



VGC News

No. 116 Winter 2005

33rd International rally

International News

Gliding treasures

Percy Pilcher

Rally roundup





<http://www.vintagegliderclub.org>

Objectives of the Vintage Glider Club

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

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Front cover: *Hols Der Teufel* - photo taken from *Hans Disma's Govier*.
Photo by: Vincenzo Pedrielli.

Back cover: *One of the three FES 530 Lehrmeisters at the International Rally. This one owned by Gerd Rossow.*
Photo by: Geoff Moore

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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CLUB NEWS

Chairmans address

Here we are at the end of the 'season' once more. We look back on our latest adventures and thank Oerlinghausen for making us welcome en-route to the International Rally and our hosts, the Air Sport Association of the State of Brandenburg, the city of Muneberg and all those who helped us at Eggersdorf, for their huge effort in organising the 33rd International Rally. A personal thanks to Jonny Dorf for organising the facilities and making us very comfortable. For some of us, the microlight towplanes were a new experience. One may be excused for asking why it isn't possible to use similar aircraft here in UK? We had some poor weather but that simply enabled us to forget the flying and visit the historic city of Berlin and its famous landmarks.

The Annual Dinner at Lasham was well attended and we were pleased that Vice President Neelco Ossinga and his wife Marja were able to attend from Holland, other notable guests included Derek and Marie Piggott and of course our fabulously entertaining speaker, Wally Kahn. Wally is of course well known for his fund raising activities which helped to buy Lasham airfield and his enormous collection of gliding memorabilia. If anyone wanted to start an appeal for the preservation of VGC assets then Wally is the man to consult!

News is that once again our Archives are on the move, this time from Lasham to a temporary home at Hertfordshire University where the material will be kept under the watchful eye of VGC Archivist Laurie Woodage. The reason is once again the predominance of mice that are found on the Lasham site! (see VGC news No. 114, British News). We are indebted to those involved for this interim help but the time has come for us to focus our attention on the problem of a secure, permanent and accessible site for our present and future historical material, not just that belonging to the VGC but also by others who have approached us from the gliding community who share our concerns.

This copy of VGC News includes the registration form for the International Rally at Angouleme, France next year. The organisers confirm they have the guarantee from the (French) DGAC that British pilots will be able to fly during the time of the Rally in both Angers and Angouleme thanks to "special clearance". They do emphasise however that it is necessary to have from each pilot, to obtain this clearance, the information required in the registration form about the pilot and the glider. This information is needed at least one month before the Rally, hence the organisers ask that VGC members return the registration form before 15th June 2005. Please note this concession applies to any BGA registered glider even if the owner is not a UK citizen. Angers, it appears, are handling the rendezvous on a completely informal basis and will entertain visitors for the whole of August provided they are registered for the main event.

December is now upon us and the list of persons on our Christmas card list grows each year serving to remind me of the extraordinary international VGC network which has evolved and the many travel opportunities it has created for us. I look forward to raising my glass at an appropriate moment over the festivities to drink to all our friends world wide. Happy Christmas!

David Shrimpton, Chairman

Membership Secretary report

With this edition of VGC News 116 you will find a notice reminding you to renew your subscription to the VGC due on 1st January, together attached with a current membership card to peel off and retain. Please retain your card and forward the notice by return together with payment by cheque or credit card.

Payment can also be made direct by the secure website at www.vintageglider-club.org with credit card or by bank standing order. Once payment has been

received by membership secretary you can be reassured the next edition of the magazine will be forwarded without delay. Members will be delighted to find no increase of subscription for 2006 which gives great value for money with further members

joining the Club. A great benefit to flying members (UK) is the Official Vintage Glider Club Insurance Scheme only available to paid up members and individual syndicate partners.

Our membership is increasing throughout the world with fellow vintage glider people living as far away as Uruguay, Japan, New Zealand, Australia USA and Europe all knowing well Vintage Gliding

is Serious Fun. In our website the passwords will change for 2006 to enable members to view secure member sections, contact should be made via the website Peter Redshaw or myself requesting

new passwords to be forwarded. May I wish everybody a Merry Christmas and a Very Happy New Year with another great flying year ahead.

Geoff Moore

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2005 VGC Annual Dinner and Prize giving

Lasham Airfield, 8th November 2005. Guest Speaker: Wally Kahn.

International Rally best achievement award:	Jan Forster T31	(for acts conducive to the objectives of the VGC)
International Rally Challenge Trophy:	Jeff Byard (USA)	Baby Bowlus restoration
Syd Davies Trophy (Services to the Club each year)	Margaret Shrimpton	(Editor VGC News)
Rodi Morgan Plate (best achievement at the National Rally each year)	John Dredge	(Capstan BGA1237 7000ft Challock)
Frank Reeks Trophy	not awarded	(best turned out Grunau Baby 2)
Shaw Slingsby Trophy	not awarded	(best flight in a Cadet / Tutor each year)
Ed Hall Trophy (Best flight Lasham)	Derek Copeland	(Slingsby Swallow - Lasham to Nymphsfield and return 200kms)

VGC Commendations:

David Weekes -	21,000 Aboyne in a Skylark IV (UK)
Werner Tschorn -	217kms in Weihe 50 D-1080 from Eggerdorf (Germany)
Frank Konsek -	Grunau Baby 2B D-5457 5hrs 32m Eggersdorf (Germany)
Johannes Lyng and team -	restoration of Jaskolka OY-ZO-OY-XNC? (Denmark)
Frank Kramer (USA)	restoration 1941 TG1 'Cinema' single seat military trainer
Graham Saw -	restoration Lunak BGA 4286 (GB)
Paul Halliday & Derek Copeland - (in the Bocian from which Derek Piggott & passenger had to parachute onto the Vicar's lawn at Lasham after it's canopy came off backwards and damaged the tailplane. It was repaired and is still flying at Lasham).	Bocian Lasham to Dunstable & return (nearly) 140 Kms



Jan Forster receives the trophy for the International Rally Best Achievement award
Photos Colin Anson and Paul Halliday



Chairman introduces guest speaker Wally Kahn



Derek Copeland receives the Ed Hall trophy from Chris Wills

AUSTRALIA

Taken from "Vintage Times", Issue 100
By Bruce Stephenson

This being the 100th issue of Vintage Times, it of course marks a considerable landmark. The news letter that was to become issue 1 of Vintage Times, Vintage Glider Australia's co-founder Kevin Sedgeman concluded: *"In the meantime, remember that Vintage Gliding definitely has a meaning for a lot of people, and your contribution is a valued one"*.

And with these words, the 100th issue featured some candid recollections by Kevin from his own pen, and tells of his rich and varied life. Kevin has spent all of his life in and around gliders, and has been an instructor for over 50 years, and has put a lot into gliding, but states he "has received a lot out of it, for which he is very grateful". For Kevin today, great inner satisfaction is gained in the form of many of his past students thanking him for the influence he has had over their lives.

Having sold his company, his retirement was to prove to be as equally as busy as his working life, with a 7 year project of a 53ft river cruiser, and his taking on some part-time work with an Adelaide engineering firm and was sent to Hong Kong to set up the company's display stand.

In 1983, Kevin was approached to become a member of the Southern Cross Replica Team, which first flew in 1987. He then partook in some flights around Australia and Tasmania to replicate some of Kingsford-Smith's historic flights.

During 1981-82, Kevin was approached by Adelaide Festival Theatre as a production Engineer for the Rock Opera, "Evita", which was to last some 30 months, and the set being moved to 3 locations throughout Australia.

In 1983 Kevin represented Australia in the VGC International Rally in Switzerland. Chris Wills very kindly allowed him to take his Rhonbuzzard from England and over the 2 months that he was in Europe, Chris introduced him to many friends in England, Germany and Holland, friendships that are still maintained to this day.

1980 and 1985 saw trips to Oshkosh, and in 2000, Kevin as part of a 5 member Australian team, attended the IVSM at Elmira, taking with them the Golden Eagle, which they then took onto Oshkosh to display there that year.

He visited the U.S.A. again in 1990 and again in 1996 to attend the "Fun in the Sun Air show".

With a move in 1989, Kevin relocated to Queensland after wrapping up the Southern Cross project, where he joined the Far North Queensland Soaring Club as an instructor.

In 1990 Kevin started building a "Sunbird" Ultra-light and it first flew in 1993.

2002 saw Kevin relocate back to South Australia on a permanent basis, where he re-established himself back with his old club, Barossa Valley Gliding Club, which have now named the airfield after him.

The **Regional Rally, Bendigo 29th October- 1st November 2005**, has seen considerable interest being shown over this Melbourne Cup Weekend. A number of Victorian members, along with Wal Stott and family from as far a field as Lake Keepit are also expressing an interest to attend, with Wal talking about bringing his Ka6, along with the possibility of Leigh Bunting bringing his GB2.

The Rally is to be run along informal lines, without tasks being set, unless requested by those attending on a daily basis. It will be a perfect opportunity to brush up on those cross-country skills early in the summer season, and enjoy a few days in wonderful soaring country. The Bendigo club are to hold a coaching course at that time, however it is expected that our activities will fit in well with the course. Catering will be provided by club members, and the clubhouse has excellent facilities along with hangerage, in addition to both winch and aero-tows being available. Lots of local attractions are within easy reach, as is Bendigo itself, being just down the road [is that an Australian "just down the road" one wonders? -Ed]

The **VGA Annual Rally, Bordertown 7th-15th January 2006**, has been confirmed that preparations are in full swing for this summers annual rally. There is

some building work going on in the clubhouse which should see more space in the kitchen and [more importantly] the bar areas. Club members are looking forward to the event, with Keith Nolan offering a wooden aircraft repair course during the course of the rally, naturally all are welcome to these events.

Issue 100 also celebrated the 100th birthday anniversary of Martin Schempp, 23rd March 1905-9th July 1984, by Peter Selinger, and highlighted much of the achievements of Martin's rich and interesting life, along with his association of people such as Wolf Hirth and Hawley Bowlus, and his many achievements in the gliding industry.

Six representatives of Vintage Gliding Australia, made the long journey to IVSM 2005, held at Harris Hill, Elmira, New York State. They were Alan and Lorna Patching, John Ashford, Dave and Jenne Goldsmith, and Hans Prem. The "Aussie Team" whole heartily immersed themselves in the proceedings, and presented Australian cuisine (?) during culture night, vegemite sandwiches [of course, as we all know here, marmite is far superior! -Ed], and Fosters beer! Needless to say it all went "down" well, both of which seemed to be popular! The Tee Shirts and stickers sold well, and Alan Patching collected a wonderful stained glass GFA (Gliding Federation Australia) Logo, a present from the Vintage Sailplane Association to the GFA.

On behalf of the Aussie team, John Ashford presented signed cardboard primary glider models to other international teams that were present. During the week, John Ashford, along with David and Jenne Goldsmith, drove down to Washington D.C. to visit the Smithsonian's National Air and Space Museum, along with the Udvar-Hazy Centre at

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INTERNATIONAL NEWS

Dulles Airport. Words cannot describe these two museums, which are referred to as "America's Hanger", and are the largest collection of air and space memorabilia in the world. The IMAX presentation on constructing the Space Station was worth the trip in itself, perfect 3D only a foot from your eyes! They were also impressed at the clever way in which the sailplane exhibits were featured throughout, in key positions, and complementary to other "big" displays.

