (archive Pierre Godinat)

Persson). Max Schachenmann was a successful industrialist. He supported the Swiss gliding designers by ordering for example the Moswey IVa HB-522 (today owned by Willy Fahrni) or the Elfe PM3 HB-526 (today owned by Graham McLean).

Italian built “Spalingers”?

Kurt Stapfer found out by chance that the Italian firm Meteor produced the Spalinger gliders S 18 and S 21 after the Second World War. The Italian types were MS-18 ‘Falco’ and MS-21 ‘Gabbiano’. Does anyone know anything about this facts? Kurt Stapfer would be happy to receive more information (kstapfer.vgc@hispeed.ch). It seems that Meteor produced later the MS-30 which was a Scheibe Spatz.

Aero 05

We have been proud to present two Swiss designed gliders, the Moswey IVa HB-522 and the Spalinger S 18 III HB-

Right: Max Shachenmann at the 2nd World Championship at Samedan in 1948 (AeroRevue No 8/1948) Below: Max Shachenmann takes off at Flims 1st June 1941 in Spalinger S 18 HB-288 (Th. Heimgartner) Inset: Max Shachenmann, Swiss Glider Champion 1943/44 (Segelflug, H. Rüttschi, 1944)



Left: the MS 21 Gabbiano was constructed by Meteor, Italy. The design is undoubtedly from Jakob Spalinger. (archive Kurt Stapfer)

510 at the international vintage glider exhibition Aero 2005 at Friedrichshafen. We congratulate the Achmer team for their perfect work!

The 1939 built Moswey 2a HB-309

Ruedi Barth sold his Moswey to Jim



Stoia in Manning, SC, United States (See page 36). We remember that Attila Ziermann brought the Moswey 2a HB-309 to many VGC-Rallys. We wish that this glider will continue flying and not end up in a dark museum. And we hope to see (our) Moswey 2a coming back to Switzerland one day (like the Moswey 4 and Moswey 4a did).

Daniel Steffen and Willi Schwarzenbach, 24th June 2005

CW adds - Willi Fahrni, the OSV’s President, informed us at the Friedrichshafen Air Fair us that the Vintage Glider Club of Switzerland has 100 gliders and 135 members. One of its oldest gliders, the Moswey 2A HB-257, has been flying for two or three years at Samedan. Willi Fahrni created the OSV Switzerland in 1989. Does anyone know what happened to the Spyr 4?

USA

The NASM has recently had restored at the BERLIN GERMAN TECHNICAL MUSEUM, no less than four HORTEN flying wing sailplanes, which fell into American hands at the end of the 1945 war. These, after many years of work, were finally finished this year, and for finishing the other three Hortens, the Berlin DTM has been allowed to keep for reward the HORTEN 2, which has for some time been hung up, in the DTM, although it can not be seen as the Museum is not yet open. We have heard that the other three HORTENS, the HORTEN 3 F, the HORTEN 3H, (with one pair of wings. built new, between them) and the giant 24 metre span HORTEN 6, have arrived in the USA, and should be being exhibited in the UDVA HAZY CENTRE by the time that this is in print. We have heard NO evidence that the NASM SILVER HILL Facility has started the repair and restoration of the HORTEN 1X V.3 twin (Jumo 004) jet fighter, which has been in the USA since 1945. It has for many years been stored at Silver Hill. All these Hortens were built in Germany in 1944. None of these aircraft were flown after the end of the war. We understand that the DTM Berlin has had plans made of the aircraft, so that they could be built again in Germany or anywhere else if necessary -perhaps to fly?!?! ■



MAX SCHACHENMANN
Schweiz. Segelflugmeister 1943/44.
Streckenflugrekord 216 km.

Can Gliders Swim?

By Dave Schuur

Wabash Valley Soaring Association is located along the Wabash River in southern Illinois, about 180 miles east of St Louis MO, and 250 miles south of Chicago. The Club owns five gliders and two tow planes. In addition, there are about twenty private gliders based at the club and most are stored in club hangars in trailers or set up and ready to fly.

The Wabash River between Indiana and Illinois was cresting at the highest level since 1953. After twice the normal January rainfall, the ground was saturated and the rivers were all above flood stage. At about 4:30 PM on Tuesday, January 18 the glider club was told that the authorities were concerned about the levee breaking at Russelville, IL, just up river of the airport. If it did, we could have a foot of water in the airport terminal and about two feet of water in our hangars. If the levee were to break, we would have only a few hours to remove trailers and move planes before water levels got too high. The airport staff said they would call us if the levee broke. Looking at all of the gliders in the hangars, we decided to move the eight gliders that were on trailers to high ground that evening. We later found out the levee did break on the Indiana side, 20 miles up river at Hutsonville, IL, relieving some of the pressure down river near the airport.

On Wednesday, January 19, twelve of us disassembled gliders and put them in trailers and moved them to high ground. In all, 16 gliders were trailered to high ground. Eight gliders were elevated in the hangars to be above the anticipated high water levels. Three gliders were unable to be trailered or elevated, and we decided we would move them to the highest point on the airport if there was a break in the levee. We were all exhausted, but the gliders were as safe as we could get them.

The levee held. Thank God. (She must like glider pilots) The flood warning was cancelled on Friday, January 21 in the evening. Saturday brought light snow with winds gusting to 50mph. It was not a day to move glider trailers.

We started returning the trailers to the



Preparing to move to high ground at Wabash

hangars on Sunday, but decided to leave the elevated gliders up on blocks until we needed them in early March. One of the local members was rightfully concerned that he might try to do something about those gliders with very little help if the river rose again, since several of us would be out of town during the next few weeks. He did feel he could tow out the trailers to high ground again if something happened.

The only damage during this process was one flat tyre on a trailer. It looked like we may have picked up a nail. None of the gliders were damaged and we learned a lot.


It became apparent as we worked that there were several suggestions we needed to make to our members and perhaps to anyone else who might be faced with a similar emergency. Since many of our gliders are vintage, there are almost as many different ways to de-rig and stow a glider as there are gliders.

Suggestions:

1. Make sure your trailer works, and has the fittings in the trailer. Attach trailer rigging instructions to the inside wall of your trailer.
2. Make sure your trailer locks work and that there is a key available for those doing the work. (An envelope in a central location might be a good idea. Include instructions and make sure you absolve the good Samaritans of any liability for damage.)
3. Make sure your glider has a rigging plan attached in ready view near or on the spar or in a pouch.
4. Be sure needed tools are in your trailer.
5. Be sure your tyres are in acceptable shape and aired up.

6. If your trailer is chained down, make sure the chain can be loosened.
7. Mark your hitch with the ball size (1 7/8in, 2in or 50mm) so it is easy to read.
8. It is nice if your lights work and if your wiring pigtail can reach the bumpers of some of the trucks used to tow. (If your trailer has non-standard wiring, an adapter to a flat-four might be in order if that is the most common in your area.)
9. Include trailer tie-downs and wheel chocks if you so desire. They can be used if there is time.

In an emergency there are no guarantees that anyone will be able to save your glider, but these items will sure make it easier. It also becomes quite apparent that these items will make any retrieve a whole lot easier should you fail to make it back to the field during the soaring season. ■

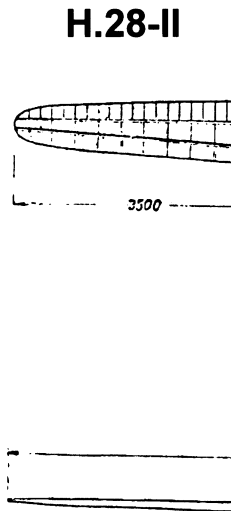
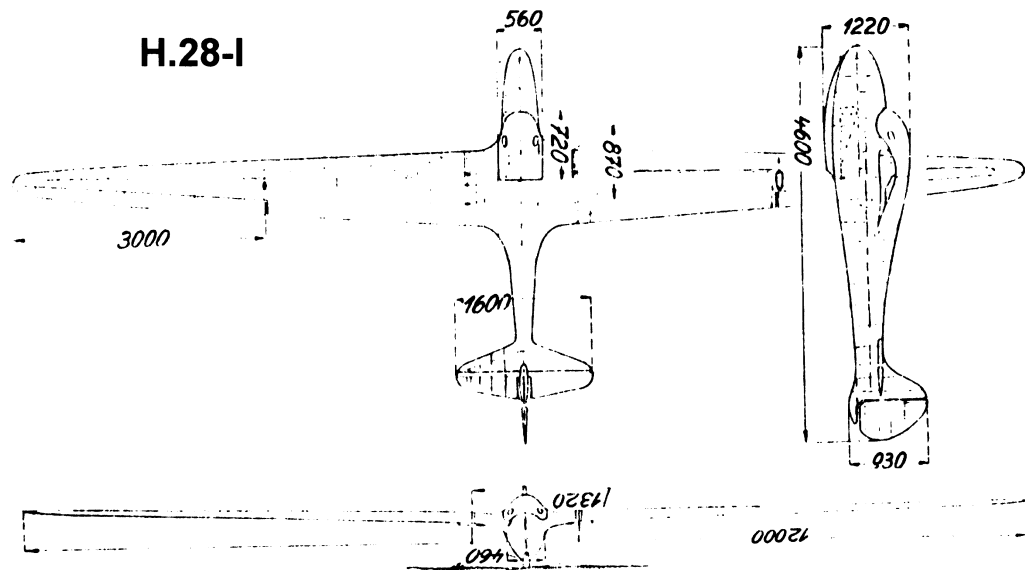


**The Vintage
Sailplane
Association**

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:

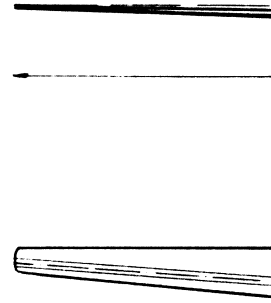
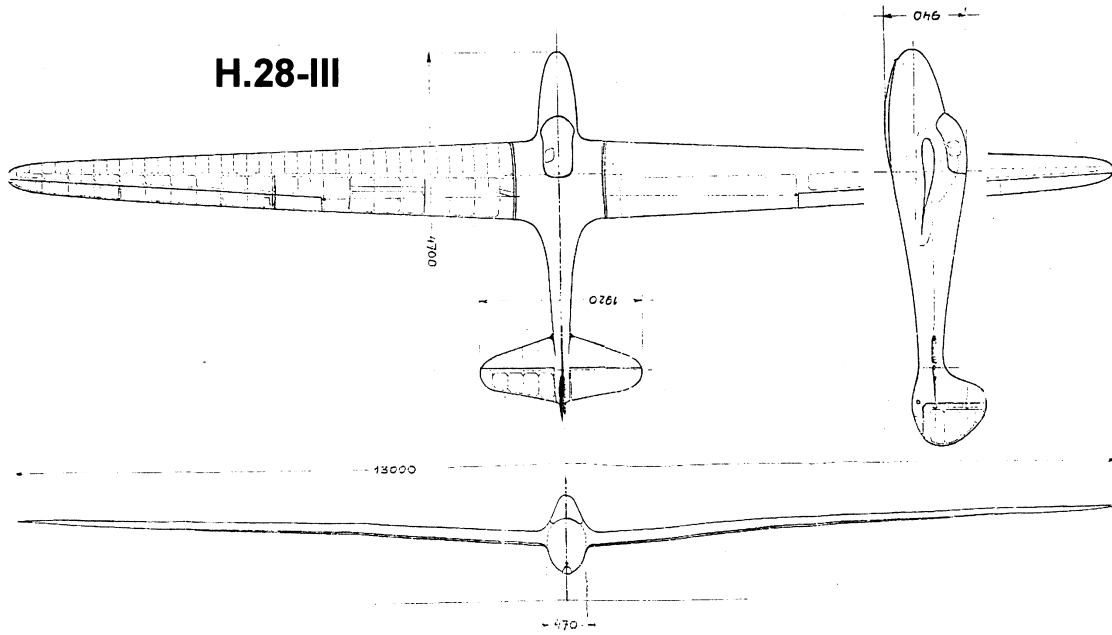
Vintage Sailplane Association
1709 Baron Court
Daytona,
FL 32124 USA





Hutter 28

Piper at the gates of dawn



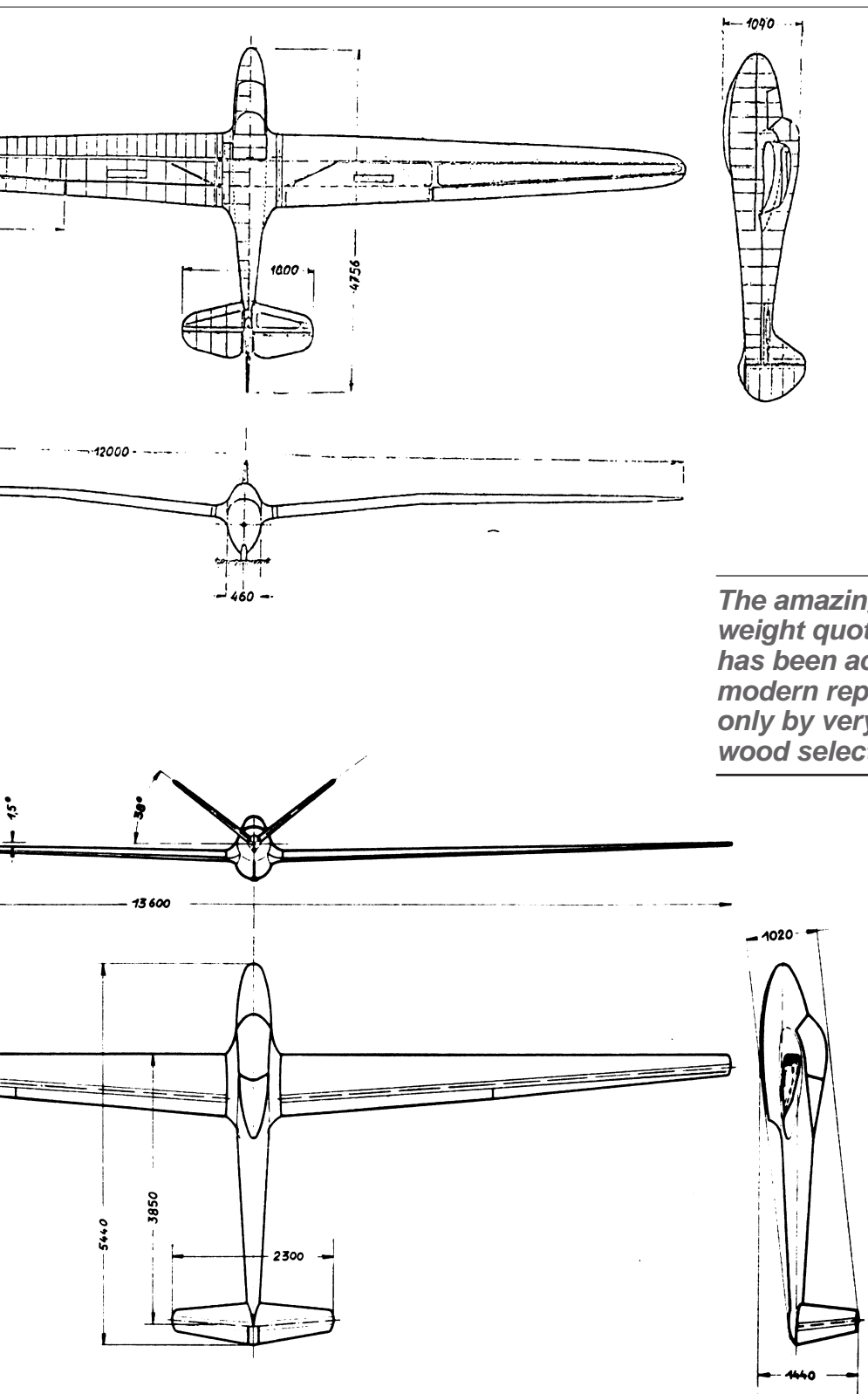
by Paul Williams

The history of gliding is built around stories of epic flights or competition wins and the sailplanes used in these flights have now become legends. Other sailplanes remain mere footnotes in history even though they had a major impact on the evolution of glider design. Today the H.28 is seen as just a quirky,

small sailplane, outside the mainstream of development. In fact this design led directly to the creation of the Glasflugel Libelle which had a major impact on the soaring scene of the late 1960's and 1970's.

The first glider designed by Wolfgang and Ulrich Hutter was an unsuccessful, low aspect ratio, rigid wing, tailless hang glider of 1930. It was followed by an unbuilt project for a 9 metre span tan-

dem two seat sailplane. Thoughts had already begun to focus on the idea of small span sailplanes and the prototype of the well known 10 metre Hutter 17 first flew in September 1934. Although it was unremarkable in appearance, it delivered a respectable performance for its size, was light and easy to handle on the ground and highly manoeuvrable in the mountain air for which it was intended. Plans were made available to home-



The amazing empty weight quoted as 65kg has been achieved in modern replicas but only by very careful wood selection

builders and large numbers were (and continue to be) built across the world, because only a small workshop was necessary. Although aimed at homebuilders, like all contemporary machines its construction was still hugely labour intensive. The amazing empty weight quoted as 65kg has been achieved in modern replicas but only by very careful wood selection and many examples were much heavier.

Design of a successor must have begun early in 1935, at a time when competition sailplanes such as the Fafnir 2 had reached spans of 19 metres and the pursuit of maximum L/D had spawned the monstrous 30 metre Austria. One needs to appreciate that the first thermal soaring flights had occurred barely five years earlier and it was not yet clear whether small sailplanes which could achieve a greater rate of climb in the

thermal core, would actually prove more effective cross country machines than the large span superships. To test this theory, Darmstadt university had recently produced the ultra light weight, 12 metre D28 Windspiel.

The new design was called the H.28, so named after its intended L/D, which would have made it equal to contemporary 16 and 18 metre sailplanes. Other than the concept of a short span sailplane which disturbed less of the air mass by its passage, the H.28 had absolutely nothing in common with the H.17 and was a truly radical design.

The H28 spanned 12 metres and to minimise weight and drag the fuselage was only 460mm wide. This left no room for the pilot's arms and shoulders, which were accommodated in the wing

roots of the fixed centre section. Incredibly the fuselage was only 4.6 metres long and did not provide an adequate moment arm for the rudder. Consequently, the rudder hinge line was placed forward of the fin post so that deflecting the rudder created

a slot, which greatly increased its effectiveness. The short fuselage also made it impossible to balance the aircraft unless the mainspar passed through the pilot's body and this was resolved by curving the main spar through bulkhead around the pilot's back, forward and then sideways to the mainspar root fittings. The curved bulkhead was stiffened by a number of ribs in the ply covered, fixed centre section. The cockpit was enclosed by one of the very first blown canopies produced by the local university. As a final touch, the drag producing venturi for the air driven turn and slip, was made retractable. The wing had a well chosen aspect ratio of 18.5 and required the then fashionable gull wing to provide adequate tip clearance on the rough hill sites then in use. However, to avoid the weight of a laminated gulled spar, the fixed centre section was provided with considerable dihedral whilst the mainplanes were flat - the gull being achieved by the geometry of the rigging joint. The ailerons were torque rod driven and auto connecting. The tailplane spanned only 1.6 metres and looked alarmingly small.

With the financial support of the Austrian Aero Club, the new machine was built in only 3 months - between 20th April and 22nd July 1935. Named in honour of the president of the Aero Club - Graf von Kinsky, the sailplane was reg-

istered OE-KINSKY. Unusually for the time it was painted white overall and the Hutterers referred to it as their 'white bird'.

This stunning new design was reviewed at length in Flugsport and also in the Sailplane, as Doc Slater had seen it when on holiday in Austria. Like many radical designs that seem to promise so much, it burst on the scene and then abruptly vanished from sight. In reality the Hutterers were disappointed with their design as flight tests suggested a performance equal to the contemporary 15 metre span Rhonsperber - around 1: 22.



However they felt that the wing loading, which was high for the time, had been somewhat overdone and the machine was considered twitchy.

Unfortunately the sole H.28-I was destroyed in a launch accident by Heini Hutter a year later, in July 1936, preventing any further development. It seems likely that the performance shortfall may have been caused by the frameless cockpit canopy which was simply draped over the fuselage, secured by three lugs at the rear and by two rubber straps at the front. This would have allowed high pressure air to enter under the front edge and to vent around the rear of the canopy and over the wing root. This would have acted as a radial air brake and possibly caused flow separation over the wing root. Two large open clear vision panels probably aggravated the situation. The fit of the root fairings was also found to be critical in later versions.

It is clear from dates on the drawings that design of an improved H.28 had begun by January 1936, before OE-KINSKY's crash, however by mid 1936 Ulrich and Wolfgang Hutter had begun to work for Schempp-Hirth. They were immediately plunged into arranging a production run of H.17's, now called the

Go.5, design of the Minimoa and also the Go.4 Goevier on which they expended a great deal of time resolving severe problems with its fin and rudder assembly. The side view of the prototype Goevier was similar to the H.28 and of course the Goevier pilots also placed their elbows in the wing roots. (Note contrary to previous statements, the wings roots of the H.28-I or II were plywood and not a hessian/resin moulding). Despite this workload, drawings for a revised H.28 were developed throughout 1936. The end result was the H.28-II in the form most are now familiar with.

In reality the H.28-II was an entirely new design. Although the fuselage externally resembled the prototype, it had been stretched by 156mm and was married to a new gull wing of larger area and lower aspect ratio. The longer fuselage and the new wing geometry allowed the pilot to be seated forward of the spar so that the complex and heavy curved bulkhead could be eliminated. As a result almost all of the fuselage frames were in different locations, as were the longerons. The wing was now positioned lower on the fuselage as the elbows had been uncomfortably high in the prototype. The ailerons were now metal. The tailplane and elevator were entirely redesigned. Floor mounted rudder pedals replaced the original top hung units and much of the control system was revised in detail. There were no airbrakes shown in the drawings and it is not clear if supplementary drawings were provided to homebuilders who later included them.

Some sets of plans were made available to friends and colleagues but there is no evidence that plans were actually

marketed. The first H.28-II to fly was built in Switzerland by F. Ruprecht in 1937 and was registered on 1st April 1938 as HB-223. Wolfgang Hutter was certainly in touch with the builder and received positive feedback on its progress and subsequent flight trials but he still felt that the design could be improved.

In 1938 the design was again refined to produce the H.28-III, whilst daytime work focussed on the Go.7 lightplane and the Go.8, a glider to test the hull for the Dornier Do.214 flying boat project. The H.28-III featured a new wing of

Left: H.28-I OE-KINSKI 1935, photo from the CW collection A.E.Slater

Right: 3-view of H.28-II, by Martin Simons from 'SAILPLANES 1920-1945'

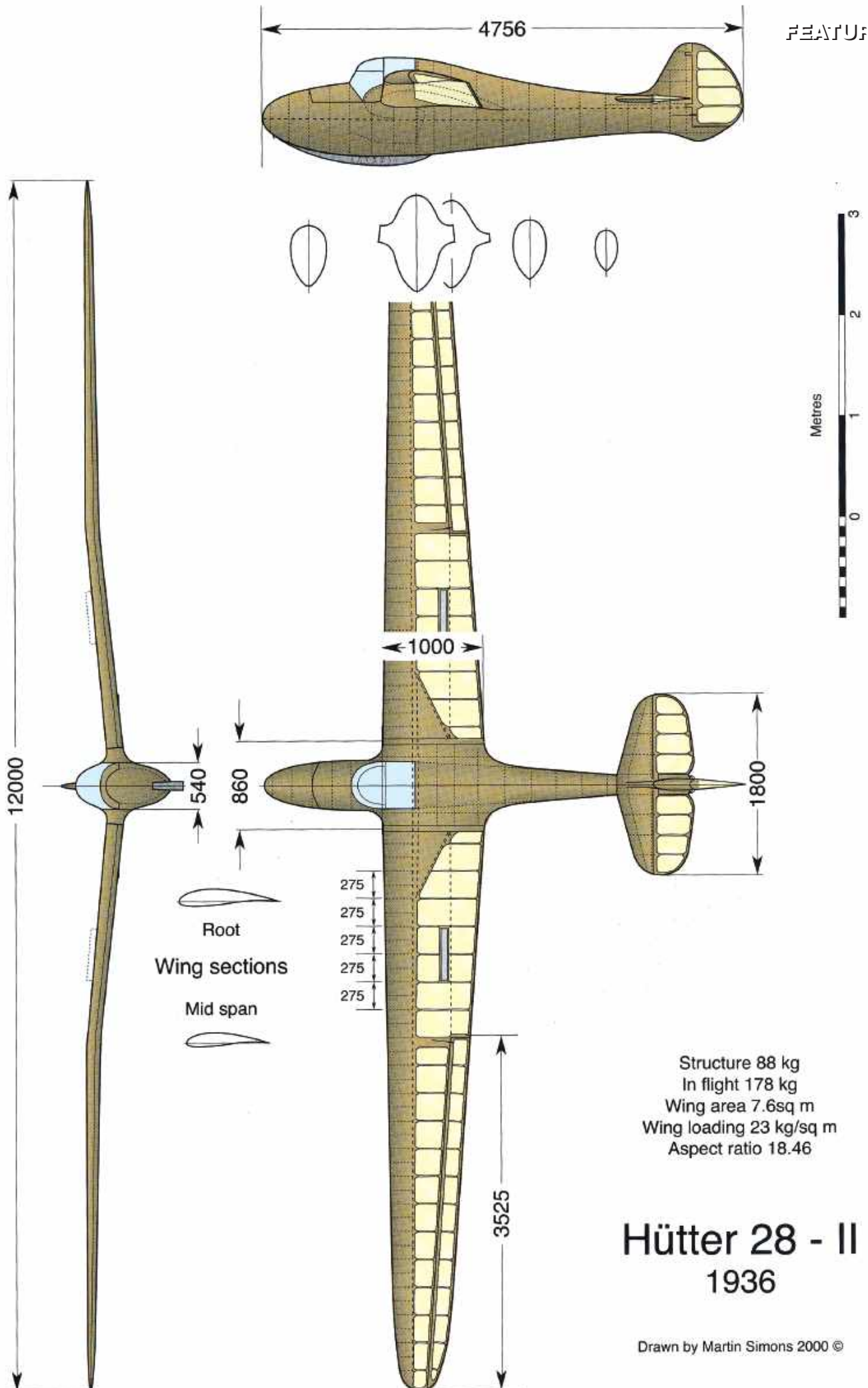
13.3 metres with a shallow gull, set even lower on the fuselage for improved elbow comfort. DFS brakes were fitted. The fuselage was lengthened yet again to 5.3 metres and the stretch seems to have been both forward and aft of the wing to improve cockpit comfort. The front fuselage was redesigned with a sloping top profile, probably to improve forward visibility and airbrakes were fitted. Only one example was built by students of Akaflieg Stuttgart and registered D-15-944, it appeared at the 1939 Rhon, entered in the technical contest and would have flown only with a permit to fly. This variant achieved an L/D of 27.2 and is presumed to have been destroyed during the war.

Allegedly two further H.28-II's were built by German groups in Czechoslovakia but did not survive the war.

R.Cloux built the second Swiss H.28-II which was registered HB-321 on 20th December 1940. The registrations, HB-496 and HB-501 were also allocated to Swiss H.28's but there is no evidence that these machines were completed or if any C of A's were ever issued.

Many other projects absorbed the Hutterers time during the war years - the Go.9, a small powered test-bed with a pusher propeller mounted behind the tailplane, as part of the Dornier 335 development programme. Also the Mose motor glider, based on a Goevier with a steel tube fuselage. Almost unknown until recent years were some very radical military designs for ground attack aircraft - all with the Hutter trademark of remarkably small pro-

Like many radical designs that seem to promise so much, it burst on the scene and then abruptly vanished from sight.



portions. Only the Hutter Hu.211 came to fruition, this was a twin engined night fighter which utilised the fuselage of the Heinkel He.219 married to a new high aspect ratio wing with a laminar flow wing section. The wing was to have been built as a moulded plywood composite structure but Allied bombing destroyed the prototype during construction.

The Dane, Carl Johansen, had known Wolfgang Hutter at the Technische Hochschule Darmstadt and acquired a set of H.28 drawings. On his return to Denmark he began construction in the roof of a polytechnic school in Solvgade. Given constructors number CJ.2 and registered OY-56 on 4th September 1943 the strange politics of the time led to its first launch being sabotaged, damaging the tail. The machine was re-registered OY-DOX on 2nd September 1945 and eventually made its first flight at Kastrup. Further political problems led to the glider being stored until 1947 when Cowboy Jensen flew it across country,

including 20km over water, causing quite a stir. With John Wetlesen a series of cross country flights up to 205km were made. The high point was the 1950 World Championships were Cowboy Jensen placed 16th of 29 against far superior sailplanes, such as the 18 metre Weihe. However the end came in 1950 with a fatal crash following a spin from a failed winch launch. The wreck was eventually bought and restored by Dale Busque in the USA but remains unflown.

HB-223 seems to have spent a quiet and uneventful life in Switzerland and was owned for many years by Eugene Aeberli, a friend of Wolfgang Hutter - it is now the only airworthy original H.28 in existence. HB-321 found its way to Zimbabwe re-registered as ZS-GCS. Corney Meyer on only his second cross country completed a 300km goal flight in the H28-II in the 1962 Rhodesian nationals, before it vanished without trace.