The Aussie team also made a visit to the Glenn H Curtis Museum at Hammondsport, not far from Elmira. This was a fascinating museum dedicated to a legendary aviator, who was hot on the heels of the Wright brothers. Apart from achieving (at that time) being the fastest man on earth with a V8 Motorcycle at 138mph in 1907, he also built the world's fastest aeroplane in 1909. The museum includes designs such as the JN4D Jenny, and P-40 Kittyhawk (Curtis Wright built 28000 aeroplanes between 1939-1946). The Museum concentrates on the pre-WW2 era, and allows visitors to spend time in their extensive workshop featuring wooden construction techniques.

Hans Prem won a daily prize for a flight in a Schweizer 1-26E, the award being for a height award, at 6500ft. He kindly donated his prize to the Vintage Times raffle.

Overall, the team regarded the whole experience as being well worthwhile, despite the long travel times from Australia with jet lag etc. Jenne went from "never again!" to "maybe in another 5 years!" after only the first few days at

Elmira! Friendships and contacts within vintage gliding worldwide were made and renewed. Fascinating sailplanes not normally seen in Australia were inspected and in some cases flown, and they would like to thank Vintage Gliders Australia, and the Gliding Federation of Australia for their support for the team to IVSM 2005.

There is news of a new member, Ken Ueyama of Japan, who is bringing to Australia an Olympia and a T21, which will probably be based at Tomumwal, and are expected to arrive late October.

BRITAIN

News from the VGC centre at Lasham.

An Inspector felt that he could not give C.Wills's 1937 Schleicher built **RHOENBUSSARD, BGA 337** a Cof A unless its cable release cable was re-routed more directly to the release hook. It had been, as it was before, for many, many years. The work has now almost been finished By Keith Green and Richard Moyses as of late August and it is hoped that VGC members at Lasham may be able to savour the delights of thermal soaring in its open cockpit, in this hottest of English summers. Its instrument panel has been reduced in size and depth to enable pilots to get in and out of its cockpit more easily. The work on this recently restored glider by the late unforgettable Ben Cooper of the Newbury Aeroplane Company, has been going on for at least two years at Lasham. This sailplane was

once the pride and joy of Joan Price before the war, and of Frank Foster, after the war. It deserves to be flown but CW is glad that it is now almost finished.

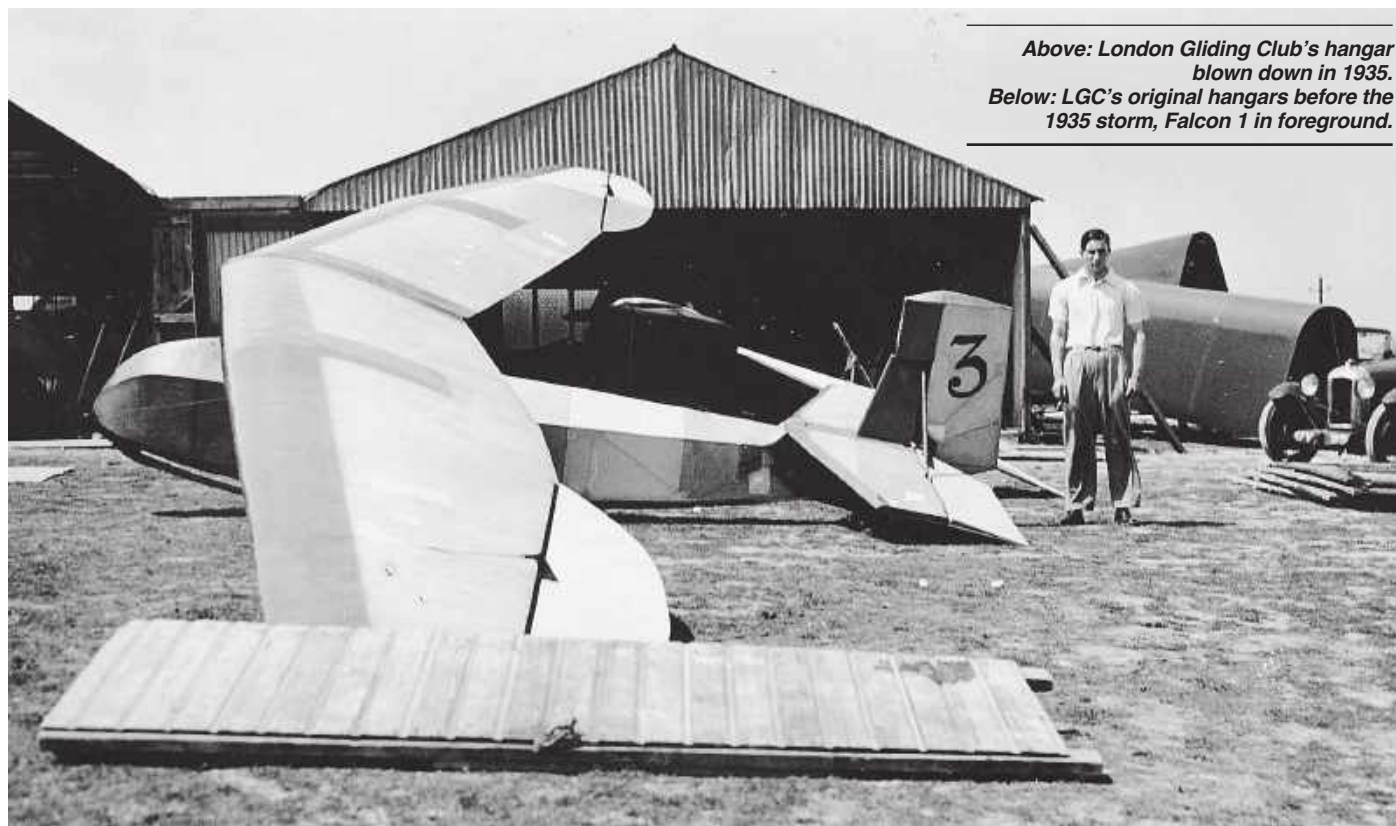
News from Wycomb Air Park, Booker.

THE KITE 2 BGA 751, with the Skylark 2's fin and rudder. This has been restored by ROBIN WILGOSS with assistance of our group at Wycombe Air Park. As of late August, BGA 751, which received its first BGA Cof A in April 1956 is all ready except for painting. It represents hours of work by Robin. It has two canopies, one of which is open. We hope that it will be finished in time to give Robin experience of flying it in this year's very hot summer thermals.

THE LUNAK BGA 4286 has been finished with new fabric covering and a new paint scheme by GRAHAM SAW. It is now a little heavier but it is stronger for aerobatics. The LONDON GLIDING CLUB in spite of very severe Air Space Restrictions, (because of Luton's airport,) on one side of the club's Flying area is about to have a large new hangar built on the site of The club's original club house which was a WW-1 hut. It has been there for so many years that it was part of the scenery and was the club house until 1935, when Kit Nicholson



*Above: London Gliding Club's hangar blown down in 1935.
Below: LGC's original hangars before the 1935 storm, Falcon 1 in foreground.*





Top: The new Kit Nicholson designed LGC clubhouse and hanger under construction in 1935
 Above: inside the old LGC's clubhouse.
 Left: the old LGC clubhouse now under sentence of death.
 Photos Doc. Slater via Chris Wills



Photo's show Ted holding cake by Scud III, and original photo showing damaged glider after the spinning accident in 1936.



designed a new one for the club using much Bauhaus influence. Among good flights in vintage sailplanes this year have been two flights by GEOFF MOORE in his Mu 13D-3 BGA 2267 when he flew it on Sunday the 1st August, in very good thermal conditions from the LGC to Lasham to collect the Plate, which is awarded for flights between Dunstable and Lasham and vice versa. He then flew the Mu 13d-3 back to Dunstable. The flights were by very round about routes and so the total distance might have been 150 km. We understand that the Mu was accompa-

nied by a KA-7 for much of the way but the KA-7 found it hard work to keep up with the MU!!

Ted Hull has bought a new glider!! This is the Miechta 7 (Dream CW) otherwise known as the Russia-2, from Lasham. (We are trying to decide whether this ultra small and light Russian fibreglass sailplane is vintage or not!) Derek Piggott completed a 500 km triangle in it during the 2004 National Gliding Contest at Lasham. Ted now has his Breguet 905 "Fauvette" for sale. He also owns a 1935 SCUD 3.

From Ted Hull, who held a 70th birth-

day party on the 8th August 2005 at Dunstable to mark the anniversary of the first flight on the same day in 1935 of the Scud III. 35 people attended a cheese and wine party to mark the occasion (*and share the cake? Ed*)

The glider was badly damaged following a spinning accident at Dunstable 1936 and was subsequently rebuilt by Ron Clear at Dunstable in that year.

We have heard that our member, and author of many superb books on our gliders, MARTIN SIMONS has had to have a quadruple heart by-pass in the Adelaide (South Australia) hospital at the beginning of August. We have heard that he has come through it well and he is now convalescing with his daughter in Melbourne. We send him our very best wishes for a complete recovery.

CZECH REPUBLIC

THE CZECH SAILPLANE LG-125 "SOHAJ 2" (Friendly Countryman). In the traditional aircraft factory at Otrokovice (Southern Moravia) sailplanes and light aeroplanes of the type ZLIN have been built since the 1930 s. The firm was a branch of the Shoe Factory "BAT'A". Already during the Second World War, a young designer Ladislav Marcol was working on the design at home on a training sailplane similar to the Grunau Baby. After the successful first flight of the prototype during the summer of 1945, 300 of the type known as the Z 24 "KRAJANEK" (Happy minstrel) were built.

In December 1946, the Design Group LG, under the direction of Ladislav Marcol, started designing an entirely new type. The goal was to produce a stable, problem less in operation, high performance sailplane. The production of the prototype, which was known as the Z-25 "SOHAJ" (happy swain (Labourer?)), was finished in April 1947 and tests revealed very good characteristics for training and for high performance flying. The elegant, characteristic, rounded lines made an aesthetic impression, which also were noticeable in the following types Z-124 "Galanka", LG-125 "SOHAJ 2", LK-425 "SOHAJ 3", LG-130 "KMOTR" and VSM-40 "DEMANT" DURING THE YEARS 1948-1949, 101 Z-25 s were built. Of the new version "LG-125" LG-125, which was also known as the Z-125 or VT-125, which was built in 1949 seems superficially to be the same as the previous version. However, completely new is the method of fixing the wings to the fuselage. Also, behind the skid, a landing wheel has been built in and the cockpit canopy could now be opened and closed sideways. Of this version, 151 were built during the years 1949-1951, and at the Orlican works (previously Mraz,) in Chosen (previously Chotzen) 126 were built during the years 1950-1951. At that time in Czechoslovakia, the Z-25 and Z-125 were in widespread use, so that a great number of National Records were flown in these types. The type was known internationally as part of the production was exported to Hungary, East Germany, Bulgaria, Poland, Belgium and Rumania. With the advent of laminar low wing profiles, a laminar flow profiled wing was built on to the original airframe and a prototype known as the XLG-225, was finished and flown in 1952. It's max. L/D was 1:31 but only

one of them was built.

In the Czech Aero Clubs, the Sohajs were standard equipment and gave problem-free service for many years. Through, an aggressive bureaucratic intervention, they were gradually taken out of service, and this meant in fact their elimination, so that the last of them were flown at the end of the 1960's years. In spite of the order for their elimination, it was possible to save some of them. After the altering of the political situation, it was possible to bring some of them back to life in 1989. With the possibility of them being restored by a professional firm, these aircraft could be brought back to airworthy condition after a 30 years' "sleep", so that today in Czechoslovakia, there is an airworthy fleet of one Z-25 and six LG-125 s.