After the war, Hutter combined the

development of new laminar flow airfoils with the accuracy of a moulded wing in a further development of the H.28, the H.30. Development began in 1949 / 50 for a sailplane with wooden wings and a moulded poplar laminate fuselage constructed in half shells but after several years it was felt impossible to realise the design in this form. Quite separately, Wolfgang Hutter had been involved with Eugene and Ursula Hanle who were glider pilots who also ran a company producing composite fan blades. With them he developed the H.30 as almost the first glass fibre sailplane, although it took almost six years to construct in the Hanle's spare time and consequently the Phoenix and other machines were completed in the meantime. The forward fuselage was visibly derived from the H28-III although the wing was again set even lower for better pilot comfort but with limited ground clearance. Otherwise the 13.6 metre span V tailed machine was



noticeably modern and also featured a camber changing airfoil by means of an internal mechanism which altered the shape of the airfoil itself. After problems with a tail braking parachute, conventional airbrakes were fitted. The machine was a definite success and in parallel was developed into the H30TS a 15 metre self launcher with a mini gas turbine engine. This version introduced a more conventional tail unit. Ultimately a new 15 metre span design was developed with the tail unit from the TS version, to create the famous H301 Libelle which was mass produced by Hanle's new company Glassflugel. The Libelle wing was later cut down at the wing root, to 13 metres to create the aerobatic H101 Salto which closely resembled the H.30.

The Hutter's employment at Shempp-Hirth left them little time to develop the H.28 series and the coming of the war condemned them to obscurity. Consequently although they had little direct

Hutter data

	D.28b	H.28-I	H.28-II	H.28-III	H.30
Span-m	12	12	12	13.3	13.6
Length -m	5.955	4.6	4.756	5.35	5.44
A / R	12.63	18.5	16	18	22.3
Area	11.4	7.8	7.6(?)	10	8.3
Loading kg/m	11.9	23	21	20	20.5
Wt. Empty kg	55.5	88	90	85	75
L/D	23	22.4	26	27.2	30
Sink m/sec	0.58	1.0	0.66	0.62	0.65

Note that figures quoted elsewhere for H.28-II are often for H.28-I.

impact on the contemporary gliding world, they were none the less an important series of steps which led directly to the Libelle. Their H.30 is probably unique in being designed for wood yet built in fibreglass. It is interesting to note that Hutter always seemed to extract an impressive performance from designs which were significantly lighter and smaller than their contemporaries. Even the Libelle was far lighter than the other first generation glass ships. Sadly the virtues of small light sailplanes for club

At this point can I make a plea to those who own original or replica H.28s to write an account of the handling characteristics and performance of their machines. The 1 second 45-45% roll rate reported recently is phenomenal - four times quicker than a Ka.6 !.. Earl Duffins H28-III reportedly climbed slightly worse than a Ka.8 but was greatly better in L/D. Indeed, so little has been written about the characteristics of most vintage sailplanes, owners really should commit pen to paper.

Would be builders of any H.28 should be warned that the cockpit size is minimal and that some replicas have had their cockpits lengthened, widened and head clearance increased.

The drawings show for the first time, the H.28 / 30 series to the same scale. The H.28-I drawing is from Flugsport and the side view is wildly inaccurate, being much too shallow. I believe that this drawing is the basis of that in Martin Simons Vintage Sailplanes of the World. The H.28-II is from Hutter's original but note each homebuilt has a different canopy. The H.28-III is from Hutter's original but has a 4.7 metre fuselage whilst the sailplane as built was 5.3m. The tailplane is also totally different and the drawing is little more than a conceptual sketch. The H.30 is from a Hutter original. For superb drawings of the H.28-II, H.30, H.101 Salto I thoroughly recommend Martin Simons 'Sailplanes' volumes.

Modellers should note that the late Earl Duffins replica is really a 'look-alike' as he did not have access to original drawings and simply stretched the H28-II plans to 13m - it still looks magnificent however.

Finally - many years ago someone sent Chris Wills a poor photocopy of some 1938 handwritten notes on the H.28 by Wolfgang Hutter, illustrated with several photos - could you please contact me at paulwilliamspt@warwickshire.gov.uk or write 2 Eborall Close, Warwick, CV34 5QA. ■

Left: Werner Kaluza's H28II on display at AERO 2005. He built it himself in 2000 hours. It is one of the VGC's tasks to produce again glider types that were never given a chance when they were young (through politics etc). Other H28IIs are being built by Paul Deane (Milton Keynes), Günther Brödesen (Hamburg) and Gerhard Maleschka (Frankfurt an der Oder). Photo: Peter R March

use were overlooked in the race for performance and the need for greater span - a World Class sailplane of 50 years ago.

However, what are we to make of the H28's in their own right? Modern calculations suggest that had the (unidentified) canopy problems been eradicated, the H.28-I would have approached 1:26, quite impressive for the time. In terms of general handling it was considered twitchy (for the time?) and stalled on landing due to inappropriate wing incidence. However it could complete a circling turn in 4 to 5 seconds and the achieved rate of climb must have been terrific but the sink rate was excessive at 1 metre per second. Admittedly the cockpit was impossibly narrow for most pilots even then the wing roots held the elbows at an uncomfortable angle. None the less it was a serious contender to the better known D.28b.

The H.28-II had an L/D of 26 and min sink of 0.66m/sec, unfortunately its handling characteristics have not been documented. The reduction in aspect ratio and wing loading was reversed in the later H.28-III of which little is known.





Aero (Air Fair) Friedrichshafen Germany

21st –24th April 2005. A joint event by the German Aero Club and the VGC.

This AIR FAIR, which is probably the largest in Europe, takes place once every two years on the shore of Lake Constance. It is a beautiful place, within sight of Switzerland and the Alps, and is the home of the Zeppelins, they were built there. Their heritage is kept alive by a firm that is building non inflammable helium filled relatively small Zeppelins (compared with the old ones) using new technology. This means that they are basically rigid; using triangular primary structures of very strong, light weight, carbon fibre. One of the three has been sold to Japan, but another larger one will soon be built to take 19 passengers. They are very popular and many people want rides in them. They have

steer-able engines. The latest, recently restored, ME 109G-4 was exhibited in the air and on the ground at the show. There are two other airworthy ME 109 Gs in Germany. The Oldtimer Gliding Club of Munich also demonstrated on the ground and in the air, its superb recently restored UDET FLAMINGO.

However, what of the VINTAGE GLIDERS? In previous times, vintage gliders were exhibited amongst modern gliders at the Air Show, but these old gliders were often not airworthy. This year, one of the eight hangars was reserved specially for 26 AIRWORTHY VINTAGE GLIDERS from Germany, Switzerland, Hungary, Poland, Czechoslovakia, the Netherlands and Britain.

Some from France and Austria were invited but somehow communications broke down, which we very much regret as some of our French members were there, who were sad to find that they

Top: plenty of room to walk round the immaculate exhibits. HB-510 Spalinger S18 was designed in 1935/6 by Jakob Spalinger, the high performance S18s could be seen on practically all Swiss gliding sites for about 30 years. The success of this glider was its simple construction and harmless flying characteristics. Photo Ian Dunkley. Right: The LILIENTHAL GLIDER came from ANKLAM where Lilienthal was born.





Above: Horten 4a project. Completion date maybe in two years time. Some works including the spars were on view, but there is much more to do.

Top left: Fauvelle AV36 flying wing was designed in 1932 by Charles Fauvelle. AV36s are not de-rigged but are towed sideways down roads with their rudders disconnected and locked. Spars were made from quick growing piranha pine from South America. Unfortunately these spars were prone to fungi growing between the laminations which caused failures doing aerobatics. The LBA insisted all these spars be rebuilt with new wood and glue for continued flying.

Left: About 149 Jaskolka's were built but all were ordered by Polish Government to be destroyed to make room for new types. Zbigniew Jezieski found this one stored in Belgium and has had it restored at Jezow. This one flew until 1988 and the overhaul took until June 2004 but the "paperwork" took another two months.



Right: Kranich 2 circa 1935 owned by VGC Vice President Neilco Ossinga (Holland).
 Bottom right: The original Weihe flew in 1938. Designer was Hans Jacobs.
 Below: the 19 metre span 1937 DFS Reiher replica under construction, another Hans Jacobs design. The prototype was flown by Hanna Reitsch at the 1937 International Championships where she encountered difficulties with the ailerons at high speed.
 Photos: Peter R. March





Left: RHOENSPERBER D-9025. This type was designed by Hans Jacobs and first flew with great success in 1935 breaking many National and International records. It was designed with a shoulder wing to give pilots more visibility as there had been some collisions during the 1934 Rheon Contest. This one was recently built by Otto Grau. 100 were originally built by the Flugzeugbau Schweizer. Now, only two remain airworthy in the world.

Lower left: Lf-107 Lunak 1948 fully aerobatic Czech glider was used for teaching Czech air force pilots aerobatics. Graham Saw flies aerobatics at flying displays in the UK.

Below: the joint VGC and Deutscher Aero Club stand.



aufziehen, Laufen, Los! the whole Air Fair was officially opened.

On Friday 22nd April, the President of the VGC, Christopher Wills was presented with a commendation signed by 6 aviation bodies, honouring his long service to the gliding movement and foundation of the International Vintage Glider Club. Champagne from blue German Aero Club bottles more than honoured the occasion. One of those present was ISOLDE WORDEHOF, who is President of the Bavarian Aero Club and vice President of the German Aero Club. There was some musical entertainment and Chris Wills says heartfelt thanks to all those who were involved in making it such a memorable occasion.

The whole meeting had been an outstanding gathering of great numbers of VGC friends. The display of vintage gliders had been tastefully laid out with space between them. It had been the finest display of airworthy old gliders we had ever seen. We are sure that it would have made a good impression in Germany and Across the world; hundreds and hundreds of people came to see it. We thank the Achmer group very much, especially Ulf Ewart, Oswald Dieckau and Harald Kamper who really gave their all to make it work, also to the girls and others who kept us supplied with sustenance. We handed out copies of our current VGC news and a German VGC magazine in order to publicise our activities. ■



Above: HABICHT D-1901. The prototype flew in 1936 as a possible contender for Olympic aerobatic contest. This one was recently built by the Zahn family, Clemens, Walter and Christoph. Christoph flies it doing fine aerobatics. He says that it climbs like a Ka-8 at 70 kph and yet is cleared for a VNE of 250 kph. Designer was Hans Jacobs.

Photos: Peter March

were not represented.

Such was the importance of the occasion that the very Air Fair itself was opened officially in the hall with the vintage gliders. Among the very important speakers, was GERD ALLERDIESEN, PRESIDENT of the GERMAN AERO CLUB, who made a strong speech concerning the struggle against the restrictions and bureaucracy which is threatening to engulf the freedom of civil aviation in Europe and especially in Germany. Gerd also owns parts of a Minimoa and

Weihe and so he is absolutely with us.

Many were the other important speeches and with a simulated bungee launch of the SG 38 with the ancient cry of Seil

A funny thing happened on the airfield

From Ron Davidson

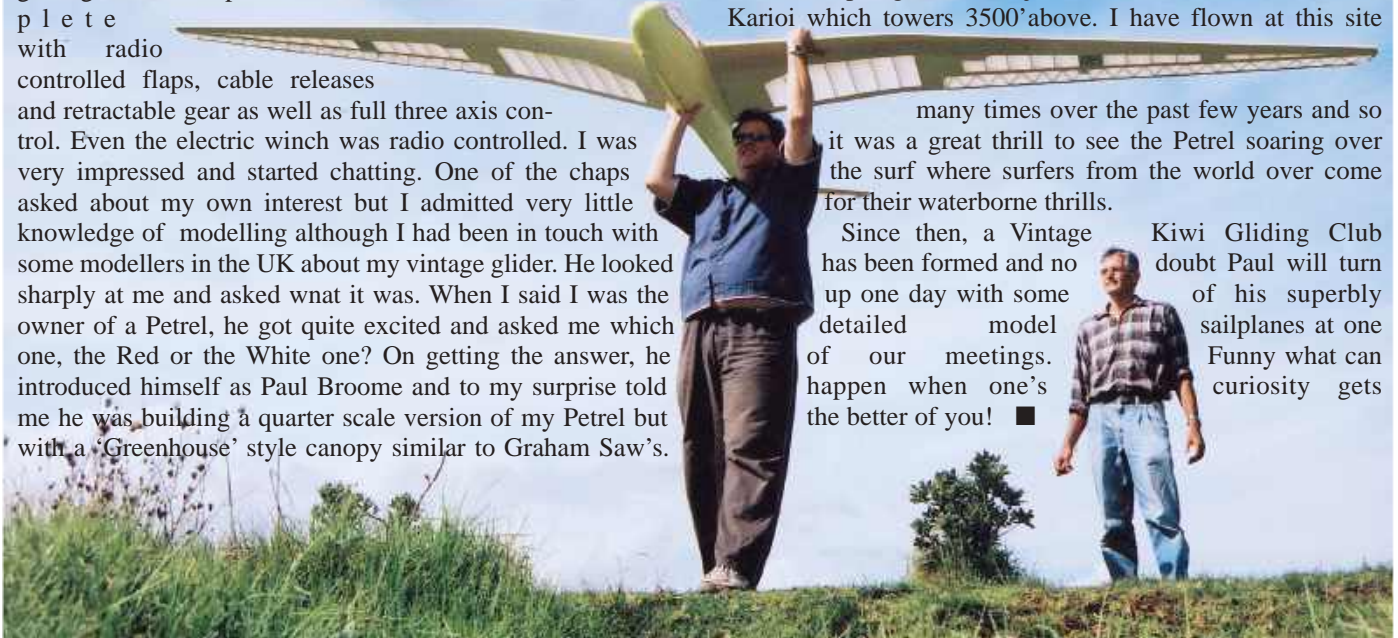
A quiet day at the Piako Gliding Club at Matamata in New Zealand and I stood watching two model sailplanes wheeling above and thought what a waste of a good soaring day. The boys were good, very good, and their quarter scale glass gliders were perfect down to the last detail, complete with radio controlled flaps, cable releases and retractable gear as well as full three axis control. Even the electric winch was radio controlled. I was very impressed and started chatting. One of the chaps asked about my own interest but I admitted very little knowledge of modelling although I had been in touch with some modellers in the UK about my vintage glider. He looked sharply at me and asked what it was. When I said I was the owner of a Petrel, he got quite excited and asked me which one, the Red or the White one? On getting the answer, he introduced himself as Paul Broome and to my surprise told me he was building a quarter scale version of my Petrel but with a 'Greenhouse' style canopy similar to Graham Saw's.

He apologised however for finishing it in yellow and promised to send some pics when he had finished it.

A year later, a packet arrived from New Zealand with superb photos of the completed model Petrel flying off the cliffs at Raglan on the West coast, about 40 miles south of Auckland and 20 miles or so from Hamilton where Paul lives. Raglan is where the Piako GC flies once a year from a small airfield behind the sand dunes and a mile or so from the cliffs where local paragliders soar just below the extinct volcano of Karioi which towers 3500' above. I have flown at this site

many times over the past few years and so it was a great thrill to see the Petrel soaring over the surf where surfers from the world over come for their waterborne thrills.

Since then, a Vintage Kiwi Gliding Club has been formed and no doubt Paul will turn up one day with some of his superbly detailed model sailplanes at one of our meetings. Funny what can happen when one's curiosity gets the better of you! ■



Right:
Almost complete.
Above:
Ready to Go!
Span: 5m;
Scale: 1:3.5;
AUW: 19lbs;
Function: rudder, elevator, ailerons, brakes
Profile: Quabeck 3.5/12 15%-12% Washout 2deg.
Photos: Paul Broome



First flight over Gloucestershire



I had the maiden flight of my 1/3 scale Skylark 1 this Sunday ...there was a 10mph westerly and off she went. We fly from Selsley in Gloucestershire, overlooking the River Severn ...just down the road from Nympsfield, the home of the Bristol & Gloucestershire Gliding Club. Here are a few pictures...there's a very short video at www.scsa.org.uk in the 'breaking news' bit.

Today I met a guy who helped bungy launch the prototype back in 1954....a small world eh!! All the best, Andy (Westgate). ■



21st-29th May

The Kent Gliding Club at Challock hosted the 2005 rally and I must say firstly how exceptionally well it was organised. Our thanks go out to Bob Lloyd, Shirley Barker and Malcolm Kerley and the others at Kent Gliding Club for doing such a wonderful job.

A few early birds arrived at the Club on Friday, including our President, Chris Wills who travelled to Challock with Chris Raine and Gayle Pearce. Unfortunately Chris Wills had a bad foot infection which on Sunday, he accepted needed hospital attention so Chris Raine and Gayle took him home on that evening.

The rally opened on the Saturday and a daily brief was given by Bob, Shirley and Malcolm with a weather forecast by Mike which was nearly always accurate. An envelope was given to each participant at the brief, with airmaps, aerial views of the airfield and facilities, programme of events, plus there was the optional dingbats quiz, photo caption quiz and a daily prize for the best achievement. A daily task was set which included local turning points although not many pilots actually turned any of them. Many did give the impression they did but no one produced any photos of the TP's or loggers for downloading! Chris Hughes had the longest flight in his Oly with 1h50 min.

Kent VGC members Bob Lloyd and Tim Bartsch showed the visitors how the ridge could work by flying a double out and return to Rochester in the Kent Puchacz for a total distance of 105 km in 58 minutes.

VGC gliders had 12 flights and a total of 9hrs.

Sunday was very windy with upper wind strengths of 25 knots and some very broken thermals which allowed most pilots to soar. A few ventured to visit Ashford by air and some flew the ridge, even going to Rochester and back.

Rob Jackson in the skylark 4 flew for 4h25 min and won a bottle of wine, Peter Redshaw and Peter Underwood flew in the Capstan to places unknown, whilst I was looking at fields from not very high.

We had a visit from the Tiger Club, a variety of aeroplanes from Tiger Moths to Turbulents, from Headcorn, who gave a display on their way in for breakfast. They were followed in by a Mustang. On their departure we were treated to a display by the Mustang who was then joined by second one for a fly-past.

A quiz night was organised by Shane



Guy and his lovely assistant Malcolm Kerley ("The Lovely Malcolm" wearing a flying helmet and apron) consisting of many teams and rounds with various themes. The event was a total success with a donation going to the Kent Air Ambulance. 38 hrs of flying

Monday was windy again but still soarable with the longest flight of 6hours 12 min going to Joe Janzo in a not so vintage Pik. 30 hrs of flying.

Tuesday, the weather man got it wrong, so we didn't fly. We had two visitors from Germany for the day courtesy of Ryanair 99p flights to Stansted. Jorn Assmann and his friend Reinhard from Borkenberg who were looking for an ASI for their newly restored T21 (BGA1215), Buttercup. From the photographs Jorn showed it looks a beautiful glider. Later in the day Klaus Schickling and Werner Jager arrived also from Germany; unfortunately without Klaus's wonderful T21. They had arranged to pick up the Booker Prefect as a restoration project and stayed with us until Sunday morning having picked up the prefect on Saturday. With 3 T21's on site they managed to keep current.

Wednesday, the weather improved for

The pilots attending:

Laurie Woodage, Chris Hughes, Chris Rodwell, John Dredge, John Tournier, Chris Raine, Peter Underwood, Nick Newton, Rob Jackson, Graham Barrett, Ted Hull, Norman Woodward, Paul Haliday, David Weekes, Sjoerd Dykstra, A Hoskins, Peter Redshaw, Dave Cornelius, D Hook, Tom Edwards, Graham Winch, Ian Pattingale, Geoff Moore, Werner Jager, Klaus Schickling, Walter Hoekstra, John Hunter, Mick Burridge, Mike Powell, J Courchee, M Wilton-Jones, A Turney, Shirley Barker, John Turner, Malcolm Kerley, Bob Lloyd, Tim Bartsch, Ian Mcloed, Shane Guy, Chris Weston.

The 18 visiting sailplanes included the following types

T21's, Prefect, Oly2b, Kite2a, Skylark3, Skylark 4, Krajenek, K6cr, K8b, Swallow, Nord2000, K18, Capstan, Mu13.

the very enjoyable evening barbeque prepared by Wierjel, the host catereress.

3 T21's were flying and crews of various nationalities were practising dumping water ballast (also known as water bombing) although it seemed like the



afternoon. Four teams of 8 took part with a final. Can't remember who won but it was the taking part that mattered!!!!

Longest flight went to Malcolm (lovely) Kerley in the Kent Vintage Gliding Group Skylark 3 on a ridge run to Rochester and back in 2h 28min

Sunday was flyable but only up, round and down so no task or aim set. Some more water bombing though. flying went on until 7pm then some de-rigging, those that were still there had a barbeque and finished off the week drinking like the week had started.

On Monday morning the remaining visitors departed apart from the intrepid Chris Raine who took the last launch of the Rally at midday in his Kite 2. The weather looked promising apart from a rapidly growing Cu Nim spreading out from the north and threatening to engulf the airfield making Chris's flight a quick one.

A lot of people were involved in organising the week, Bob Lloyd drove the whole thing, Shirley Barker and Barbara Lloyd got the catering organised, although Wierjel (I hope that I have spelt that right) did the daily cooking, Gerry Puttick and Anne Ruglys did publicity and the evenings, Martin Cooper made sure we had tugs, Tim Bartsch made sure we had winch drivers, Malcolm Kerley



target was the safest place to be as the closest anyone got was 24metres away. Meanwhile, Chris Hughes had the best flight, running the ridge at 100ft or so when the wind dropped but eventually fought his way back up for a proper circuit with 1h 20min to win the wine for the day.

Thursday, mostly a circuits day with a lot of pilots flying other vintage gliders not belonging to them, with Peter Redshaw and John Dredge finding some

Kent wave off an aerotow to 4000ft for the longest flight of 1hr 25 min

We were entertained in the evening by the Ashford Jazz Youth Orchestra and raised £250 for them.

Friday, another hot day with 44 flights and longest flight of 10 minutes going to Sjoerd Dykstra in his Nord 2000.

Saturday was very windy and little VGC flying took place. The bat and trap game was hilarious and chaotic as even the umpire had only read the rules that

managed the flying side and all I did was make notes and do a few posters. And we mustn't forget Peter Gresham who managed the bar and made sure that we always had plenty of London Pride. Lots of other people helped out, but the week would have fallen on its face without the visiting pilots and gliders. So, thanks to all you as well.

Many thanks go out to the two photographers John Turner of Challock and Paul Halliday. ■



The First Three Vintage Kiwi Rallies of 2005

A Report from Ian Dunkley

Vintage Kiwi" was launched in January 2004 with the first of two vintage rallies to be held in New Zealand. Based on the popular "Camphill Rally" model they were so successful that immediate plans were made to repeat them in 2005 at the same sites, Taupo and Nelson Lakes. This year's enjoyed even greater success, with plans made for 2006, two "Mini VK Rallies" in 2005, a plan for glider ownership, and the decision to include a scale model glider section in the main rallies. The first "Mini" took place at Drury, near Auckland, at

Easter so this report will covers not two but three rallies.

Despite poor weather started at Taupo, and because of good weather and half hearted sand flies at Nelson Lakes, we flew around 150 hours, had a lot of launches, accurate totals being lost with my notes in an uncharacteristic tidy up. Participants/visitors, including those who were also captive members of the clubs, came to 39, and 19 qualified gliders were present, ranging from NZ's oldest airworthy glider, EoN Baby GAF, to a Nimbus 2, which qualifies as "classic",

Above: Libelle over typical Nelson scenery

but flown by a non member who will be spoken to. Stuck between these extremes were, singularly or in plural, Ka6's, Cobra, Foka 4, Dart 17, Ka13, Ka4, Skylark 2, Libelle, Cirrus, not to mention some other plastic "classics" but who wants to pad the list out? Quite a bit of "discussion" took place, some of it even productive, most of it interesting, and the results are already being seen, or will be incorporated in next years events.

That sums up the 2005 rallies so "What else do you want to know to encourage you to include New Zealand in next years holiday plans?", "More detail, O.K, here goes".

Two rallies, two quite different sites, Taupo locally flat, with a king size lake, a local hill/mountain, with some more serious stuff within flying distance, including one of the smoking variety. Nelson Lakes cannot be described as flat, the lakes themselves normally excepted, for most of the big stuff falls into the "jagged" category on which snow fell just before the rally, although there are some gentler "stepping-stone" slopes within winch launch reach, plus of course thermals. There is not room in a gliding magazine for mention of the

Left: rigging at Taupo





tourist attractions, just take my word for it, you would not be disappointed. If you want details, tell us, and we will send an invite later in the year.

To put it mildly the weather at Taupo this year cannot be described as good for flying, rain, low cloud, wind not where we wanted it all the time, and thermals; well we did get some. However all those taking part enjoyed themselves which is of course the main thing, although the weather meant that some came without aircraft or others with, but for only part of the week, and those hardy souls who brought gliders and stayed for the week.

Sailplanes at Taupo

Dart 17	GEZ
EoN Baby	GAF
Foka3	GHS
Ka6e	GGH
Ka6cr	GCQ
Ka13	GSM
Saggita	GDO
ASW 27	DA8, hardly classic but it came!

Pride of place must go to John Currie who not only had two gliders to fly, the Eon Baby and a Ka6cr, but also arrived in his Jodel at the beginning of the week,



Above: discussing whether to fly topless. Left: waiting for the thermals to start at Taupo

departed by air, and came back later in his car to fly again. This, if I had got around to it, would have earned him "Man of the Rally" award, so I owe him a bottle of wine next year.

The local hill/mountain/dormant volcano, when you could see it that is, provided some lift and was also useful as a bolt-hole for the variable thermals and was much used on the days when we could fly. The social side went on much as usual with a "BBQ", "a Chinese Take Away Eat in", plus group trips to the fish and chip shop, the weather preventing the more exotic events.

We again had international visitors during the week including Roy Eichen-dorf from Canada who came over to fly his Ka6, so we are doing our bit for the tourist industry as well. Special mention must be made of Debbie and Marc Morley from the UK who emigrated to NZ just so they could take part in our rallies, this earning them a bottle of wine. Unfortunately Marc left his best aircraft in the UK, only bringing his second



stream ASW 24. Other overseas visitors included scale model enthusiasts who unfortunately arrived after the two "VK" modeller members left with the scale Baby Bowlus they flew off their winch. This gave the chance of seeing a glider that never flew full size in New Zealand, on a day when we didn't fly at all. Next

Above: model Baby Bolus. Left: interesting paint job at Taupo

RALLY ROUNDUP

year, another first for Vintage Kiwi, our scale model members will be organising a model section for the rally, flying from nearby sites, the things we do to maximise our flying claims. After flying they will be joining us for the serious work in the evenings, and hopefully they will let us fly their gliders, under close watch and they will try the big ones.

At Nelson the weather was great, the

sandflies subdued, although the pharmacies had obviously done well with repellent and factor x sun cream. Whilst the local ridges did not work as well as hoped, they, with thermals as a bonus, enabled April Rumsey to make three 5 hour attempts, one only just falling short, in her Ka6cr. This fortitude, perhaps stubbornness in the face of adversity, describes it better, earning her

Sailplanes at Nelson

Libelle	GID
Libelle	GIV
Cobra	GPT
Ka4	GBW
Cirrus	GJK
Ka6e	GET
Ka6cr	GFF
Ka6cr	GEH
Nimbus 2	GKV

“Woman of the Rally” as it was considered a better example than shown by two other pilots, one achieving 5 hours in one go, and another similarly his 100km, who only provided beer, but no opportunity for ribbing. Landon Carter landed his Cirrus out, in a paddock not shown in an excellent book produced by the club, entitled. “Don’t Panic, Just Find the Right Page”. I made that bit up but it’s very encouraging when surrounded by peaks getting higher, whilst you get lower.

On the good days it was very good, many pilots disappearing into the mountains for hours on end. Terry Delore arriving one evening, departing the following morning in his 10 year old ASH25, leaving us commenting that perhaps in 2025 he could stay a little longer, as it would qualify as “classic”. My own highlight of the week being taking a 78 year old lady, who said she would “never fly in one of those”, rock scrapping along the St Arnaud range for an hour. She wants to do it again, and so do I.

The old lady apart, I have not mentioned international visitors at Nelson, Nigel and Fiona from Camphill, Fiona bringing her paraglider with her, climbed for two and a half hours up to “Parachute Rock”, took a deep breath, with difficulty I would imagine, and jumped off. This not only impressed us but also the local kea flock, a parrot like bird, with the propensity of a lager lout masquerading as mischievous school boys, who flew along with her.

Thanks are due to both the Taupo and Nelson Clubs for hosting our rallies and inviting us back next year, the dates being Taupo 28th Jan to 4th Feb and Nelson Lakes 25th Feb to 5th March. See you there?



*Top: Ka 4 and Ka6 ready for launching at Nelson.
Left: Foka-4 visits Nelson.*



Left: atmospheric but unflyable weather at Nelson.
Lower left: rustic trailer and period pick-up truck.

However this report does not end here for one of two of the outcomes from the rallies was the organisation of the first mini rally which took place near Auckland at Easter, a second being planned for New Plymouth over the October Labour Weekend.

As the organisers of this rally, Robert Smit & Greg Douglas, report, and saves me writing it:-

“Came Saturday, there was suddenly an enormous interest from the people present: “Is the Vintage Weekend still on, who is coming, who is flying, can we

fly the Ka-8?” I was pleasantly surprised, and we rigged the Dart-17 and the Ka-8 with enthusiastic help. The Sagitta was rolled out, Mark lined up the T-53, and we called up Peter Ramsbeck, he simply HAD to come and take the Rhonlerche up, which he did.