LG-125 'SOHAJ 2' specifications

Wing Span	15.00 metres.
Length	7.13 m.
Weight	190 kgs (418 lbs)
Equipped Weight	295 kgs (649 lbs.)
Max. L/D:-	1:26.
Min. Sink:-	0.72 m/sec at 67 kph.
Minimum Speed:-	54 kph.
VNE	200 kph.
Design Strength	+ 9.4 g. -5.4 g.

DATA FOR THEIR LG-125 "SOHAJ 2" (at RANA).

BUILDER. Orlican n.p. (Today's Schempp Hirth s.r.o, Chocen).

Build Year 1950.
Registration(s) OK-0737,
after 1994 OK-0937.

Production Number 530

Owners 1950-1970. Aeroklub Skutec Then, it was taken out of service.

1994-2003 Aeroklub Skutec, F-Air Benesov. Since 1973. Zbicek Bican -Aeroclub Rana (LKRA.)

Restoration. 1993 by AERON Brno -Medlanky.

It has again been in service since 1994.

CZECH RECORDS

FLOWN IN THE SAILPLANES LG-125.

Free Distance. 8,8,1953 by Zdenek Volf 477 km. Vrschlaby- Bessenroete.

Goal Flight. 28.7.1956. by Franticek Svinka 404 km. Vrschlaby-Varsava (Warsaw).

Out & Return 6.7.54.. Jaroslav Holland 348 km. Medlanky-Tocna- Medlanky

ABSOLUTE HEIGHT. 8.6.54 Bohumil Docekal 9,325m Medlanky.

GAIN OF HEIGHT. 8.6.54.. Bohumil Docekal. 8,715 m. Medlanky.

SPEED AROUND A 100 KM TRIANGLE. Jindra Pausova. 69.288 kph Rana-Roudnice-Kladno-Rana

SPEED AROUND A 200 KM TRIANGLE 24.9 1955 Vladislav Zejda. 66.3 kph Medlanky-Mor.Trebova-Pribiclav-Medlanky..

SPEED FOR A 100 KM GOAL FLIGHT Zdenek Dedek..103.050 kph. Plzen-Tabor.

SPEED FOR 200 km GOAL FLIGHT-

Zdenek Dedek 78.336 Kph- Plasy-Chosen.

SPEED FOR A 300 km GOAL FLIGHT.

22.4.1956 Karel Ramharter 66.800 kph Tocna -Nitra

MAXIMUM DURATION- 21.4.1955. Jindra Pausova 9 hours- 3 Minutes.

BY JIRI LENIK IN JANUARY 2005.

CW Has large 3-view drawings of SOHAJ 2 available.

JIRI, apart from working on the Czech/German Hols der Teufel, has been restoring a KRAJANEK at Rana. It is intended to finish it in the old varnished plywood and transparent doped fabric style. This will mean that there will be three airworthy Krajaneks. Two of them will be in the Czech Republic. The third is in England (at Wycomb Air Park- Owner- John Dredge)

DENMARK.

Every Tuesday, JOHANNES LYNG, and his group of Danish Vintage Glider enthusiasts are meeting to work on vintage gliders at the Danish Historical Gliders' workshop at BILLUND. They have recently completed the superb JASKOLKA that was participating with two other Jaskolkas at our International VGC Rally at Eggersdorf. They are working now on two SG 38s, without nacelles. One is to be for themselves, the other will be for an Aviation Museum. The main wish of the Danish Vintage Gliding Club is to have a hangar at the Danish National Gliding Centre in which to keep their aircraft. At the moment, their vintage gliders (14 to 15 of them are airworthy while another 20 are not airworthy) are having to be stored at some cost in various farm houses near Billund in central Jutland. Every effort is being made to obtain finance for this hangar. The HUETTER 17A. Although this aircraft was flown for the necessary 25 hours and came through all the mandatory tests two years ago, and in spite of many letters to them, the bureaucrats have felt unable to grant it yet even an Experimental C of A.

We wonder whether these people know that H.17A s have been flown and operated successfully in Britain, Australia and America for some time?

No decision has been made yet concerning the KRANICH 2B-1 that was received last year from Sweden by our Danish group. We hope that it will be found possible to restore it. Work on the MU 3D2, OY-MUX, is still going slowly ahead. At time of writing, mid Septem-

ber 2005.) our Danish Group is preparing for, and looking forward to, their annual Slope Soaring Meeting over the sand dunes of LONSTRUP.

FRANCE

From a letter dated 27th of June from Patrick Renaudin, who owns the BREGUET 901 F-CCCG. He says that during the last few years, he has become less involved with gliding, as some people in his club did not understand old gliders. So he has left them as he is still a fan of old gliders. He has recently discovered the surviving wings of the MINIMOIA Werk Nr. 206 ex. F-CABL. (CW believes that the French were flying four Minimoias which were among a fleet of other gliders which they took from Germany after 1945). Alas, these wings were stored in very bad condition for 30 years and they have collapsed on themselves through glue failure, due to their own weight, right down to their main spars. Even the spars have become unglued and

have de-laminated. That is why the Port wing has had to be taken back to his home in two parts. It is almost a small piece of a Minimoia that he has taken home but there might be just enough there for him to understand its construction. All will have to be rebuilt, but it will be a hard project. He is studying the project and would like to obtain maximum information. CW has already sent him a set of A-4 size 1 Minimoia 36 drawing plans and he has also been sent the names and addresses of those building Minimoia's, who have superior drawings as well as the address of Laurie Woodage, our archivist, who is believed to have the superior Minimoia plans on disc.

Patrick said that he would be at Eggersdorf without a glider as he does not have an enclosed trailer for his Br 901. He had hoped there to meet those of our members who are connected with Minimoias. Patrick has a huge task ahead of him and CW urges our members to give him maximum assistance. His address is :- Renaudin Patrick, 69 rue Josef Thierry, 37230 LUYNES, France e-mail:

renaudin01fr@yahoo.fr. We congratulate him for having such enthusiasm.

LATE NEWS FROM PATRICK DATED 15th August 2005 says that he could not go to Eggersdorf due to big trouble with his car which was almost new (only 40,000 kms on the clock). A mechanic told him that it was the gear box and he had to wait one week for a new one, and a few days more to have it installed. It was too late for him to get to Eggersdorf and back. So, he improvised a journey to visit Bob Persyn who is building a new Minimoia in the Netherlands. Bob is well advanced with his Minimoia, but has no workshop of his own and has to look after his wife who is ill. Probably, these are the reasons why he has not yet finished the Minimoia. Patrick was able to grasp what a problem it will be for him to build a new Minimoia. He could get no reply from Mathias Voest at Landsberg but he did receive a kind letter from Sascha Heiser in Potsdam. Both are involved building new Minimoias. Patrick has succeeded in buying the "VMA 200 MILAN" ("a French WEIHE) Factory number 27, registered F-CBGM, which is in rather good condition but needs restoration. He has discovered that in the Victor Minie Aviation (VMA) Works Numbers 1-32, only the last was a real "MILAN" built completely by VMA, Numbers 1 -11 were real WEIHES collected in 1945 Germany and they were put into operation in France at once. The others, numbers 12 -17, were built, or repaired, during 1948- 1949, and there are uncertainties about Numbers 18 and 19. He is doing research about all those WEIHES and MILANS and will give us correct information when it is confirmed. Where are they now? No 3 is the WEIHE at Angers and it is now on static exhibition.

No. 25 is owned by a friend. Its wings are in bad condition but they can be rebuilt.

No.27 is the one that he (Patrick) has bought. No. 28 is in airworthy condition. This is F-CBGM and it is owned by Jacques Boulanger.

No.30 F-CBGR is hanging up on static exhibition in the Le Bourget Musee de l'Air et de l'Espace.

Patrick has heard of another one which belonged once to Prince Bira of Siam but is reserved for the Museum at Fayence. This was one German built and



Above left: The worst wing of Patrick Renaudin's Minimoia. Left: Patrick Renaudin has saved this Minimoia wing. Photos: via Chris Wills



Left: Patrick Renaudin's Milan wing, note the old cars.

Lower left: Patrick Renaudin's Milan fuselage in France. Photos: via Chris Wills



its Werk No. Is 000376, BGA No.489, G-ALPL, taken abroad (from Britain) by its owner, prior to September 1951. (information from British Gliders, a Mersey Aviation Society Publication by Phil Butler.) This makes the total in France of 6. Two are in Museums, One is airworthy and three are to be restored. With his brother, Patrick is buying the Breguet 904 No.8 from Guy Hamon.

GERMANY

We announce that the new extension to the German gliding museum with model aircraft on the Wasserkuppe will be officially opened early in 2006.

We have heard from HERMANN BEIKER from Hamburg that he has finished ply covering both the wing D-boxes of his Spanish AISA built WEIHE. One wing is now 50% complete. The other wing is 80% complete. The fuselage and tailplane, fin and rudder have not yet been started. The condition of this Weihe, which was once registered EC-RAM, was so bad that the

whole structure is having to be built again. It is a true labour of love and we admire Hermann for his effort. So far as we know, AISA built 10 Weihe's. If there were any more in Spain, perhaps they were imported from Germany during the war. The 1938 DFS WEIHE EC-RZZ was certainly imported from Germany in about 1943? After flying Spanish National records, this magnificent aircraft was wrecked by a pupil on the slope of Huesca.

So far as we know the KRANICH 2B-2 D-0021, which was severely damaged at a Club Open Day, when it stalled and turned over while landing down wind, is not yet being repaired. The young man, who had the accident, now owns it and perhaps he and a friend mean to repair it during the autumn and winter. This Kranich 2B-2 was one of those built during the war by MRAZ and there are not many of these left from the greatest of all Kranich 2 production runs. Jochen Kruse had owned this glider. We fervently hope that it will be repaired. There is now only one KRANICH 2 left flying in Germany. This is the Spanish built (in 1948)

aircraft belonging to the Michael Diller Support Group for old gliders. It is registered D-8504. It belongs to the Verein zur Foerderung des Historischen Segelfluege or the Oldtimerfreunde Donauwirth Stillberghof. The Kranich 2 was slightly damaged during an off field landing. It was thought to be going to a beautiful green meadow but it turned out to be a field of corn. A wing tip was damaged during the ground loop but it should be repaired by now. The group took part in the Hahnweid Air Show when their CONDOR 1V was flown before a crowd of 100,000 people. We wonder whether there was any lift over them, but then gliders at air displays are usually not allowed to use lift? Another glider taking part in the Hahnweide flying demonstration was the MINIMOA from Kirchheim Teck. This aircraft was originally restored by Southdown Aero services at Lasham. Also taking part in the gull-winged sailplane fly-past was the Mg 19 "STEINADLER" of Mario Sells. The Hahnweide Air Show takes place every two years.

The KRANICH 2 D-6048 at Achmer is still thought to be grounded through internal club politics but is known to be such a masterpiece of restoration that it should be considered as a candidate for one of the wonders of the world.

Their CONDOR 1V did have a wing tip and skid damaged through a ground loop while being landed at an air display but it must be repaired by now. Work is proceeding on their new REIHER 3's fuselage/wing area. If this is restored as their Kranich 2, it will be a wonder of the world. It is hoped that completion of this project will be in 2006.