Absolutely NO private gliders flew that day, and from the club only a few students took to the air. But VK had a ball. We clocked 3 hours in the Ka-8 (Rae Kerr, Nigel McPhee and I), Anna flew PW-6, Rainer flew Sagitta and Greg, the Rhonlerche, flew 3 hours in the Dart, etc etc. And we had lots of interest from everyone. A GREAT day!

On Sunday we really got going, and talked Mike Smith in flying the Dart-15. We looked in the logbook, it had had 4 annuals and 0 hours since 2001.... Neil (our CFI) and I had to unpack the glider, get it ready to fly, provide a battery, provide a parachute, but FINALLY Mike couldn't back out and had to fly... and he was STOKED! Came back on Monday and flew again, and said he definitely was going to fly more now. I think we saved a soul there - and it wouldn't have been if not for the VK rally. We more or less got the Dart out because we wanted to take pictures.... The Cobra was flying Sunday as well, and by surprise the FOKA-4 from Taupo paid a visit, although it was unintentionally, Colin just wanted to park the trailer at the airfield!

Next years “ Drury Mini Rally” is already being planned with more notice and publicity, and plenty of hangarage is available so that is one excuse out of the way already”

That just leaves the final piece of news, an outcome of this years rallies. The proposal was made that “Vintage Kiwi” should have gliders that qualified members could fly. This has now become a reality with the formation of a large VK syndicate who have purchased a Ka8 that will be based in the North Island and move around gliding sites. Plans are a foot for a Ka4 to be added and the idea to be repeated in the South Island. This initiative should prove to be a first class recruiting aid, enabling other pilots to sample vintage and classic flying.

Ian Dunkley March/April 05 ■



Entrants at the Drury Mini Rally



Haddenham Hangar Move Rally



30th April, 1st and 2nd May

This was our traditional weekend when some of us swept the cobwebs off our over wintered vintage gliders and got them out for their first airing. This year we had dry, fine weather with sunny intervals with a SW wind which gave us intermittent thermals, a great change from previous years when only one day out of three was flown.

Sailplanes attending were:-

John Dredge (**Kjanek**),
David Weekes (**Skylark 4**),
Ted Hull (**Scud 3**),
Chris Raine (**Kite 2A**),
Booker T21 syndicate with their **T21**,
Tom Edwards (**K8**).
Justin and Gillian Wills flew in with a **Sia Machetti 310** to say hello to everyone. During the next week, Justin transferred to an **LS-6** and flew 650kms on one day and 500kms on the next.

Gayle Pearce and Chris Raine provided a marquee (from their local Scout Group) which gave us a great area for sheltering from the sun and the evenings socialising and eating the BBQ prepared by Gayle and her band of helpers.

Hangar Move Rally I hear you ask – The Upward Bound Trust (which operates from Haddenham) was formed in the early 1960's with the aim of giving young people the opportunity to experience the sport of gliding at a price they can afford. The Trust is a registered charity and its courses are subsidised by private individuals, organisations and the daily efforts of the staff. The staff are enthusiasts from just about every possible walk of life who give voluntary support in the running of the gliding operation. This combined effort enables us to keep costs as low as possible and to achieve maximum enjoyment for all concerned.

The Upward Bound Trust is currently facing a significant threat to its future in its current form.

The Airfield Owners are continuing

with the development of the industrial site on the edge of the airfield. Whilst this in itself will have little impact to our operation, Aylesbury Vale Planning Authority is requiring them to build a link road from the industrial site to the A418, which is on the other side of the airfield.

The reason for this requirement is to remove the presence of industrial traffic, especially large lorries from the small roads of Haddenham village. The Airfield Owners have planned the relief road in such away as to have least impact on the airfield itself. The plan is for the relief road to follow the perimeter track southwest from the industrial site and then turning northwest along the railway line until it meets a new roundabout on the A418 just northeast from the railway bridge. This route leaves the current grass runway virtually intact and would have no significant impact on flying operations.

Full details of the plan can be seen on the Aylesbury Vale Planning Authority's web site at

http://www.aylesburyvaledc.gov.uk/ourenvironment/planning/news/haddenham_brief.htm

The important sections are the Main Planning Brief, together with appendices 1,2 & 3

The threat to our operations is that the new relief road separates our hangar from the airstrip. The hangar is used to house our three training gliders, a 4 ton winch, the two tractors and a myriad of other equipment that is needed by us to operate. When the road is built we will be unable to move the aircraft and equipment to the runway and back to the hangar in its current position.

The Airfield Owners and Aylesbury Vale Planning Authority have both been very supportive of our operation and have identified an area on the airfield where we can build a new hangar or

move our current one. The Airfield Owners have also guaranteed us a hard-core track next to the new road at the south western end of the runway to enable us to move the 4 ton winch from the northwest perimeter track to the runway when the ground is wet.

What we have to do is to build a new hangar or move the existing one. The preliminary estimates are between £40,000 to £50,000 for a new hangar. However, we are also looking at the option of moving the existing hangar, which is owned by the trust. This building is clad in asbestos reinforced board. If we do decide to use the existing frame we would be required to dispose of this cladding in an environmentally friendly and secure manner as required by law. The estimate that we have had for moving the existing hangar and re-cladding it is £35,000. The time scale for the start of the relief road project is for building to start at the end of 2005. As you will appreciate this does not give us a lot of



time to fund raise and organise the move

Current cost estimates of the move are beyond the trusts means and we are investigating ways in which we can fund the hangar move.

So please, If you, your company or any one you know can help in any way, please contact any one of us on the *contacts page* on our website www.ubt.org.uk. The help can be in the form of monetary donations, materials and equipment, booking a Corporate Training Day with the Upward Bound Trust or anything else that will help us bring about a successful conclusion to this problem. We will be launching a sponsor's page to acknowledge the sponsors for their help. Any thing that the sponsor requires as an offset will be accommodated.

A leaflet has been produced and can be downloaded from the *forms page*. If you can post it in a prominent position on your club notice board or give it to anyone who might be able to help, your assistance would be greatly appreciated. ■

Slingsby week & VGC Rally, Sutton Bank

Aug 27th – Sept 4th

The traditional end of season get together at one of the UK's earliest gliding sites continues in 2005. Ridge, wave and thermal flying are on offer from a safe hill site with two grass runways. Three tugs should be available including the Super Cub which can aerotow old and slow ships without alarm. On westerly days winch launches provide access to hill lift which extends for 12 miles and more when conditions are right.

The club has an excellent clubhouse with good facilities for self catering or alternatively great food prepared on site at reasonable cost by our new catering team.

There may be accommodation available in the clubhouse or club caravan, otherwise there are lots of good B & B's in the area. For the more hardy camping is free, as is temporary caravan parking. If you want accommodation either on site or locally it will be advisable to arrange this well before the event as the bank holiday weekend is a popular holiday period.

The good news is that the Yorkshire Club will again not charge facility fees to bona fide VGC members and their immediate family. Out of character for Yorkshire folk!


Aerotows and use of YGC gliders is at club rates (see website www.ygc.co.uk)

An entry form is enclosed. The club would be grateful if these could be completed and returned as soon as possible please. However last minute entries will be welcome, just give us a ring or send an email.

Many of you will be regular attendees at this event and we look forward to seeing you again. On the other hand if you have not sampled the delights of Sutton Bank come along and join in.

If you have any questions or concerns contact Yorkshire Gliding Club (details on the form) or Phil Lazenby 0113 284 2132, e-mail philiplazenby@onetel.net.

PS: The Yorkshire Club is anxious to provide facilities and events to suit everyone. If you have requests or ideas for activities during the week, let us know. ■




Slingsby Week and VGC Rally

SUTTON BANK

August 27th - September 4th 2005

Entry Form



YORKSHIRE GLIDING CLUB

Name:

Address:

Phone: **e-mail:**

Glider: Type: Ident: BGA No:

Other Crew/ Family members:

Arrival Date:

Departure Date:

Accommodation: (Please tick one)

Tent Caravan Dormitory

Club Caravan Local B & B/Pub

Other Information Requests:

Return to:
 The Secretary, Yorkshire Gliding Club, Sutton Bank, Thirsk,
 North Yorkshire YO7 2EY
 Phone: 01845 597237 e-mail: enquiry@ygc.co.uk (website www.ygc.co.uk)

VSA Eastern Regatta, USA

by Lee Cowie

The Eastern VSA Regatta was held at the Manning, South Carolina airport May 27, 28, 29 and 30, 2005. Those who get their ship assembled the soonest get to fly the most and, as we pulled into the airport on that sunny Friday morning, Jimmy Dayton and Rusty Lowry already had the wings on their Schweizer 1-26C. This ship with the open sport canopy was the first ship in the air on Friday and Saturday. Friday was a good day but ships kept returning to trade

pilots or, in the case of the two seaters, to give another ride. Joachim Cruse was checking Bob Gaines out in the Condor Bob had recently bought and it wasn't long before the lucky few got rides in the Condor. Eckart Kreitz was reunited with his old Ka4 which he enjoyed flying again. For supper Chis Stoia got out of the tow plane and cooked a local dish called 'Frogmore stew' which was enjoyed by all.

More gliders arrived on Saturday and more flights took place. Two tow planes were required to handle all of the tows.

Two ships failed to make it back but George Constantin landed on a crop duster's strip and could be retrieved by air in his red L Spatz. Late in the afternoon a storm could be seen approaching and most pilots landed to get their ships into the hangers Jim Stoia had provided but there are always those few who will to stay up until the last second. Paul Gaines and the Phoenix had very little ground speed when he landed having hovered over the field. When all the ships were safe in the hangers a catered barbeque was held.

At the Sunday pilot's meeting Jim Stoia briefed the pilots that when the



Above: the Schweizer 1-26C of Jimmy Dayton and Rusty Lowry was flown by 5 different pilots

wind was out of the direction it had changed to over night soaring would not be good. Regardless ships were pushed to the south end of the field to wait for the first sign of a cu but none appeared. Someone finally took a tow and climbed steadily from release. Sunday was the best soaring day of the regatta. If you wanted to stay up you could. Dean Kramer flew his Schweizer 1-19 for over 4 hours and climbed to over 7000 feet and was cold for a long time after landing. As a number of the participants had to head for home Sunday evening a number of ships were dismantled and packed into their trailers but for those who stayed they only had rain on Monday. With a southwestern and midwestern regattas planned for June the vintage soaring season in the USA has just started. ■

Above: Nathan Kramer flies the family Schweizer 1-19
Right: Jom Stoia had just received this Moswey
Below right: the Condor was kept busy all weekend



Colditz "Cock" replica update

Further to my last note (12th May) here is a brief up-date on progress on my Colditz "Cock" replica; but it doesn't amount to a lot, as I was away for most of April and spent most of March preparing for my trip!

My target had been completion of the wings by the end of 2004 and, hopefully, some progress on the Wing Struts; but the anticipated Baltic Pine for these did not appear, despite Jan Szladowski's valiant efforts throughout the year. In the meantime a mock-up Strut is underway and should prove to be a useful tool. The Wings were finally completed in early February; this included all the steel fittings. The aileron control cables were made up and installed by Peter Lowe and his assistant Derek, with Peter Teagle (Inspector) never too far away!

As I have previously indicated, I do not intend to cover any part of the glider until the entire airframe is completed.



During February a concentrated effort, with further input from Peter, and my design consultant Julian Mills, produced a completed Rudder. Some of the rudder components had been made earlier, so it all went together quite smoothly.

Presently some final design work on the Tailplane and Elevator is being completed, as these are the items I intend to build next. Sourcing of timber for the

Wing Struts is continuing, also further design work on the Fuselage; therefore I hope to achieve some useful movement on several fronts in the near future.

Sincerely, Martin Francis

VGC value

I would like to express my appreciation of the exceptional value I received recently as a result of my VGC membership.

Your Spring 2005 issue of VGC News included an advertisement by Norfolkline offering members a cross channel return fare of £208 to cover car, trailer and passengers. I checked the equivalent fare available to me as a P&O shareholder and found that, even with my shareholder's discount, Norfolkline was half the price. Even better, on contacting Norfolkline the very efficient lady advised me of a still cheaper offer, with the result that my total fare came to just £118. The vessel was excellent, the crew friendly and approachable.

Overall I saved approximately £300, making my annual subscription to the VGC the bargain of a lifetime. Long may it and Norfolkline prosper.

Your faithfully, Justin Wills

Eric Collins— memorabilia requested?

Could you please work this into the next newsletter: I am working on a biography of Eric Collins and would like to hear of any anecdotes, artefacts, photographs, or anything else. I already have quite a lot of material, but anything would be welcome. In particular if anyone has a Collins variometer or any details that would be of great interest.

Ian Wilson. 15 Seymour Crescent, Hemel Hempstead, Herts HP2 5DS. Tel: 01442 265022

Horten 33 fuselage found in school basement

Dear Margaret, lucky to meet you at the Aero. So I was able, to inform you about the Horten 33.

Ref. the call for search for the centrepiece of the Horten Ho 33 in the VGC-News 111 and 112, I can inform you, that we could find the fuselage in a school-basement in Northrhine-Westfalia in June 2004. Brought back to the Wasserkuppe, some members of Oldtimer-Segelflugclub started the restoration of centrepiece and wings. After finishing the new museum-extension, the Horten 33 / version 2 D-EGOL will be presented, built back to the glider version, the version 1, this year. Thank you

once more for your cooperation. For more information about the rescue, take a link to our regional newspaper, the Fuldaer Zeitung (in German). Click the link www.fuldaerzeitung.de/sixcms/detail.php?id=90373

Best regards

Oldtimer Segelflugclub Wasserkuppe.

Otto Becker

official in charge for press and publication and advisor for restoration
Marienstraße 18

36163 Poppenhausen/Wasserkuppe

Is Ka 2b D-6173 still flying?

Some years ago I saw in an article about a VGC meeting, a photo of a Ka 2b, D-6173.

I want to ask you if that glider is still flying in the VGC. We flew that Ka 2 since 1956 in our club in Germany, the "L.S.V. Thermik Alfeld", for nearly 24 years, until we sell it to the new owner in the near of Hamburg. If you are interested for the history of that glider it is possible to send you some detailed informations and photos. I wish you many happy landings.

Best regards, Andreas Wenzek

Pre 1940 Polish sailplanes at Krakow

Ref. the Polish news item which says that 'no pre-1940 Polish sailplanes still exist' — this is not true as the Krakow Museum has the following:-

W.S.Wrona bis serial 127 built 1937, pre-war marks unknown; registered and flown post-war as SP-447 and displayed in the museum in false marks as SP-127.

WWS 1 Salamandra serial 41 built 1937 (one source 1936), pre-war marks unknown; registered and flown post-war as SP-139 -- stored dismantled/damaged at the museum.