The HORTEN 1VA project is going more slowly. Assembly of the wooden wing main planes is about to go ahead at Sascha Heuser's workshop in Potsdam but before the assembly of the Wings, which would begin with the D-Boxes being constructed, metal fittings have to be attached to the forward sides of the main spars. There was a delay in finishing these metal fittings. The Lufthansa workshop in Hamburg was making slow progress with the welded tubular frame of the Centre Section. It is believed that there is progress building the metal wing tips. The above Horten 1V A report was written during September and so the situation may have changed by now.

Jochen Kruse has sold his beautiful CONDOR 1V (ex-BGA 2292) to Bob Gaines in the USA. (Sic transit Gloria Mundi). This Condor 1V was the second prototype, which was built by Heini Dittmar's own hands in 1951/52, to be flown as a single seater by the Egyptian Kamil Hassan, in the 1952 World Gliding Championships in Spain. Heini certainly put all his love and time into it. The Swedish 1944 built KRANICH 2B-1 BGA 907 has gone to Germany after being stored for very many years by David Braham. It was going to be used to repair the KRANICH 2B-2 D-0031, but was found to be a different version and in too bad a condition. It is hoped that its restoration will be taken on as a long term project by our group at Eggersdorf. It does not have a rear canopy (but we do have drawings for it CW) and no main wing pins.

We have not had any news of the new MINIMO 36 at Landsberg am Lech which was/is being built by MATHIAS VOEST in his spare time. We think that it must be nearly finished. It represents a great effort my Mathias Voest.

His address is :- 56899 Landsberg am Lech, Haldenweg 12. D.

We have no telephone number for him. We have no news from WEISSENBERG concerning the reconstruction of the MU 13D-3, which they obtained from Francois Ragot at Saint Auban. We gather that they have made great progress with its wings.

We have just heard the news that Jens-Christian Henke has bought the RHOENSPERBER D-9025 from Otto Grau. Otto had painstakingly built this masterpiece of an aircraft some years ago, Otto has still the Goepingen 1 WOLF, D-9026, which he also built himself before the Rheonsperber. Both these sailplane types originally saw the light of day in 1935. Jens-Christian has already flown the Rhoensperber on one flight of two and a half hours in thermals.

IRELAND

THE 2005 IRISH NATIONAL GLIDING CHAMPIONSHIPS

Olympia wins against the fibre glass phalanx!

These were held during last August at Birr in the centre of Ireland, in the county of Offaly. There were fifteen to twenty sailplanes from the North (Ballena) and the South (Eire) taking part at this centre of Ireland site.

All the sailplanes entered were of fibreglass construction, except for one, an EoN Olympia 2B which was flown by Seamus Cashin, who flies from Kilkenny.

The EoN Olympia 2B, because of its high handicap, and the weak thermal conditions, and because of Seamus's expertise, went on to win the championships by staying up when no other gliders could stay in the air. One of its best flights was a 140kms triangle. Seamus said "I didn't win, the others let me win". For his Irish Contest achievement Seamus was awarded the Ken Mellor Trophy.

His much loved Olympia is the last vintage glider with a CofA in Ireland. This is because the damp weather conditions are not conducive to the long life of ancient glues and because the Irish now have so much money that they can manage to buy fibreglass sailplanes.

We are trying to persuade Seamus to bring his Olympia to France for the 2006 International Vintage Rally.

The traditional Irish Vintage Glider Rally on the West Coast at Kerry did not have good weather this year. Seamus managed fly over 60 hours at Kilkenny last summer alone, and is thinking of

buying into a Diamant syndicate. His EoN Olympia was one of the last built at Elliots of Newbury (in 1960?)

We also believe that the famous Irish vintage aircraft enthusiast and airline pilot J.J. Sullivan, has removed the kite 2 from the Dublin and may be restoring it. (CW)

JAPAN

Vintage Glider Meet in Japan

(photo and text by Yasuhiro Yama)

Japan Aeronautical Association (JAA) usually hosts the Sports Aviation Air Show every year. This year it was held on 23/24 July at Sekiyado Glider Port in Chiba prefecture, north of Tokyo and a total 58,000 spectators joined the show.

The program consists of flight demonstrations as well as a static displays of all kinds of Sports Aviation such as powered para gliders, micro light aircraft, sky diving, pure gliders, motor gliders, light aircraft and model airplanes.

It was the first trial to display and fly the vintage gliders in this air show. Three Japanese gliders which were designed by Mr Isao Horikawa who is now 88 years old and three foreign vin-

Below: Fokke Wulf Weihe 50 was displayed at the field, with hot air balloons.
Bottom: Schempp Hirth SHK in good condition, also displayed.



Slingsby T51 Dart was imported 40 years ago. Unfortunately no longer airworthy.



Hagiwara H-22 two seat secondary glider and designer Mr Isao Hagiwara (right)



H-23C two seat soarer doing demonstration flight



H-32 single seat soarer showed high performance flight.



tage gliders were displayed. The gliders displayed were Hagiwara H-22 two seat secondary glider, H-23C two seat soarer, H-32 single seat soarer, Slingsby T51 Dart, Schempp Hirth SHK1 and Fokke Wulf Weihe 50. Of these gliders the H-23C and H32 made a demonstration flight in formation and many spectators remembered good old days when they flew these birds.

The T51 Dart was imported by JAA in 1965 but currently is not airworthy and kept in a trailer at Sekyado Glider Port. The remaining two vintage gliders are owned by Mr Honda and both are in airworthy good condition.

This event attracted many spectators and it was a good opportunity for the people to know about vintage gliders. I hope the number of vintage glider enthusiasts will be increased in the future.

POLAND

Zbigniew Jezierski and his ZJASKOLKA was the only Polish entry at Eggersdorf. We were amazed that there were two other Jaskolki there from Denmark and Belgium. There would have been five there had the one from England been brought. So, a type that was thought to be a few years ago almost extinct has suddenly reappeared with a vengeance. Another good one is in Holland, while another may be going to be restored in two years' time in South Africa. Zbigniew reports that the two new SALAMANDRAS were not ready in time. The one at JEZOW could not be finished as the firm had much other work restoring wooden gliders. The Salamandra at GLIWICE is almost ready and may be finished before the one at JEZOW. It just needs some metal fittings.

The work on redesigning the PWS 101 is going to be started during this autumn. Some drawings for a model have been received from MARTIN SIMONS and these will be of great help. An attempt to locate PWS 101 drawings in the National Aviation Museum at Ottawa has not yet born fruit as the museum was having some repairs done and could not get at its archives! There was a rumour that Wacław Czerwinski had with him the PWS 101 drawings in Canada during the war when he was designing the HARBINGER C-FZCS, CF-ZCS (with Beverley Shenstone), and we had a thought that when the HARBINGER was put in that museum, Czerwinski might just have left its drawings and those of the PWS 101 there too. As the museum has

the HARBINGER only stored and not even on view, it is a pity that it could not be sent to Poland to be restored to flying condition as a last airworthy example of Czerwinski's sailplane design work! But this can only be a dream..

Meanwhile, no progress has been made towards obtaining copies of the Polish ORLIK drawings from the Belgrade Museum. It would need someone to go there to try to obtain them. A recent British visitor to the Polish Air Museum's store near Krakow could not see the RHEINLAND. We wonder if a step has been taken to restore it?

In OCTOBER, a lorry is going to leave England for Poland. In it will be components to build up a T.21b for GLIWICE, so that their members can experience some "real flying" and also, the FAUVEL AV 22 two seater flying-wing of Ian Dunkley, which is to be done up at JEZOW.

During the first half of September, Zbigniew motored over 700 kms along appalling Polish Roads, to spend a long weekend at BEZMIECHOWA, that most holy of Polish Gliding Sites. There is the possibility of holding a Polish Vintage Glider rally there in the near future and a new hotel has been built on the hill as the premises of a Bezmiechowa University Gliding Centre

The site was first noticed in the summer of 1928 by Wacław Czerwinski while he was visiting some friends, Mr Czerkawski and his wife, the owners of Bezmiechowa. In January 1929, there was a second expedition there with Szczepan Grzeszczyk and others, and flew Czerwinski's CW-2 and CW-3 gliders. In 1932, the site became the most renowned Mountain Gliding centre in Europe, and students of LWOW University formed a club there. During 1932, the Lwow Aero Club announced that the site was a permanent Gliding School operating under the auspices of the Polish Aero Club. As it expanded, it attracted more and more gliding enthusiasts from Poland and abroad and many of the Polish pilots later took a very active part in defending their air space during the initial WW-2 period. After 1945, due to the decision of certain well known politicians at Yalta, the Polish frontier with the Ukrain was altered to a position very close to Bezmiechowa, and cut the site off from Lwow, from which many of the students from its Polytechnic came. Thus, in 1939, all gliding from Bezmiechowa ceased, and its equipment was transferred to Krosno by the occupation forces. Only now is it being reviv-

ified, again with University students, but not yet, unfortunately with those from Lwow, with which there is still no contact.

SWITZERLAND

From Daniel Steffen, Lucretia Hitz and Willi Schwarzenbach

The Swiss Museum of Transport and Communication opened on 1st July 1959 and quickly became Switzerland's most popular museum recording close to 22 million visitors by 2003. The museum is located on the Lake Lucern. A century flood damaged some exhibition halls in August 2005. Rare and valuable vintage cars, motorbikes and trains were standing several days in the water and the mud. Photographs and documents were destroyed. Ursula Fischer of the museum confirmed us, that the Aviation Hall and the documents of this subject remained intact. We point out that this hall contains



Top: Flood damage at the Swiss Museum of Transport in August 2005.

Above: Spyr IV HB-336 at the 3rd International Vintage Glider Meeting at Gruyère (Switzerland) in 1975. F. Maurer

Below: Launching place on the Churer Joch at 1,900 meters over sea level. Hansruedi Dällenbach

some interesting vintage gliders: Chanute hang glider (1933), WF-7 HB-32 (1934), Spyr IIIb HB-112 (1936), Spalinger S21 HB-307 (1942) and GBMZ primary HB-362 (1941).

Chris Wills asked in the last VGC News if anyone knows what happened to the Spyr 4 HB-336 which was brought to several International VGC Meetings. The actual owner Urs Villiger told us that the main work of a complete restoration is finished and a new modern trailer is already bought. So we are confident to see this fine machine back in the air one day.

A bungee-launch event took place on the Churer Joch (1900 meter over sea) on 27th August 2005 in order to celebrate the 70th year of the Gliding Club Bad Ragaz. This event should revive the tradition of bungee launches in the Alps and especially in the Grisons. Bungee launch was a common launching method in Switzerland before and during the Second World War!

Safety first. Therefore two trainings days took place on the airfield Bad Ragaz at the weekend before the event in the mountains.

The launching place at the Churer Joch was a perfect field (almost a green



Above: Spalinger S 21 M HB-308 before a bungee launch at Davos-Parsenn (Grisons) in September 1941. Franz Schuler





*Above: Grunau Baby HB-234 of the Amical du Grunau Baby which was constructed in 1937.
Above: The Karpf Baby HB-494 of the Oldtimer Club Schänis celebrates this year the 50th anniversary.
Left: Willy Fahrni briefs the pilots and bungee crew on the Churer Joch.*

Below: Silvio Polla controls the ULF-1 (Ultra-Leicht-Flugzeug) which was constructed by his grandfather Egon Polla. The ULF-1 was designed in 1977 by Heiner Neumann and Dieter Reich. Photos: Hansruedi Dällenbach





prizes. The Huetter H.17A won the most popular prize. It was always seen at the top of every thermal. (this was one of two Huetter H.17A s that were built by John Lee. The other is with Will Stoney in Italy CW). You ask about the Rhoenbussard that went to Dean Bradwell. This was the one that Max Mueller sold to Ted Hull, who modified its short span ailerons back to original form. He finally sold it to a Dunstable syndicate among which was Francis Russell. (CW) From this syndicate, it was sold to America. It was then sold to Jerry Wenger and it is in the process of a complete restoration. Actually much of the Bussard will be built

new. The old machine is being used as a pattern. At the IVSM, Dean Carswell, SSA President (and former Brit) noticed that I had the British Flag Upside down and the distress signal was seen and help was en route. So I now know the correct method to secure a flag to a pole. On the next day, a US Flag was waving in the wind and it too was upside down. But this error was quickly corrected.

In 1946, Jinny Schweizer stood by her red Kirby Kite for a photo. For years, the SSA sold large prints of this pose. So two weeks ago Jinny agreed to do it again with my Kite. It was fun to relive the event from so many years ago. ■



Left: an American Classic, a Schweizer 2-22
Below: prize winning Baby Bowlus of Geoff Byard

of a golf course). Unfortunately the weather on the last August weekend was not perfect so that only eight launches were realised:

Willi Weiblinger	Mowey III HB-304
Roman Felix	K8B HB-880 (perfect restoration)
Silvio Polla	ULF-1 (Ultra-Leicht-Flugzeug designed in 1977)
Fritz Zbinden	Moswey III HB-485
Jean-Pierre Potz	Grunau Baby HB-234
Beat Huber	Karpf Baby HB-494
Lilly Grundbacher	K8B HB-701
Peter Urscheler	Fauconnet F-CDLC

Due to the weather all flights were short. The safe landings took place in the new town of Chur.

Despite the very British weather the atmosphere was fine and the launches in the mountains were impressive. All pilots and visitors hope that this was not the last bungee launch event in the Swiss Alps.

USA

from a letter from Bob Gaines dated 7th September, 2005.
Extracts concerning the 3rd IVSM at Elmira last August.

Jan Scott rang the Cowbell in perfect fashion. We had six days of perfect weather, so everyone got plenty of flying. The Harris hill Club kept three tow planes very busy. Geoff Byard, with his beautiful Baby Bowlus and Dean Kramer with his 1942 CINEMA B took top



Below: Jinny Schweizer and Kirby Kite recreate a 1946 photo

A very famous Kranich



DUE TO CIRCUMSTANCES BEYOND HIS CONTROL, CW has had to sell his KRANICH 2B-1 BGA 964 (Fv8226 SE-STF) to the Swedish Veteran Glider Pilots (The Old Foxes), who have been trying to obtain it for seven years. They will keep it rigged in the Swedish Gliding Museum's hangar at Alleberg, and as they own it, they will be able to take it out of the hangar and fly it whenever they wish, so long as it has a C of A. At the moment, it has a BGA CofA for this year, which was kindly given it by Graham Saw at Eggersdorf in August.

BGA 964 was one of 35 Kranich 2B-1s which were delivered to the Royal Swedish Airforce (the Flygvapnet) by AB Flygplan, during 1943/1944. We never saw a Log Book for it while it was

in Military use. During the 1950s, she was sold with all other Swedish military gliders to the Swedish Civilian Clubs. Perhaps the Flygvapnet found that they were not economic to own? BGA 964 was the only two seater glider owned by the Stockholm Gliding Club which, perhaps due to the stable sea air, only could use her for circuits. During her time there, she only had two flights of over 20 minutes duration (the Log Book for this time still exists). During 1960, she was imported into England, together with two other Swedish Kranich 2B-1s BGA 907 (ex Fv 2814..SE -SPT) and BGA 1092 (Fv 8204 SE- SPN). After the accident at Thun in 1979, BGA 1092 remains eventually arrived at Achmer and was, with BGA 1258, built up as the Kranich 2 D-6048, which is at present

superbly restored to airworthy condition but is not flown at present due to club politics.

BGA 907 was imported for the Norwich and Norfolk Aero Club in 1960 (approx) and was awarded a BGA CofA. She then went to the West Country (RAF Locking Weston Super Mare) and then to St Athans in South Wales. She was rescued by Russavia after 1963 and has probably never flown since then. It is now in Germany and may be going to be restored to airworthy Condition (we hope) at Eggersdorf. This will certainly take some time. This was the very Kranich 2 that Bengt Mickrander flew with back parachute for his five hour Silver C duration, which lasted 8 hours as he did not have a watch!

During the early 1960s, a large



Top: At Eggersdorf, BGA 964 was awarded 2nd Prize (Silver) in the Concours d'Elegance section for two-seaters. Above: CW leans into the rear cockpit of 964 at the 2001 International Rally. Top right: the Kranich hill soaring at IVSM Elmira in 1995.

Swedish pilot decided to have a last flight in a Weihe, which had been left out in the rain. It was his last flight. During a loop, the Weihe's wing broke off and he was killed. Because of this the Swedish CAA banned all wooden gliders from further flying, (and some of them are still flying in Britain and America even now in 2005, Rather than burn them all, some were exported to Britain and America and some others were put in Swedish Museums. Then followed the holocaust when 50 Swedish Weihe's, Kranich 2 Meises and Grunau Babies were burnt. May God protect us and our aircraft from further Governmental Department Civil Service over reactions. In about 1960, BGA 964 was imported into Britain by Godfrey Harwood to be a two seater for the Civil Servants' Gliding Club (CISAVIA) to be used wherever the civil servants needed. The first job was to be two seater for the Crown Agents Gliding Club at Farnborough. Here, she did many training circuits. PUPILS WERE EVEN SENT FOR THEIR FIRST SOLOS IN HER. At this time, its two wheel undercarriage was bolted rigidly onto her keel. Also, two worthies of the club decided that the scarves in the plywood on the fuselage were only half the width that they were supposed to be. The two worthies announced that this was probably "sabotage by wartime slave labourers" in Germany. Apparently they had failed to observe on the first page of its log book, that she had been built in Sweden and could not have been sabotaged. However, new fuselage plywood properly



scarfed was certainly a good insurance for her future existence. She was then sent to be training two seater at the Rocket Propulsion Establishment at Westcott. The CFI here was Derek Godfrey, who had flown Kranich 2s with the RAF in Germany. Here BGA 964 did still more circuits until a BGA Inspector during the 1960s wrote in her Log Book that in his opinion it was no longer economical to bring her up to C of A standard. Therefore, the Northern Aviation Society rescued her from almost certain death and stored her in a pig sty. Much later, Paul Williams was able to cheaply buy her and to store her on the property of Eric Rolph with the intention of making her airworthy. This he eventually did and she took part in the International

Vintage Rally at Sutton Bank in 1980. Much later, Chris Wills was able to buy her and to get her airworthy at the London Gliding Club, and to gain for it a BGA C of A granted by Mike Beach and other inspectors in 1989. Since that time, she was often flown in VGC National and International Rallies and even took part in the first IVSM at Elmira in the USA. She has now been sold back to her homeland and CW hopes that she will no longer be "worked" on circuits and that each future flight will last at least one hour. Long may she live airworthy!

At Eggersdorf, BGA 964 was awarded 2nd PRIZE (SILVER) in the CONCOURS D'ELEGANCE SECTION FOR TWO-SEATERS. CW. ■

NEW MEMBERS

Welcome to the following new members

2463 Malcolm Barlow	UK	2483 Klaus Czesny	Germany	2505 John Muir	UK
2464 Sarah Shinor	UK	2484 Claus Knoop	Germany	2506 Noel Anderson	USA
2465 Paul Herbert	UK	2486 Ulrich Muhr	Germany	2507 Lena Jakubs	UK
2466 Christopher Barlow	UK	2487 Ingrid Fritz	Germany	2508 Friedrich Engelke	Germany
2467 Vera Barlow	UK	2488 Beat Galliker	Switzerland	2509 Stephen Kittel	Australia
2468 Colin Barlow	UK	2489 Mike Farrelly	UK	2510 Edward Richards	UK
2469 Herre Klomp	Netherlands	2490 Agnieszka Agnes Gil	Poland	2511 Hugh Barnes	UK
2470 Dave Bax	UK	2491 Iwona Yuonne Spetana	Poland	2512 Christopher Robinson	UK
2471 Hugh Maddams	UK	2492 Andrew Anderson	UK	2513 Tony Kendall	UK
2472 Michael Sieber	Germany	2493 Jens Christian Henke	Germany	2514 Stefanie Gester	Germany
2473 Jan Mueller	Germany	2494 Dr Claudia Gallikowski	Germany	2515 Pertii Halinen	Finland
2474 Fernando Gargiulo	Uruguay	2495 James Nash	UK	2516 Jon Verrill	UK
2475 Neil Morley	UK	2496 Ian Walton	UK	2517 Norman Holifield	UK
2476 Frank Sangeleer	Belgium	2497 Bernard Botman	Belgium	2518 John Scott	UK
2477 Tony Honnor	UK	2498 Rob Temple	Netherlands	2519 Dave Bell	UK
2478 James O'Donnell	UK	2500 David Ochsner	USA	2520 Nikolaus Lechenbauer	Germany
2479 John Morgan	UK	2501 Marita Rea	USA	2521 Otto Seide	Germany
2480 Jim van Aalst	Netherlands	2502 Preston Burch	USA	2522 Thorsten Schnaubelt	Germany
2481 Max Fabian	Spain	2503 George Constantino	USA	2523 Stewart Renfrew	UK
2482 Frank Birlison	UK	2504 Dean Framer	USA		

The 33rd International VGC Rally FLUGPLATZ EGGERSDORF – MÜNCHEBERG



27th July – 6th August 2005

A report from David Weekes

What can one say. As a glider pilot in Britain, I am accustomed to our sport being of very little interest to the general public, and therefore having no political support. On the contrary the 33rd International Rally, held in Germany had widespread publicity, drew

large crowds at the weekend and had great support both from the local community and the State. The airfield is owned by the town of Müncheberg and during the Rally a reception was hosted by the Prime Minister of the State of Brandenburg. One cannot ask for better support than that!

None of this would of course have been possible without an enormous effort by the organisers, the Air Sports Association of Brandenburg. It remains

astonishing to me that not only are people and clubs willing to make such efforts to host the International Rally, but they even compete with other clubs and countries to do so!

The pre-event publicity had obviously been widespread – posters and notices were everywhere in the district and during the rally, the newspaper articles and TV coverage continued.

Where would the VGC be without such splendid people? The most notice-





able of the helpers were of course Heidi with her briefings and Marika with the weather forecasts. There were however many more in the administration office, the tug pilots, winch drivers, the tireless workers at the launch points and the hangar packing crew who all deserve our heartfelt thanks. Using the excellent (and cheap) Pod Kasztanami mobile restaurant, a veteran of the 2004 Gliwice International Rally was also a stroke of genius by the organisers.

Eggersdorf- Müncheberg airfield normally provides facilities for a mix of gliding, conventional powered aircraft, ultralights, model flying and parachuting. The main (mostly grass runway) is 2300 metres long! As a result there was ample space for winch launching (two twin drum winches) and aerotowing (four CT ultralights and a Wilga for the heavier gliders).

The final total of gliders attending the rally appears to have been 110, comprising 60 different types from 13 different countries with a total of 330 associated people from 21 countries – truly an

international gathering although sadly none of our friends from Japan were present. Also missed was Chris Wills, who was prevented from attending by poor health, although he was able to participate in the opening ceremony by telephone. We all hope that he will be in Angoulême next year!