WWS 2 Zaba serial unknown, built 1938 and flown pre-war as SP-1265; registered and flown post-war as SP-402 and displayed in the museum with false marks SP-167.

Sources are the museum's inventory, my own visits there, a Polish-language book on Polish museum contents and my own considerable research in the Polish civil registers.

Fascinating to see the plans to build a replica PWS 101 and the article on the gliding school at Tegoborze was most interesting.

Best wishes to all,

Tony Morris

Polish aviation 'nut'

tony.polski@btinternet.com

VGC member chairman of LGS

Richard Moyse, a very active member of the VGC, has been elected Chairman of the Lasham Gliding Society.

We congratulate Richard on this tremendous achievement and wish him all success in advancing the success of what is almost certainly the largest gliding centre in the world. Currently some two hundred gliders are based at Lasham including the self contained Vintage Club enclave with its own clubhouse, workshops and trailer park.

Walter Kahn

Slingsby Skylark 3f "BGL" BGA N° 957

Back in the 19th May 2004 on a late spring morning at the Cornish Gliding and Flying Club, Trevellas Airfield, St. Georges Hill, Perranporth, Cornwall, I purchased a Slingsby Skylark 3f. A quick crash course on the two man rigging aid and my first look at my new acquisition, "BGL" BGA N° 957, that holds the affectionate nick name of the "Vomit Comet" due to its some what unusual colour scheme, and a call sign of "Rainbow One", it was officially mine.

Quickly re-packed it into its trailer and off on a long journey up the UK to its new home at the Lakes Gliding Club, Walney Airport, Barrow in Furness, Cumbria. Quickly ringing my BGA inspector Mr. Geoff Bailey-Woods and engaging him to perform an inspection and C of A, however with work commitments for us both getting in the way, nostalgia and historical chats, scratching of heads due to Geoff working on the glider way back in his carrier at Slings-



Paul Allen Rose gets acquainted with his new lady of the skies, Skylark BGA No 957.

by's, and it looks like, being a highbred of designs (not a true 3f nor a 3b) we arrived at the 6th March 2005.

It was a lovely morning at Walney with the natural skylarks singing and twittering over head, rigging and pre flight checks complete found BGL and myself at the launch point of runway 35 at Walney. Chief Pilot Mr. Dave North was to test fly the skylark first and then it was my turn. Dave climbed in BGL, I like an expectant father I stood and fretted at the wing tip. Soon the "All Out" was heard and off they both went, in the air for the first time in 4 years, what a moment.

A flight debrief, and a pre flight brief from Dave to me "enjoy every minute of

it", and it was now finally my own turn to get acquainted with my new lady of the skies. Well what can I say, it was one of the most wonderful flights in a glider I have had. It smells right, it flies right, it is very quiet, even the friends that flew it after me that have their own glass ships remarked on how quiet it was when they came back to the launch point.

I have to say thanks to Nigel Climpson and the Skylark syndicate at Perranporth for selling me the glider, thanks to Geoff and the enthusiastic members and friends of the Lakes Gliding Club for the technical help and oodles of encouragement they have given me, and my Wife Jackie, who yet again heard lots of "I am just going to the airfield for 10 minutes"

NEW MEMBERS

Welcome to the following new members

2412 Edward Gardener	UK	2429 Rune Einarsson	Sweden	2446 Konrad Halfen	Germany
2413 Umberto Bertoli	Italy	2430 Nigel Jardine	UK	2447 Elke von Essen	Germany
2414 Gerard Visser	Netherlands	2431 Luigi Tibaldi	Italy	2448 Karl Seeman	Germany
2415 Malcolm Dean	UK	2432 Ivan Cronyn	UK	2449 Mike Redman	USA
2416 Melvyn Frost	UK	2433 Henryk Mynarski	Poland	2450 Grant Williams	UK
2417 Tony Farode	UK	2434 Thomas Fessler	Switzerland	2451 Markus Deittert	UK
2418 Charles Ferrier	UK	2435 Ernest Burgess	UK	2452 Graham Cheshire	UK
2419 Stuart Beaumont	UK	2436 Stephen Burgess	UK	2453 Matthew Cunningham	UK
2420 Daniel Jamin	UK	2437 Jo Burgess	UK	2454 Robert Neill	UK
2421 Jerry Wenger	USA	2438 Michael Hazzard	UK	2456 Paula Morgan	UK
2422 Soren Schaefer	Germany	2439 Jos Gypen	Belgium	2457 Aiken Morgan	UK
2423 Andreas Streble	Germany	2440 Paul Langston	UK	2458 Paul Gentil	UK
2424 Timothy Hobbs	UK	2441 Laslie Moulster	UK	2459 Peter Burgoyne	UK
2425 Ian Bruce	UK	2442 Douglas Garland	UK	2460 Peter Boulton	UK
2426 Henri Reijnders	Belgium	2443 Jacques Droshout	Germany	2461 Lloyd Duhaney	UK
2427 Phillip Burton	UK	2444 Gisela Droshout	Germany	2462 Prof. James Furnell	UK
2428 Thomas Edwards	UK	2445 Siegfried Rossle	UK		

and returning some hours later.

It's a great buzz putting an old aeroplane back into the skies again, I thoroughly recommend it.

Paul Allen Rose MBE

Proud owner of a Slingsby Skylark 3f.

Tailless in Texas

The tailless glider pictured on page 36 of VGC News 114 is actually in Texas - it was photographed there by a member of Shalbourne Soaring Society.



I was able to help Al Stacey a little on his quest for the Skylark. It is no longer at Shalbourne, but in dry storage nearby with the intention of refurbishing it in due course.

Steve Barber

Member no 1571

Shalbourne Soaring Society

tel 01962 883581

Collision dangers! (Kollisionwarngerät für segelflugzeuge)

Following recent incidents is news of a product aimed at collision avoidance for gliders. The equipment described below was recently tried out successfully by Justin Wills and might prevent accidents in future.

"Collision warning equipment for sailplanes claims –

1. Early warning of the dangerous approach of other aircraft
2. Warns of nearby cables, high tension lines and other dangers beyond.
3. Acoustic and optical warning.
4. Simple installation.
5. 12volt source < 60mA.
6. No servicing and therefore no distractions for pilots in flight.
7. Intelligent motion prediction to minimise error alarm.
8. Support for pilots concerning airspace observation."

Further information from
Üli's Segelflugbedarf, Untergasse 1,
63688 Gernern, Germany tel. 06045
950100 or flarm@segelflugbedarf24.de
(FLARM is short for Flugalarm or flight
alarm)

The above comes from Chris Wills who hopes that such an invention will prevent our members from painting their gliders in stripes of many colours in order to be seen! ■



Above: Al Stacey's newly refurbished T21 based at Bannerdown. Photo Al Stacey

VGC NEWS Back numbers of the magazine apply to:
COLIN ANSON, 22 ELM AVENUE,
WATFORD, WD19 4BE. UK.
Telephone 01923 241924
Email: AC@anson1922.freemove.co.uk

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

1959 Olympia 2b with Dart canopy conversion. Basic instruments, open trailer, good condition but no C of A. Stored near Shennington G.C. Offers around £1200. Telephone (Aylesbury) 01296 748883.

Grunau IIA BGA 277. This is the original Fred Colman's 'Black Diamond' for which a new fuselage and wings with spoilers were built in 1980. Complete with instruments, radio and a good metal trailer. A rare opportunity to

own this historic glider. Offers please to Ken Harris, 11 Millmoor Crescent, Eynsham, Witney, OX29 4LW, England. Tel. 01865 880602.

LG-125 Sohaj I. OK-0744. Manufacture No: 544/139; year of production 1950. 1577 hrs total flying time, 3245 take-offs. Overhaul by Aeron Medlanky Co in July 2000. perfect technical condition. Possible to see at airport Podhorany CZ. Glider performed a no 3 on simultaneous aerotow of 6 planes at Aviatric show in Pardubice last year. Price negotiable. Contact: Brotan Ales, Opletalova 536, 53701 CHRUDIM IV, Czech. email: brotan.ales@tmt.cz. Tel: 00420 602500447.

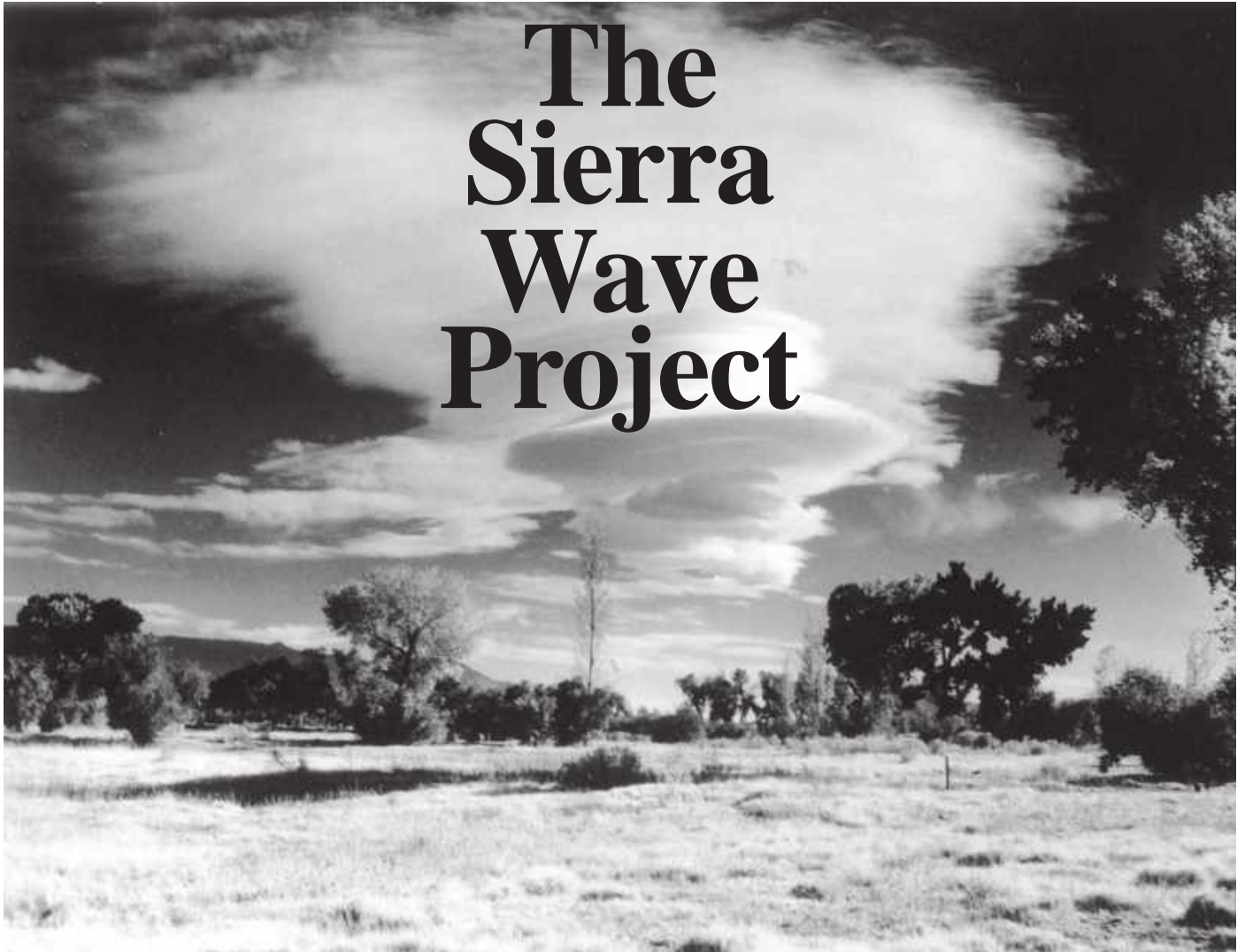
WANTED

Information required by C.Wills. How many **Kranich 2B-1s** were built by the firm of Schweyer from 1935- 1940, please? This is the outstanding production figure for pre 1945 German sailplanes that CW does not have. This is needed to establish the number of Kranich 2s built, and the total number of German gliders which were built before 1945.

Information required by Sepp-Dieter Seifret, who wants to know if anyone has information about the British military gliding activities at the "**Reichssegelflugschule**" at Ith in Lower Saxony during the early fifties. he can be contacted at Bahnhofstr. 13, D-37181 Hardegsen, Germany.

FOR SALE: Skylark IV BGA 1121. The original '41' owned by the same syndicate throughout its life. Red fuselage and centre section, white tips. Excellent condition. Excellent history. 1275 hours, 1619 launches. C of A to October 2005. Trailer only suitable as hangar – axle failure. Lying at Long Mynd. Amanda is looking for a good home. Offers to Bob Neill on 01536 770861 or e-mail bobniell@sagainternet.com

The Sierra Wave Project



The Sierra wave project, as it became known, was one of the most important studies ever undertaken that was to make a direct contribution towards the sport of gliding. Maybe it was because it was carried out by gliders flown by glider pilots that was to have as much an impact as anything to our gliding community? For the first time a major scientific study was carried out that was to have an everlasting effect on the aviation world as a whole. This detailed information is now commonplace for pilots all around the world warning them of their likely locations, dangers and recommended procedures and even today, I can see results borne out in our airlines operational manuals under the title of atmospheric waves.

The following is not so much a story about the actual project itself, but rather its history and conception up to it being implemented, and its achievements. Almost all of the material has been taken from Robert Whelan's fascinating book, and only represents a small part of the complete story. Whilst the author is indebted to Mr Whelan's generous offer to allow us to reproduce much of his work, it is with unashamed acknowledgement that I have, in some cases, taken much of the work below almost word for word; testimony to Mr Whelan's relaxed and interesting style as it was originally written and it can only serve to inspire those of you who haven't already read this fascinating story, to do so in full. Bruce Stephenson

Part 1

Way back in the early 1930's near Hirschberg (now Jelenia Gora), in what was then Silesia, glider pilots were making their first discoveries of a strange and puzzling new phenomenon. A strange form of lift that had been discovered was often accompanied by equally strange clouds that appeared to stand still and looked quite unlike any other, often referred to as the Moazagotl, they were of course standing waves, now understood and nature's engines for exciting and dramatic flying.

But it wasn't always like this, as in those early days nothing was known of these strange forms, and with only a few pilots having any experience of encountering wave lift, even then it was invariably by accident.

Then in 1938, to prove his theories on wave formation, a young meteorological student named Joach Kuettner took to the skies in a Rhonbussard from Grunau, (Jezow) and soaring on the face of the Moazagotal itself, ascended to the icy heights of 22000 feet, and eventually landed across the border in Poland.

(This was a record at the time but wasn't claimed by the German authorities, as Kuettner ancestry didn't meet with political approval). The following year saw Kuettner complete his doctorate in meteorology, of which his thesis on atmospheric waves caused considerable interest in the scientific world and firmly established Kuettner as being the first person to discover and understand the phenomenon.

et friends knew of.