On Thursday and Friday the 28th and 29th of July the weather was very hot and largely non-thermic. Only a few people rigged their gliders and flew (well the English are known to be accustomed to flying without thermals!).

The International Evening on Friday 29th July lived up to its well known reputation for exotic and plentiful food and drinks. My personal favourite was the

smoked reindeer offered by the unashamed Finns "Eat some Rudolf, take some Bambi" while the French "Potion Magique" was excellent – we must practice for Angoulême next year! I have at last learnt one lesson – don't accept too many spirits, especially Scandinavian ones, at the International Evening!

The night was marked by a violent thunderstorm, with amazing lightning



discharges. A few tents were damaged but in view of the number of trees blown down a few kilometres away, things could have been far worse at the campsite.

Temperatures dropped significantly after the storm, and there were excellent soaring conditions over the weekend. Rudiger Heins achieved 90 km in his Olympia Meise and the rally was visited



RALLY ROUNDUP

by thousands of spectators who were entertained both on the ground by the Fanfare Band, the Seelow Cannoneers etc and in the air by Christoph Zahn's brilliant aerobatics in the Habicht. Such public enthusiasm for vintage gliders is indeed wonderful to see.

The thermals were also very good on Monday and Tuesday (1st and 2nd August). Werner Tschorn achieved a splendid 217 km in the Weihe 50 and Frank Konsek spent 5 hours 34 minutes to take the duration prize in his Baby II. It must be said however that possibly the outstanding sight of the whole rally was to see Jiri Lenik soaring the magnificent Hols der Teufel primary for 1 hour 50 minutes and to over 1000 metres height!

Sadly, despite careful briefings and the provision of well marked maps by the organisers, the good soaring conditions also permitted several inexcusable breaches of the airspace around the airfield. We must hope that this does not have a lasting adverse effect on the relationship between our hosts and the air traffic authorities.

On the Monday evening there was an extemporised celebration of the Swiss national day and on the Tuesday evening the Prime Minister of the State of Brandenburg kindly hosted a reception for the rally participants.

On Wednesday the weather at last caught us, with constant rain all day and no flying. The airfield demonstrated an amazing ability to soak up water and many people took the opportunity to visit Berlin, the aircraft museum at Fürstenwalde airfield etc.

The soaring conditions returned on Thursday 4th August and Hans-Jürgen



Krause achieved 107 km in his Pirat. The afternoon's flying was however brought to a sudden stop by a heavy rain shower which threatened the airfield. By then many participants were de-rigging in preparation for some long trips home with their trailers. There was only half the number of launches made on the final Friday compared with the previous day.

I was one of the people with a ferry to catch, and therefore had to miss the final day's flying and the closing ceremonies and prize giving on the Friday night. It must be said however that the winners of the Concours d'Elegance (Jiri Lenik/Hols der Teufel, Christoph Zahn/Habicht and Gerd Rossow/FES 530D) were only representatives of many superb other gliders all of which deserved to be showered with praise for their condition.

And was the rally worth a 1200 km drive and ferry ride from England? Oh yes! ■




Glider types attending the Rally

Type	Quantity	Type	Quantity	Type	Quantity
1 2G	1	22 Grunau Baby III	6	43 R11-b Cimborá	1
2 ASK 16	1	23 Hols der Teufel	1	44 Rhonlerche II	5
3 Bergfalke II/55	3	24 Hutter H17	1	45 SF 27A	1
4 Bergfalke III/IV	1	25 Hutter H28	1	46 SF 28A	1
5 Bocian	1	26 Jaskolka	3	47 SG 38	1
6 Carmam M200	2	27 JS Weihe	1	48 Slingsby T13 Petrel	1
7 Condor IV	1	28 Ka 2/2B	5	49 Slingsby T21B	5
8 Cumulus 3F	1	29 Ka 3	1	50 Slingsby T31	1
9 DFS Habicht E	1	30 Ka 6BR/CR	7	51 Slingsby T45 Swallow	1
10 DFS Reiher III	1	31 Ka 6E	2	52 Slingsby T50 Skylark 4	1
11 Doppelraab V	1	32 Ka 7	2	53 Spatz A	1
12 Elfe S-4A	1	33 Ka 8B	2	54 Specht	3
13 EoN Olympia 2/2B	2	34 Krajanek	1	55 Spyr Va	1
14 Fauvel AV 36	1	35 Kranich II	2	56 Standard-Austria S	1
15 Fauvette	1	36 Kranich III	2	57 VT 16 Orlik II	1
16 FES 530 I/II	3	37 L-Spatz 55	6	58 WA 26CM	1
17 Foka 4	2	38 Lunak	1	59 Weihe 50	3
18 Foka C	1	39 Minimoa	1	60 Z 23 Honza	1
19 Go 1 Wolf	1	40 Moswey III	1		
20 Go IV	2	41 Olympia Meise	3		
21 Grunau Baby 2B	2	42 Pirat	1		
					110

Information taken from www.luftsport-brandenburg.de/gliders updated at 5th August 2005

Camphill Rally



International Vintage Sailplane Meet -2005



ELMIRA – USA

Saturday August 20th saw the arrival of many trailers, followed later outside during the afternoon with the opening ceremony of the 3rd International Vintage Sailplane Association meeting held once every five years under hot blue skies at Harris Hill home of the National Soaring Museum and gliding centre in New York State. A parade of very smart young CAP Colour Guard military cadets started the proceedings followed with speeches of welcome by State Senators and local town Deputy Mayor Terry McLaughlin, Bob Gaines President of National Soaring Museum, David Schuur President Vintage Sailplane Association. The proceedings were conducted and throughout the week with great enthusiasm by Karen Schlosser IVSM 2005 Committee Chairwoman who is also an excellent instructor and soaring pilot. Bill Schweizer brother of Paul gave a delightful speech to a great hand clap. A flying demonstration of twin tow gliders together with formation landing and special first issue stamp mailings were taken up by an older glider to be collected on landing by waiting mail van for delivery as duplicated by the 1930's flight. Finally Jan Scott did the tradition honour with great respect in the absence of Chris

Above: A parade of smart young CAP Colour Guard military cadets started the proceedings. Below: Geoff Byards beautiful Baby Bowlus.





Wills who sent his best wishes to everybody which was related by Jan, then by ringing the Swiss cow bell to declare the meeting open and with a warm welcome given to everybody at a reception in the National Soaring Museum by one of the twelve sponsors of the meeting Schweizer Aircraft, where friends old and new were united from as far apart as Australia, New Zealand, Sweden, Germany, South Africa, Japan, Canada, Italy, Netherlands, United Kingdom and the States.

Sunday was a superb flying day with northerly winds blowing up the ridge in front of the airfield and later when the cu developed taking gliders well up to cloud base at 7000feet.

Each day a goal was recorded with best height, best distance and best duration achieved with the honesty of the pilots to claim. The International and National Culture Evening held later in a Young Persons large wooden hut in a recreational play area with its open swimming pool where each country present lays out its decorated colourful table display with food and liquid refreshment to share with others. It started with the Swedish pilots in their big yellow horned hats shouting out a warm welcome call which soon began to fill up the hall to sample the products on show together with popular music played out on an electric organ. Outside a barbeque evening further supplied us with a choice of meats, all-American grilled

*Left: the Huetter H.17A won the most popular prize.
Lower left: another prize winner was Dean Kramer with his 1942 Cinema B.
Right: a barbeque evening.*

hamburgers and hot dogs with large ice creams for everybody to sit down to enjoy on a balmy warm evening under the stars. This area of the world is far away from industrial haze and pollution to give good clean fresh air rolling down from Lake Oregon.

Again on **Monday**, a splendid briefing was given by all the team being conducted by Karen and followed afterwards by an interesting lecture session given by John Ashton, one of the Australian team present on 'Gliding Down Under and Vintage Gliding Activity in Australia' showing highlights on the large video screen. It was interesting to learn of the earliest experimental form of 'glider flying' was carried out in Tasmania in 1868. In 1929, 39 Zoeglings were built to kick off the first real glider flying followed by the Golden Eagle in 1937. After world war in 1950's the Kookaburra was produced with 50 being mass produced.

Tuesday produced good flying with a reported local Bald Eagle joining the thermals of some gliders which was watched with some anxious moments by the pilots. The morning lecture was conducted by Ian Dunkley on 'Vintage Flying a Personal View from Two Hemispheres' which proved to be an interesting and illustrated talk to every-



Left: it's that prize winning Bowlus again.



body present.

The evening followed with a grand Italian dinner night with music and wine tasting from the local winery.

Wednesday. It was announced this morning every five years produces exceptional good weather in August and how true to form could this be with highs all around giving great soaring conditions with some great flights taking place on each day. The Fly Market (flea market) opened this morning with a steady flow of customers and many good bargains to be obtained from books to instruments with all profits going to the museum

Thursday. Bob Cannon did an exceptional flight today in his 1-121 Schweizer of 108 miles and went to 7000ft. First land out was recorded Jeff Stringer in his Ka 6CR who won himself a china dumb dumb. To date the average launches each day is 60/70 aerotows. Again this morning another great lecture, this time was given by Vincenzo Pedrielli on 'Spaghetti Soaring' from Italy of the first gliding contest held in Asiago in 1924 to the production of gliders up to 1939 with

video screen showing. Vincenzo's book 'The Start of Gliding In Italy' in English and Italian makes very interesting reading from all these events for those of you who want a good read. The evening again produced a great party evening with fellow pilot Chef Albert Uster's wonderful famous steak dinner with all the trimmings and fabulous deserts prepared



Above: Group photo outside the museum.

by him and ably assisted by another relatively unknown great cook Vincenzo Pedrielli. If they fly as well as they both cook they would be national/world champions. Book them any time.

Friday morning everybody from briefing rushed outside to have a large group photo section in front of the museum. A somewhat garbled message received later back in briefing from the British Embassy –please fly the British flag the right way up which had been flying over the Slingsby Kite 1 trailer all week produced laughter and red faces, which was soon pulled down and however replaced by the Stars and Stripes flag. The morning presentation lecture was introduced by Peter Smith Director from the Soaring Museum announcing this year being the 100th anniversary commemoration of the birth of Martin Schempp in 1905 and of his connection with Wolf Hirth and of the 75th anniversary of Wolf Hirth's first visit to Harris Hill when he made the first blue thermal flight from Harris Hill to Appalachian. The main lecture was of the association between the lives of these two great men which they both gave to gliding and a working joint relationship was brilliantly presented by Peter Selinger with a one and a half hour presentation of slides and talk through lecture. Perhaps Peter could be persuaded to produce a CD disc for prosperity of this lecture. Another good day for flying which was the last to be as the weather for Saturday was changing to stronger winds and southerly direction.

Saturday proved correct with the weather man and at the risk of breaking a glider it was decided to keep the glid-

ers grounded for the last day to claim no damage for the week of tremendous flying and no breakages. However some great stories were told at this briefing with the one from Rolf Algotson from Sweden raising a big laugh. 'Some fifty years ago Rolf flew his first silver distance to land in a lonely farmers field way out in the countryside and so eventually found the farmer who came to investigate the strange craft which had come to rest in his field. The farmer then inquired as to what had happened and why he had lost the engine, Rolf replied it is a Sailplane which had needed no engine. The farmer was still perplexed. Rolf then had to depart to catch a train back to his gliding field to drive out a

long way with his trailer for the retrieve. On returning to the field some days later he found a queue of people at the gate with the farmer collecting one kroner from each person to view this strange craft which came down with no engine and no sail in his field. Rolf related the farmer was a very clever man, but not so the pilot.' Stories like this come from real aviators from the times gone by.