The purpose of Klemperer's visit was to question Kuettner's experiences whilst he was working at Dornier on active boundary layer control over wing surfaces, however Kuettner refused to discuss any of his wartime experiences. Being interested in one of Klemperer's past doctoral papers on dynamic soaring, Kuettner quickly managed to switch to the subject of gliding. Although Klem-

perer there were established names competing against each other, with one competitor, John Robinson, winning both the 1940 and 1941 championships in the lovely Harland Ross designed "Zanonia".

With the onset of war, U.S. gliding was quite literally taken over by the military. In February 1941, Hap Arnold had issued orders for the development and procurement of suitable training gliders for military glider training schools, with early



Photo opposite shows Monster Cloud over Bishop that took Larry Edgar to a World Altitude Record. Photo: Larry Edgar via Simone Short

Air Force personnel operate hand-operated cine-theodolites at a ground tracking station. These proved too cumbersome to track the sailplanes during some downwind runs as the downwind ground speed of the gliders often exceeded 200mph!

Photo: Larry Edgar via Simone Short

However, the events of 1939 were soon to play their part, and with the rapid breakdown in the political situation in Europe in what was to quickly become the Second World War in one generation, Kuettner was quickly drawn into its enormity. Having spent his war working for several aircraft manufacturers, (Kuettner test flew the 6-engine derivative of the ME323 Gigant) 1945 saw a defeated and bewildered Germany along with a despondent Kuettner seeking solace in a mountain hut in the Zugspitze.

Then one quiet day on the Zugspitze, Kuettner was to receive a visitor that would change the rest of his life. Standing before him was Dr Wolfgang Klemperer. Klemperer, who in 1920 was one of the original founding pilots to take part in competitions at the Wasserkuppe in his Blaue Maus, (and holder of the world's first C badge in gliding) had emigrated to the United States in 1926, and found work with Goodyear-Zeppelin in Akron, Ohio. As Klemperer spoke 12 different languages, he was an ideal candidate for the US Intelligence services, something that few of even his most close-

perer during his visit didn't broach the topic of working in America, it is assumed that he would have almost certainly advised interested parties of Kuettner's talents and expertise upon his return to the United States.

Meanwhile, back in the early days of gliding in the USA, progress before the war had been much more spasmodic than in Europe. Much of it was achieved by individuals often working in isolation from each other, however small but enthusiastic groups were slowly developing this new sport, people like the Schweizer brothers, Hawley Bowlus, Jack Laister, and Harland Ross. These were names that were responsible for many of the gliders in existence in the U.S.A before the entry of the United States into WW2 on that fateful day in December 1941. Groups were soon formed as pilots discovered favourable local sites in which to maximise their desire to go higher, longer and further. It was in a quiet "up state" site called Elmira, that was soon to be established as the country's leading centre, and, in 1930, the first nationals were held there. Soon

purchases being off the shelf training gliders. In order to kick-start the newly formed glider training schools, almost every glider in the land was brought by the US Army Airforce (USAAF), which had found had an ever increasing demand for gliders, most of which were totally unsuited to the task in hand and often brought at inflated prices! With the US Army Airforce quickly signing contracts for the first new designed trainers, orders were soon placed with established manufacturers, for gliders such as the Schweizer TG2 and TG3, whilst orders for the Frankfort TG1 and Laister-Kauffman TG4 were also placed. In a much smaller programme, the US Navy also formed gliding schools and ordered the Pratt-Read LNE-1 training glider. The Pratt-Read was a perfect training tool, as unlike the tandem seat Schweizer or Laister, the Pratt-Read had a side-by-side layout...perfect for instructor-pupil training.

The first main USAAF glider training operation was located at Twentynine Palms, California, where thermic conditions were just great for soaring! It was

here that John Robinson found himself as an instructor in 1942, along with a young Larry Edgar and Ray Parker. Despite the fact that Twentynine Palms was located 50 miles downwind of Mt. San Geronio, Robinson had soon discovered that atmospheric waves sometimes existed over the dry lakes,.....but not all discoveries of these mysterious waves would be met with such excitement and curiosity by some members of the USAAF!

During the latter part of WW2, the USAAF transport dept had experienced some unexplained losses of aircraft flying the "hump" between India and China over the Himalayan Mountains. Other unexplained occurrences had also been recorded. In 1948, a B29 operated by the Office of Naval Research (ONR) on cosmic ray investigations was flying at 30000ft. The Captain was curious when the autopilot commanded full power and up elevator, but despite this, this powerful aircraft still lost altitude. Some moments later the Autopilot commanded the power levers back to flight idle and dived the plane!

Meanwhile, back in Germany of that same year (1948), saw an offer for Kuetner to join the then newly formed US Airforce (USAF) at their geophysical dept at Cambridge, Massachusetts, as they were interested in Kuetner's research into airflow over mountains, stemming from the hard lessons the then USAAF had suffered over the Himalayas.

With the conclusion of the war, people all over the world once again attempted to return to a normal life, and one such place was in a quiet back water town called Bishop, located in Owens Valley in California with the Sierra Nevada's just to the west. Bob Symons, another ex military glider instructor, had worked with Harland Ross instructing at Wickenburg, Arizona. In 1946, with the anticipation of a post war boom in aviation and flight training, Symons and Ross opened a new flying service at Bishop. As Ross explained, "I moved to Bishop as the atmospheric seemed better for both distance and altitude soaring flights", however, the much-hoped boom didn't transpire. During the two year partnership, both Symons and Ross made some amazing flights in training aircraft, one of which during a training flight in a Cessna 140, Ross climbed from 6000feet up to 23500feet, way above the factory's rated ceiling height! On another flight, Ross stopped the engine on the Cessna and spent the next hour climbing from

11500ft up to 17500ft whilst Ross had his student carry out practice stalls, and steep turns!

Symons, taking advantage of the glut of war surplus aircraft, soon built up his fleet to include a Lockheed P38 as well as a Bowlus Baby Albatross, Schweizer 2-12 (TG3) and a Pratt-Read glider. (As well as some other types) After he and Ross had gone their separate ways, Symons had entered a contract with the California Electric and Power Company to experiment with "cloud seeding" by dropping dry ice shavings by air in order to try and combat the unusually dry winter of 1948 in an attempt to keep the reservoir water levels up. Worried about ridicule, and possible liability, the Cal-Elec engineer requested that Symons keep the experiments secret, so when Symons first brought dry ice he told the dealer "he needed it to shrink a bearing in place", later the excuse was that he wanted to put up a quarter of beef up for the winter. It wasn't long before Bishop residents noticed that every time Symons went flying it rained! With the P38, Symons could reach 39000ft quickly, just what he needed for cloud seeding, and it was on one of these flights that Symons famously, at 30000ft whilst awaiting for ground winds to abate, feathered and cut both engines of the 7 ton, twin engine fighter and soared the powerful wave!

During this time Symons formed the Inyo-Mono Soaring club, with its gliders based at Bishop Airport, which immediately attracted members of the Southern California Soaring Association (SCSA). The SCSA had been formed back in 1939 to band together the fast growing, but widespread soaring enthusiasts, which in turn had attracted many talented people from various backgrounds, names such as Paul MacCready Jr, Bill Ivans Jr, and Vic Saudek. MacCready and Saudek were both university graduates, and joining their ranks as an SCSA member, was the fabled Dr Klemperer.

1948/9 saw the first wave camp at Bishop. Mac Cready had purchased the Polish "Orlik" from the government after it had been appropriated during the war, and was preparing it along with John Robinson's Zanonias to tackle the world height record and attempt to reach 40000ft, where MacCready planned to set out on a downwind track until he run out of lift. He reasoned that at that altitude he would probably have 100kts of tailwind and with a true airspeed at this altitude of around 160kts, he figured he could have a ground speed of 260kts, or some 300mph, so it was possible in theo-

ry to set a new distance record at the same time, covering up to 900 miles! In reality, Mac Cready reached an altitude of 29000ft, and covered a distance of over 200 miles, whilst a short time later John Robinson took Zanonias to 33500ft, and on the 27th of January 1950, Harland Ross and George Deibert smashed the 2-seat record, by reaching an altitude of 36100ft! During the 3rd SCSA wave camp in 1950/51, Bill Ivans in a Schweizer 1-23 broke John Robinson's record raising the bar even further to over 42000ft!....The "Seirra Wave" as Symons had nick-named it was certainly giving up some of its secrets.....

After the ONR B29 uncommanded autopilot loss of altitude incident in 1948, the commander who had been sufficiently impressed relayed to a duty meteorologist just what had happened on the flight. Curious the meteorologist, having read about Wolf Hirth and Joach Kuetner, was keen to learn more. Subsequently someone at the Naval Ordnance Test Station, (NOTS) China Lake, requested two gliders from a hoard of captured German gliders stored at Wright Patterson Airforce Base....

Vic Saudek was the SCSA club president of that year, and with the seeds of an idea from a SCSA article, sought support for the funding to build a 2 place pressurised sailplane to fly in atmospheric waves as a mechanism to study cosmic radiation. Naively thinking that such a project could be of interest to the Navy, he sought a meeting with Commander Eugene Bollay. Saudek hadn't reckoned on the complexities of scientific etiquette, or the fact that there was already a Cosmic Ray research programme going on, (B29 incident) and his proposal led to an outright rejection, but not outright defeat as far as Saudek was concerned!

Undaunted, Saudek turned to his long time friend, Dr Klemplerer, who, in Saudek's view, possessed the necessary skills of a highly regarded scientific and business background, but more importantly, a keen interest in the soaring and technical achievements of his fellow SCSA members. Klemplerer was to be instrumental in casting Saudek's idea into stone.

Soon after the first early Bishop wave camps, the Los Angeles branch of the American Meteorological Society (AMS) invited SCSA members to speak at their monthly meetings held at the University of California, Los Angeles (UCLA). The meteorologists, struggling to understand the phenomenon the SCSA members were talking about, found

themselves at a complete loss to explain the pressing questions put to them by the SCSA pilots, even to the point that there was outright scepticism to their claims.

With such vague answers by the AMS to the SCSA questions, it was quickly realised that the AMS experts didn't believe what the SCSA members had encountered. The SCSA quickly realised the need for some type of project to factually prove just what was going on up there! From within the SCSA a proposal had soon been put forward to try and initiate a Lee Wave Project. Although nobody realised it at the time, Saudek had been barking up the wrong tree with the Navy, (as well as AMS) it was in fact the USAF who had an inherent interest of the mountain wave phenomenon through their losses in the Himalayas during the war.

Meanwhile back at NOTS, China Lake, unbeknown to the SCSA members

2 box cars had arrived containing what turned out to be the sad remains of a D.F.S. Weihe and Grunau Baby. With damage so bad, it was unlikely they were to ever fly again. Somehow Klemperer had learnt of the damaged gliders arrival, and was quick to explain to NOTS that if they wanted help then the SCSA could provide more suitable gliders, as well as the pilots to fly them. In the ensuing discussion, the NOTS people raised the name of Captain Hutchinson of the Office of Naval Research (ONR) as an officer who was interested in the lee wave phenomenon. With a pending trip to Europe planned, Klemperer soon found himself winging his way over the Atlantic in a TWA Constellation, but was being diverted to the Azores due to severe thunderstorms over northern Europe. Gazing out the window Klemperer was compelled by the sight he saw to say out loud "Ha! Lenticular clouds".

The man seated next to Klemperer immediately asked Klemperer what he knew about Lenticular Clouds,...the man seated next to Klemperer being none other than Capt Hutchinson himself! Klemperer and Hutchinson quickly made plans to meet again in Europe and upon their return in Washington DC, where they again met up, only this time they also met up with Admiral Reichelderfer of the US Weather Bureau.

Reichelderfer was interested in what Klemperer and Hutchinson had to say, but was sceptical about the suitability and use of gliders as research vehicles. Klemperer, in order to answer any questions and to show Reichelderfer what gliders were capable of, arranged for both Reichelderfer and Hutchinson to meet him the next day at Harris Hill as the US National gliding competitions were being held there at the time. Driving to the site the next day Klemperer asked at the administration building for directions to where he may find his "meteorological" guests who were observing the contest. His attention was directed to a

Below: Sierra Wave Personnel, Feb 3rd 1952 (L-R standing) Dr. Joachim P. Kuettner, Dr. Werner B. Klemperer, Larry Edgar, John Robinson. (kneeling) Victor M. Saudek, Richard Eldredge (Data Management), Ray Parker. Photo: Larry Edgar via Simine Short



small group of men nearby, none of which were either Reichelderfer or Hutchinson. Klemperer explained that he was specifically looking for the gentlemen who were interested in the use of sailplanes for exploring mountain waves, only to be confirmed by the official that these were indeed the men who had that same interest. Klemperer, curiosity aroused, walked over to the group anyway, and was very surprised to recognise Joachim Kuettner! Equally surprised, Kuettner, who was attending the contest to give a scientific paper, explained to Klemperer how he had immigrated to the USA to work for the USAF's Cambridge Research Centre who had indicated to Kuettner that they were interested in using gliders for research into standing atmospheric wave! Within a short time Klemperer had located Admiral Reichelderfer's group, and a 3 way meeting between the USAF, Navy/Weather Bureau and the SCSA was taking place.

Upon Klemperer's return to California, he quickly contacted Saudek and arranged a meeting with him, along with Cpt Hutchinson, a few SCSA members and a meteorologist from NOTS. The topic now was "not if a project could take place, but how." The Navy's position was that the SCSA wasn't an organisation that could manage the project, they would need an organisation with real backup, which the SCSA just didn't have. (offices etc) Without hesitation, Klemperer leapt to the rescue once again, thinking that the UCLA's meteorology section may be interested, and who, more importantly, had the secure and sound backup facilities that the Navy needed. Klemperer immediately telephoned the UCLA, which quickly led to another call in which he was talking to Professor Jorgen Holmboe of the of the UCLA's Meteorology department. The telephone conversation ended with instructions on how to reach Klemperer's house, (where the meeting was taking place) and a short time later the discussions continued upon Holmboe's arrival. Saudek immediately recognised Holmboe from the AMS meetings in which Symon's, Robinson and Klemperer had spoken...at last the ball began to roll.

Within a few weeks, an outline had evolved and a new proposal put forward. The proposal had the UCLA have prime responsibility for the projects administration, the SCSA would become a sub-contractor to the UCLA and be responsible for flight operations in supplying all the gliders and pilots, whilst the Navy would supply all the tracking equipment and

some personnel. Additionally, it was agreed that the Weather Bureau would provide forecasting support, whilst the most important ingredient, funding, would come from the USAF's Cambridge Research Centre (CRC).