On this, the closing ceremony evening prizes were announced by Alan Patching President from the Australian Vintage Glider Club who headed a selection team and awarded the following to worthy winners,

Best Overall Sailplane –Bowlus Baby -1938 designed -Jeff Byard, prize Martin Schempp Memorial Watch

Best Restored Glider –Frankfort Glider B -1941 designed -Dean Kramer –prize Minimoa Model.

Best Looking Glider –voted by pilots -Huetter H17 –designed 1934 -Gerry Wild -prize Engraved Crystal Paperweight.

Best Schweizer Sailplane -1-21-designed 1947 -Walter Cannon -prize Engraved Crystal Paperweight.

Best Foreign Designed Sailplane -Schleicher Ka 6b -designed 1957 -David Ochsner -prize Engraved Crystal Paperweight.

Best Pre-war Sailplane -Grunua Baby 2b -designed 1937 -Lee Cowie -prize Engraved Crystal Paperweight.

Best First Time IVSM Entrant -Schleicher Ka 1 -designed 1952 –Dennis Barton -prize Collectors Model of Franklin

Best Military Glider -Slingsby Kirby Kite 1 -designed 1935 -Bob Gaines -prize Collectors Model of Franklin.

Awards were presented to Walter Cannon -Schweizer 1-21 - combination of distance flown during the week – 257 miles

David Ochsner -Schleicher Ka 6b - combination of duration during the week - 23.50 hours

David Ochsner -Schleicher Ka 6b - combination of height during the week - 26,500ft

Once again following the awards, everybody enjoyed barbeque meats and salad prepared by the staff of the museum from the kitchen with German beer from the barrel.

With music and dancing and final ringing of the bell by Jan closed another wonderful week at Elmira. I'm sure that I speak for all visitors and like, to thank everybody from the back room ladies to the speakers for the making of this event another great success story and to all the pilots for the great showing and safe flying of their gliders for the enjoyment to everybody.

Geoff Moore ■



**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**



Mid Western VSA Rendezvous and Rally



Dennis Barton flew the IOC Olympia after he brought most, but not all of the parts to his Ka10 all the way from Georgia.

The Mid Western Rendezvous started as most do with the assembly of ships and a few test flights but most of the day's flights were training flights. On Sunday the rains came and there was no flying. As more pilots and ships arrived flying started again and one of the pilots who came all the way from Florida was CFG Bruce Patton who provided flight reviews for anyone who needed one. Bruce kept the tow planes busy. This must be the aviation equivalent of a busman's holiday. Everyone present would like to thank Bruce and even those of us who didn't fly with him picked up something from Bruce's oral reviews.

All week conditions improved and more gliders appeared on the field. By the time the rally started ships based on the east coast were lined up next to ships normally flown from the west coast. On Friday a large object was seen on the western skyline and as it came closer it was identified as the Sanyo blimp. As it flew over the field it was circled by a Condor IV and a Bowlus Baby Albatross but no one in the gliders had a camera and we didn't know if the blimp's crew had any idea that they were being circled by such historic ships.

The Mid Western Rally in Lawrenceville, Illinois turned out to be a trial run or stopping point for ships heading to the IVSM later in the summer. Trailers that had not been used for a long time were put into service and gliders that had not been disassembled for a long time were packed for travel. Dennis Barton learned to inventory all parts before you pack them into the trailer as when he arrived at the event with only one part missing he couldn't fly his ship.

Plans are already taking shape for the 2006 Mid West VSA Rally to be held at Lawrenceville, Illinois on 15, 16, 17 and 18 June 2006. I doubt if another airship will visit this event.

Lee Cowie (who also took the photos) ■



Above: Natha Kramer added the 22nd type (T-31) to his log book before his 22nd birthday. Above right: Jeff Byard brought his Bowlus all the way from California.



Above: Bob Gaines spent the regatta giving rides in his Condor IV. It was even used as a photo ship for air to air photography. Below: The Kramer family flew their L Spatz. Bottom: Dave Oshner descending in his Ka6



Gliding Treasures - Around the World



By Ian Wilson

Early this year Dan Cruickshank presented a TV series, "Around the World in 80 Treasures". One of the places he visited was Krakow and this made my wife and I decide to visit. Krakow is an easy destination now, with direct flights by Easyjet from Luton. So, inspired by Dan, we set off for a short break in Krakow. The city itself more than matched our expectations, it really is a great place to relax, surrounded by the magnificent settings in the old city. Dan Cruickshank had given an interesting insight into several of the world-class treasures in and around Krakow, many of which we were not able to visit this time, but he had not mentioned the aviation museum, and for me that must rate high, a place I had to get to.

I obtained an inventory before my visit, which showed not only an extensive display collection, but also a stored collection, which included some real treasures. I contacted the museum in advance and they kindly agreed to show me the storage area. The museum is quite close to the city, just a short taxi journey that was the equivalent of only a



*Above: An overall view giving an impression of the main display hangar, all of the gliders are hanging from the roof.
Left: The SZD-6X Nietoperz clearly showing its unique wing planform.*



SP-127	WS Wrona bis false marks, really SP-447
SP-167	WWS-2 Zaba false marks, really SP-402
SP-322	IS-A Salamandra (WWS 1 Salamandra)
SP-552	IS-1 Sep bis
SP-985	IS-B Komar 49
SP-1213	IS-C Zuraw (Kranich)
SP-1220	SZD-6X Nietoperz
SP-1335	SZD-8bis Jaskolka
SP-1358	SZD-9bis Bocian 1A
SP-1391	IS-4 Jastrzab
SP-1463	SZD-12 Mucha 100
SP-1477	SZD-10bis Czapla
SP-1506	SZD-17X Jaskolka L
SP-1640	SZD-18 Czajka
SP-1697	IS-3 ABC-A
SP-1726	SZD-15 Sroka
SP-2292	SZD-22C Mucha Standard
SP-2356	SZD-25A Lis
SP-2371	SZD-19-2B Zefir 2B
SP-2499	SZD-21-2B Kobuz 3
SP-2635	SZD-43 Orion
SP-P600	Marganski S-1 Swift

In another new hangar with some of the earliest aircraft there is an excellent Lilienthal XI replica. The SZD 6X has to be seen to be appreciated. I have for a long time admired the Jaskolka, it must have been really exotic in its day, but the Jaskolka L – that's the one I want! Most of the gliders have had no restoration, and some lack parts (wheels or instruments), but most look as if relatively little work and some TLC would have them back in trim.

In the back of the hangar are eight pairs of wings displayed mounted vertically, the fuselages and other parts are stored elsewhere.

SP-213	Schneider Grunau Motor-Baby
SP-1295	IS-C Zuraw (Kranich)
SP-1469	SZD-12 Mucha 100
SP-1598	SZD-15 Sroka
SP-1841	SZD-19X Zefir 1
SP-1907	SZD-10bis Czapla A
SP-2062	KAI-12 Primorec
SP-2463	SZD-27 Kormoran

At the rear of the main hangar are two display rooms, one contains an impressive display of engines, the second a collection of particularly interesting aircraft including what remains of the Me209 V1. In this room there is just one glider, the fuselage of the SZD-27 Kormoran. Just outside this room, fully rigged in the open, stands the static test airframe of

few pounds. It is on what is left of an airfield, one of the oldest military airfields in Europe dating back to the earliest days of aviation in Poland, now only the museum site survives encroaching development. The museum airfield was, in the late 19th century, home to a balloon unit. Apart from gliders the museum collection is huge. My interest in MiGs was well and truly covered, with 23 aircraft on display. Aircraft such as these are displayed in the open, where they have spent some time. The weathered appearance of these retired cold-war warriors seems appropriate somehow.

Top: SZD-17X Jaskolka L, an exotic looking (in its day) experimental one-off. Above: SZD-25A Lis, one of the most elegant gliders in the display.

So on to the important bit – the gliders. The main hangar contains a mixed display of gliders and historic aircraft. There are no less than 22 rigged gliders, all suspended from the roof in the main hangar. They range from primaries through to the SZD Orion, a very broad sweep of ages. For those keen on identifying individual machines here is a full list:

the PW-5 Gapa. This glider is very lightly built, and I wonder how it will withstand the extremes of Polish weather in the long term. There are two other rooms, which are not normally accessible to visitors, the storage areas. When I visited it was not possible to go into one of these rooms. In the storage room which I did go into were the fuselages of SP-1295, SP-1469 and SP-2062. My inventory showed me that several other important gliders were in storage:

SP-824	Akaflieg Munchen Mu-13D Atalante
SP-148	DFS Rhonsperber
SP-029	DFS Weihe
SP-390	DFS Olympia Meise
SP-051	FVA 10b Rheinland
SP-1383	IS 4 Jastrzab
SP-1146	Letov Lf-107 Lunak
PW-5	Smyk
Schneider	SG-38
SP-2518	SZD 31 Zefir 4
SP-139	WWS 1 Salamandra

In the store room was SP-824, the fabric on the right hand side of the fuselage was very badly damaged, and a lot more than TLC will be needed to put it right! SP029 was crammed in a jumble of assorted fuselages and wings, including the IS-C Zuraw, the SZD-12 (SP-1469) and the KAI-12 Primorec. The other gliders were not seen, they are presumably in the room which I could not enter. This part of the museum is where the dust lay thickest, much of what was here had not been disturbed for years. In among the assorted parts was a pair of very badly damaged and decayed wooden wings of extreme sweep. These wings are from the Gotha 147. There have occasionally been stories of a Horten at the museum, which the museum dismisses as gossip, and it seems likely that these wings are the source of such stories! I am told that the detail of them is quite unlike a Horten (P Williams) and so such tales would seem to be fiction. I did not see the Rhonsperber or the Rheinland, so I have to go back! A particularly sad sight in the storage room was a fresh corpse! Alas, this was SP-1846, a Mucha 100, which looks to have been in excellent condition until dismantled with a saw. One wing had been cut off neatly a few inches from the root, and the entire tail had been cut off and was lying nearby. This aircraft was on display in Krakow-Balice airport in May 2004. The wings of Zefir 4 SP-2518 looked in good condition, but I did not



see the fuselage.

This museum is not rich, and it seems unlikely that the gliders held will be restored. The museum is about preservation rather than restoration, so with luck these unique aircraft will continue to survive in their original condition. In the short term the museum has plans to increase the area available for indoor display, so perhaps some of the treasures will emerge from storage and take their place on display.

If visiting Krakow do make a point of visiting this museum. Admission is very cheap, so it is well worth while paying the supplement that will allow you to take photographs. The museum cata-

Top: SZD-12 Mucha 100, a very practical classic.

Above: Mu-13 and IS-C Zuraw fuselages, showing how cramped the storage area is!
Photos: all by Ian Wilson

logue may seem expensive at 40 Zloty (£8), but it is a 240 page hardback book! OK the text is Polish, but the pictures are great!

I would like to acknowledge the advice of Paul Williams, Tony Morris & Piotr Lopalewski concerning some of the aircraft. I would also like to thank Krzysztof Mroczkowski for hosting my visit with enthusiasm and making me welcome. ■

YOU MUST REMEMBER THIS

Part One

(How we learned about sailplanes - from our mistakes) By Martin Simons

I speak today as an amateur with a lifelong interest in sailplanes soaring, but without any formal qualifications as an aeronautical engineer. Some of what I will say concerns sailplane design and design faults. I am sure the professionals will regard me as cheeky. This is especially likely since some of the aircraft I will talk about were and sometimes still are, very successful. They proved themselves so in flight, some of them won championships and broke records. But they were not perfect.