When Kuettner joined the Cambridge Research Centre, he was a scientist without a portfolio. As the research labs acknowledged Kuettner's previous work on atmospheric waves, they couldn't offer Kuettner anything specific in the way of projects at the CRC. Until Kuettner could identify a project that he could really get going with, he was tasked in the meantime to assist with an existing project of his own choosing in order to get to know people and the projects that were being run by the CRC, which was exactly what Kuettner had been doing when he made his surprise meeting with Dr Klemperer at the 1949 US Soaring Contest at Harris Hill. One day shortly after Kuettner's meeting at Harris Hill with Klemperer, Kuettner's boss approached him with the words to the effect "We have a project that we think you might be interested in. It's from the UCLA and it appears to be right down your alley, why don't you review it and see what you think? A meeting might be in order, also with your background you might consider becoming actively involved"

Soon after Kuettner found himself in an Air Force transport plane winging his way to Bishop for a meeting with Dr Klemperer and the UCLA. The assembled group examined the gliders there that were already modified for wave flights and noted their additional insulation, oxygen and clear vision panels as Symons described what was known about the local waves as they stared at the surrounding mountains. Kuettner then listened with mounting excitement as Saudek explained how the SCSA proposed to obtain and prepare, fly and track instrumented gliders in the hope of quantifying altimeter error, vertical and horizontal wind velocities, and windspeeds aloft. Saudek's no nonsense presentation impressed Kuettner, but above all it was a well thought out proposal. This was exactly the sort of project Kuettner could only dream of, and it was falling into his lap as the meeting at Bishop progressed, but it wasn't until Kuettner's boss, Joe Fletcher sealed the deal when he said, "Well I think we can do business with the SCSA doing the flying" .Saudek's dream was also finally being realised. Following the Bishop meeting, Klemperer and Saudek whipped the final proposal into

shape and submitted it in its final form to the UCLA, it was immediately accepted, and with funding for almost 2 years...the project was off the ground!

Klemperer, who had been so instrumental in bringing Saudek's idea to fruition, now was to take a step back as he took up a position as "spiritual leader", whilst Kuettner was officially to be Project Scientist. Professor Holmboe was to be UCLA's director of the project and the person whom the SCSA would report to for scientific and administrative items. Saudek took up the part time role as Project Supervisor, and was responsible for the hiring of operational people. Ray Parker was quickly engaged as Chief of Field Operations, whilst John Robinson became Chief Pilot. Since neither John Robinson nor Ray Parker, despite being highly skilled, had the CAA credentials to sign off maintenance, repair or modifications to certified aircraft, Larry Edgar who had been taught by both Robinson and Parker at Twentynine Palms, was contacted with Edgar quickly becoming the projects full time Project Technician. Symons base at Bishop was to be the project's home, with Symons helping out with the project where he could. (Symons couldn't be an official team member as his business interests with the project conflicted with the any official participation)

Meanwhile, Professor Holmboe was to appoint Harold Klieforth Jr, a 23 yr old meteorology student as the UCLA's representative on the team and with many key personnel in place, now all that had to be decided upon was the true star of the project, the gliders.

In order to study what the atmosphere is doing when waves exist, what was the best machine for the job? It had to meet the demands of a modern design, be simple to operate, be easy to modify and maintain, accommodate two people, and above all be strong and rugged. In Saudek's mind, there was only one choice, the Pratt Read LNE-1. Saudek had worked for Pratt-Read in 1942, getting the Pratt-Read up and running for manufacture for the US Navy contract as Pratt-Read were experiencing serious engineering problems, so he knew them inside out. They were tough, roomy, easy to repair and maintain, but above all they had a side by side seating arrangement, perfect for project work involving both a pilot and observer. This war veteran had a steel tube forward fuselage that was

Right: Pratt Read Drawing:
Courtesy Martin Simons.

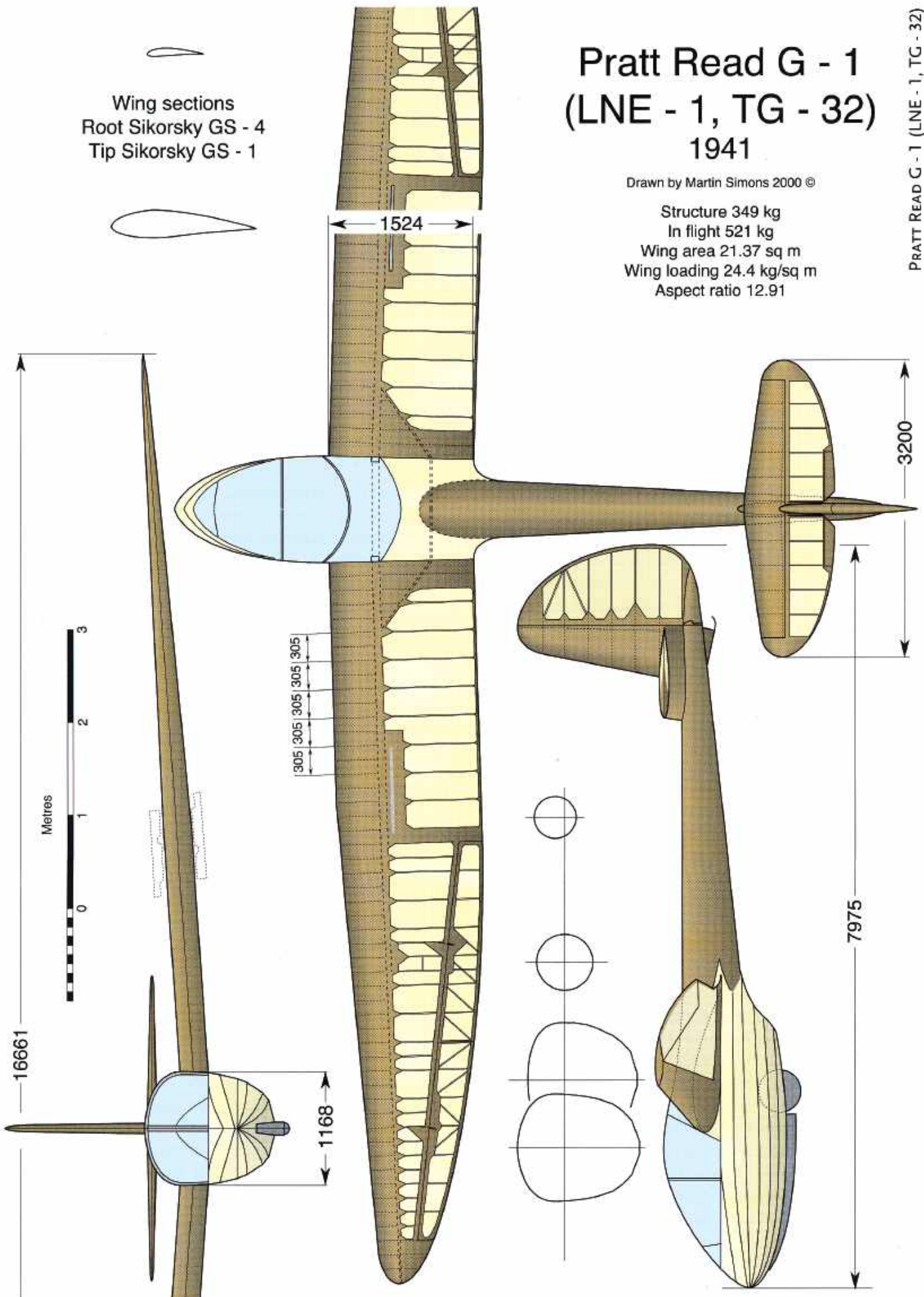
Pratt Read G - 1 (LNE - 1, TG - 32) 1941

Drawn by Martin Simons 2000 ©

Structure 349 kg
In flight 521 kg
Wing area 21.37 sq m
Wing loading 24.4 kg/sq m
Aspect ratio 12.91

PRATT READ G - 1 (LNE - 1, TG - 32)

Wing sections
Root Sikorsky GS - 4
Tip Sikorsky GS - 1



fabric covered with a large canopy, whilst the tail was carried on a circular plywood boom. The wings were of wood and fabric design and with a total of 75 Pratt-Read's coming off the production line, and soon two war weary surplus airframes were located and purchased. Work began almost at once to these neglected birds, with much modification work being required in the form of oxygen tanks, camera mounts, battery mounts, and many other equipment mounts that needed fabricating. The large flat panelled canopies needed scrapping and were replaced by moulded Plexiglas bubbles specially mounted to resist cracking in the extreme cold at altitude. Clear vision panels were installed and new larger entry doors were installed to

facilitate easier ground entry, but more importantly, emergency evacuation in the air for the bulky high altitude clothing. 2inches of fibreglass insulation was installed around the cockpit, whilst the airframes themselves were stripped of all their fabric, instrument panels and pneumatic tubing, all to be replaced by new items. All bearings were cleaned and repacked with special low temperature grease, and control cables replaced, whilst the wings had the drag spars reinforced, and inner ailerons immobilised (as Robinson had discovered that the inner aileron section didn't appreciably increase roll rate). New control cables were installed, (as in the fuselage) with all the control cables that were being replaced, rigged with as much slack as they dared in order to allow for shrinkage at the intense cold at high altitude. (Unless shrinkage was allowed for, then there was a danger that mounting brackets could be torn from their mounts.)

Parker, Robinson and Edgar were assisted by other SCSA members in car-

rying out the work needed, and were soon licensed and flown under Experimental Airworthiness Certificates, issued by the CAA. Each glider sported 2 gun sighted aiming point camera's (GSAP's which were 16mm gun sight camera's used to record aerial victories), one to record the instruments every 0.8 seconds, the other, every 1.8 seconds. Bulky radios of the day were fitted, whilst electricity for the camera's, radio's and gyros came from 2 even heavier 12-volt batteries, linked together to produce 24 volts. In addition there were flares, navigational lighting and emergency kits to install, not to mention the installation of the ground tracking, and support equipment.

And so it was that by May 1951, the gliders were ready for their first test flight, the Sierra Wave Project was ready to go!

In the next issue, Part 2 of the "Sierra Wave Project" tells about how one of the Project's gliders breaks up in the air after encountering severe roll cloud! ■

Below: Larry Edgar (left) shortly before take off for his ill-fated flight, with one of the projects' Pratt Read glider in background. (Harold Klieforth, ULCA Meteorologist, to Edgar's right)
 Photo: Larry Edgar via Simine Short



Bert Strijks

It is with great sadness that I have to inform the VGC members that on Tuesday 26th April 2005, our member Bert Strijks passed away. Only a couple of days earlier we were informed that Bert was terminally ill, but no one expected his death so soon. I would appreciate it if you will communicate this sad message to your members who have known Bert well.

Thank you.

Henk van der Heijden, Secretary VHZ

Charles Ellis

ESSEX, LONDON. Charles (1914-2004) passed away peacefully at home on December the 21st, 2004, after a gradual decline in health. His mind was still sharp and he enjoyed a good discussion with family and friends. He started gliding in 1932 at the Essex Aero Club, Gliding Section at Havering Park Farm, Collier Row, gaining his A Certificate in August 1933, Gliding Certificate No. 339. He joined the London GC in 1935 where he got his B Certificate in June, and his C, in July 1937 and in 1938 he travelled to Poland where he flew numerous glider types. The war intervened, unable to join the armed forces due to poor eyesight; he joined the Volunteers, a group within the Finnish Army fighting the Russian invasion in the Winter War of 1939-1940. After an armistice was signed, he was interned in the country but escaped, skiing through Finland, Sweden and Norway to find a boat to stow away on. He was caught and returned to being interned again. He escaped again – this

time successfully – stowing away on a boat in Petsamo (Northern Finland in the Arctic Ocean, now in Russia). He remained hidden for more than a week, to make sure that the ship did not have enough coal to get back. His boat was intercepted by the Royal Navy and was forced to dock in Iceland; from there he returned to England. Some of his colleagues elected to go via Russia and were never seen again! He found work in the MoD, where he stayed until he retired. He returned to gliding at Dunstable after the war and was responsible for getting the club operational again. It was used as a PoW camp with some of the prisoners still in residence helping to rig and de-rig the gliders due the barbed wire fence in front of the hangar. He gained his Silver C in 1948, No. 171.

He flew in every British National contest from 1947 to the early 1980 s, was on the BGA's Flying Committee from 1949 until the 1960 s and was the London Gliding Club's Chairman 1962- 64. In 1954, he flew in the BGA's "B" Team in the alternative World Championships at Leszno, with Dan Smith. The World Championships were at Camphill during that year, France was the only other European Country to be allowed to compete at Leszno in 1954. MI6 got in touch and asked them to take some extra photographs on tasks and to report back. While he was there, he met a Russian pilot, who was later to become the Soviet Air Attache in London. This later attracted the attention of MI5 as Charles was in a sensitive position in the MoD. Charles was not an easy person to get along with, he saw everything in black and white but would listen if you had an alternative view, this caused some inter-

esting Committee Meetings. He leaves behind his wife Annabel, son Rory, his daughter Frances and four grandchildren. We shall miss him.

Postscript: The VGC sends its deepest condolences to his family, friends and the LGC. He must have been the very last, or very nearly the last, pre-war glider pilot still alive in Britain. CW thinks that the Russian pilot that he met could have been Victor Itchenko who flew from Moscow to Stalingrad, 829.8kms in 9 hours 11 minutes on the 26th of May 1953 in an A 10 two seater, which was similar to the A 9 but had the passenger seated with his back to the pilot. For this World's two seater distance record, Itchenko received that year's Lilienthal Medal as it was the greatest achievement by a glider pilot during that year. Victor Itchenko came to the 1954 Camphill World Gliding Championships and gave a lecture about his flight. CW.

Max Bacon

RAFSGA. CAMBRIDGE. 1930-2005. It is with great sadness that I report the death of Max. He had a most interesting career in flying - firstly, after Cranwell, in the Jet Provost, Meteors, Gnats, Javelins and Hunters. I am told that he was the only RAF Pilot to successfully cartwheel a Meteor. He was made a life member of the RAFSGA on his retirement from the RAF. He then joined Marshall Aerospace, Cambridge, joining the Cambridge Gliding Club as an instructor and tug pilot. He was in our Kestrel 19 and Moswey 3 syndicates, although he had the fast jet background, he enjoyed vintage gliding immensely. He was director of two regional contests at Gransden and was the Cambridge club's Chairman from 1997 to 2000. A great administrator, he was most enthusiastic to get others into the air, but even with so many commitments, he took on the Presidency of the

Cambridge Popular Flying Association Strut and was involved negotiating with the new NPPL, rating with the Civil Aviation Authority. Two years ago, he had kidney failure, to which he finally succumbed on February the 8th this year. He will be sadly missed by all of us who enjoyed his enthusiasm for flying.

Papa Hotel. ■



Left: Charles Ellis



As a mark of recognition and in return for
his outstanding commitment

we award

CAPTAIN JIM LITTLE

DOD 75th Anniversary

The European Aviation Museum