Some of the errors I shall mention were nothing to do with engineering but were matters of policy, bureaucracy, marketing and business judgement. What can be said is that they taught us all something.

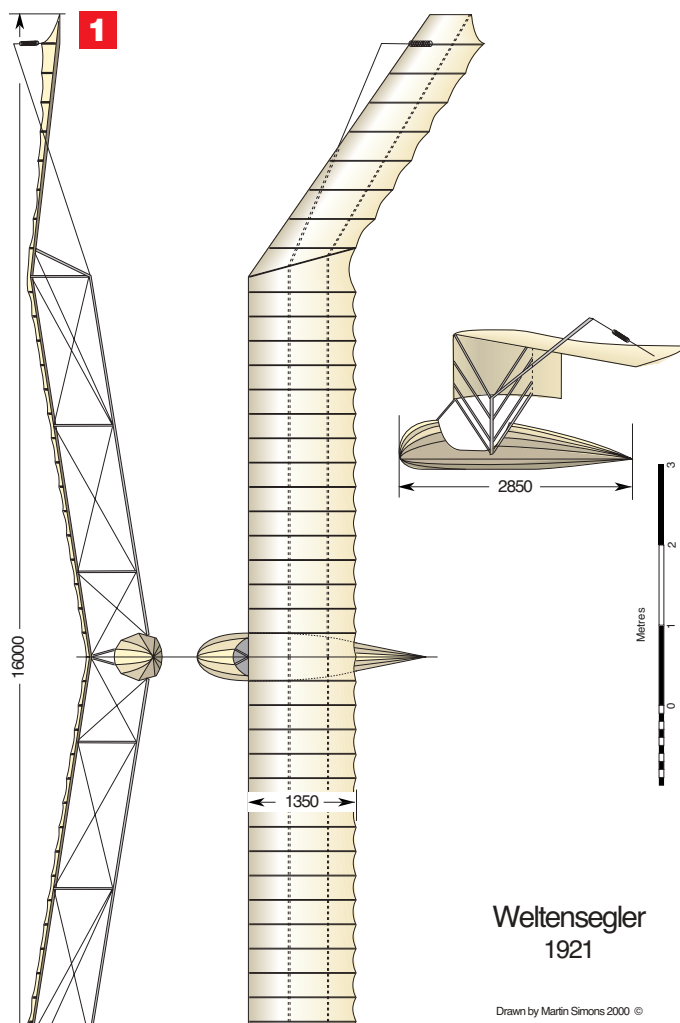
(Notes from a talk at the Friedrichshafen Aero 2005. The copyrighted drawings used to illustrate this item were extracted, with permission, from the three volume series 'Sailplanes' by Martin Simons, published by Eqip Werbung & Verlag, Hauptstrasse 276, 53639 Königswinter, Germany.

Together, these volumes contain approximately 360 similar drawings and many photographs. The books may be purchased from the publisher via E-mail <eqip@eqip.de>.)

1 The Weltensegler

This extraordinary sailplane was notorious because it crashed, fatally, on its first flight in 1921. The remarkable thing is that it did fly at first, and soared briefly above its launch point. When it broke up, it was sufficiently far off the ground for its unfortunate pilot, Willy Leusch, to be killed in the crash. As the drawing shows, it was tailless and very light, not to say

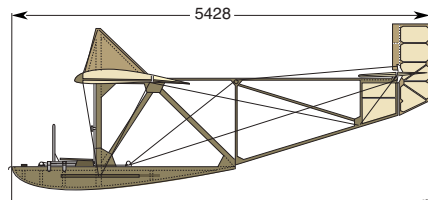
flimsy, so that it could be launched by hand: the crew trotted forward carrying it into wind and it rose out of their grip like a hand-launched model. The failure was certainly caused by the inadequate control system, which relied on springs to return the elevons to neutral after a deflection. There was no closed loop system of cables or rods, to allow the pilot to keep control if the springs did not do their work. They did not. Aerodynamic loads increase with the square of the airspeed. The springs were simply overpowered by the airflow. Leusch could do nothing; the glider went into a spiral dive, fluttered and disintegrated. Why did the designer, a qualified engineer, arrange things so? It seems he was convinced that the springs would allow the control surfaces to respond to gusts and impart some energy to the aircraft, enabling it to gain height. The pilot's error was to get into the cockpit.



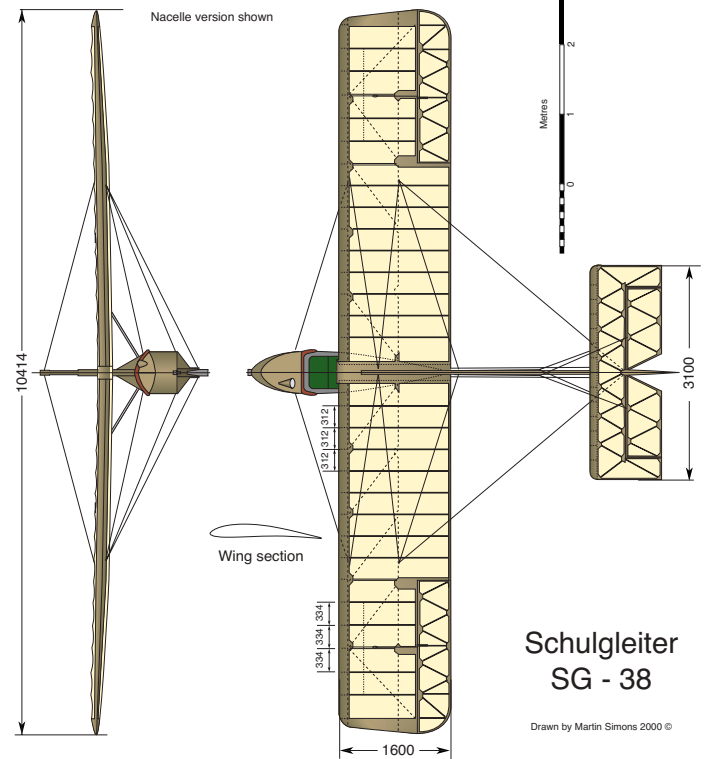
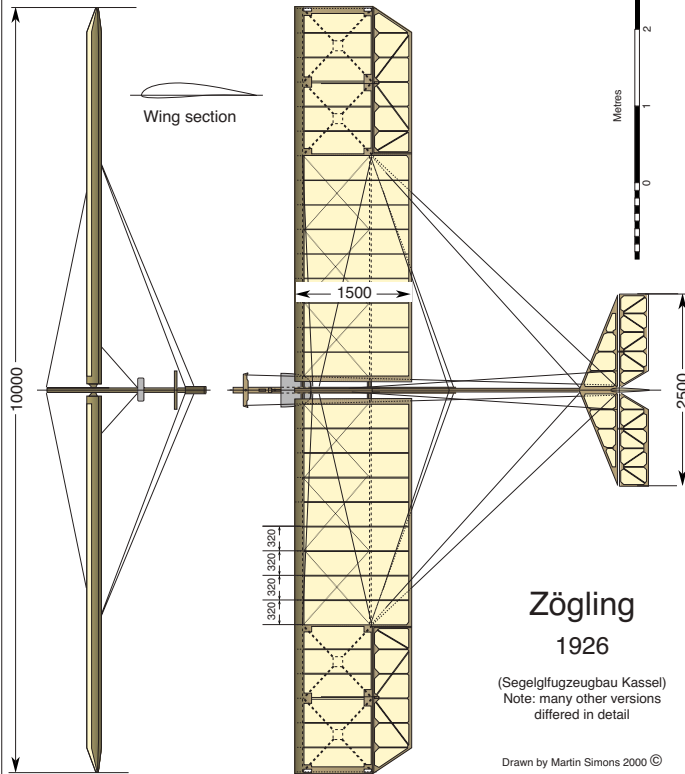
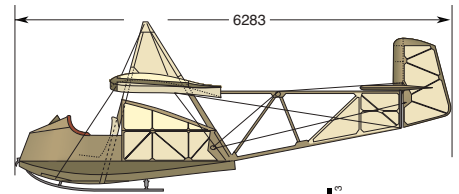
2 The Zogling

I will no doubt come under attack for including the Zogling, and all the other primary gliders that copied it, in my list of mistakes. A good many people learned to fly with the Zogling and there is a sentimental feeling among some of us about it. This, we like to think, was where our sport began and we feel some reverence. Probably more primaries were built and flown than any other type of glider. I never heard that any of them broke up in the air. What they mostly did was to get damaged in landing accidents. They also injured a good many people, killed a few, scared many more, and frustrated almost everyone. I hardly need to mention the solid wooden keel and primitive seating. More importantly, there was no method for adjusting the balance point for different pilots. A 100 kg man and a 70 kg woman or young boy, would commonly fly the glider on the same day. The lightweight pilot would find the elevator extremely sensitive; pilot-induced-oscillations were inevitable. The first few glides became a series of violent bounces along the ground. There was, unfortunately, a prevalent attitude: 'If you get banged about, you will soon learn not to waggle the stick'. What a lot of people actually learned was that they didn't like gliding at all. Some suffered damaged spines. The heavy pilot could get into the air and keep there by pulling the stick back constantly to keep the nose up, but on landing would very likely be unable to flare out to touch down gently. The fundamental mistake was the whole idea of solo

2 Structure 86 kg
In flight 170 kg
Wing area 15 sq m
Wing loading 11.3 kg/sq m
Aspect ratio 6.7
(Figures quoted
by Gerhard Fieseler 1930)



Structure 105 kg
In flight 210 kg
Wing area 16 sq m
Wing loading 6.6 kg/sq m
Aspect ratio 6.77



training. Why was this system ever developed? The usual reason given is that, at the time when gliding began as a sport in Germany, there was too little money for any but the cheapest possible gliders and the cheapest possible methods of training. This was true; Germany's economy was in a truly appalling state. But if the Zogling was a cheap glider, solo training was very expensive. Fritz Stamer, who dominated the Wasserkuppe training school for twelve years was an enthusiast for solo training, and the most experienced instructor of his time. He gave some figures. Fewer than half his pupils achieved the elementary B certificate, which involved three short flights with turns to left and right. Only eleven percent ever got to the 'C' soaring badge. At the ordinary, struggling amateur gliding club with less experienced instructors, the figures were very much worse. A great deal of effort and money was put into repairing and re-building Zoglings. How much did clubs lose while their primary was being repaired? How many members gave up gliding because they were making no progress? How many clubs collapsed after a few weeks or months, because their only glider was always in the workshop and never flying? In England over 50 clubs were formed in 1930. After a year there were only four or five. What would it have cost to design and build a very simple two-seat primary glider? It would have needed a slightly larger wing, a second seat and dual controls. It would have been damaged rarely and so would usually be available next week, and the week after, and the week after that, for more flying. It would bring in new members for the club. They would have brought some cash in. Many more pilots would have continued with their gliding if they had been

trained in a two-seater primary. The SG - 38, (*above*) which appeared in Germany in 1938, was a considerable improvement: it had places for trimming ballast, a well-sprung skid instead of the solid keel, and so on. It cost more than the Zogling too. Even so, I remember seeing a young woman get about three metres off the ground on a first hop, stall, drop a wing and ground loop a brand new SG 38 into a heap of matchwood. The glider never flew again. The young woman was not injured, but she never came back for more instruction. Solo training continued in England till about 1950. I understand that it still goes on in Lithuania. If so, it should stop.

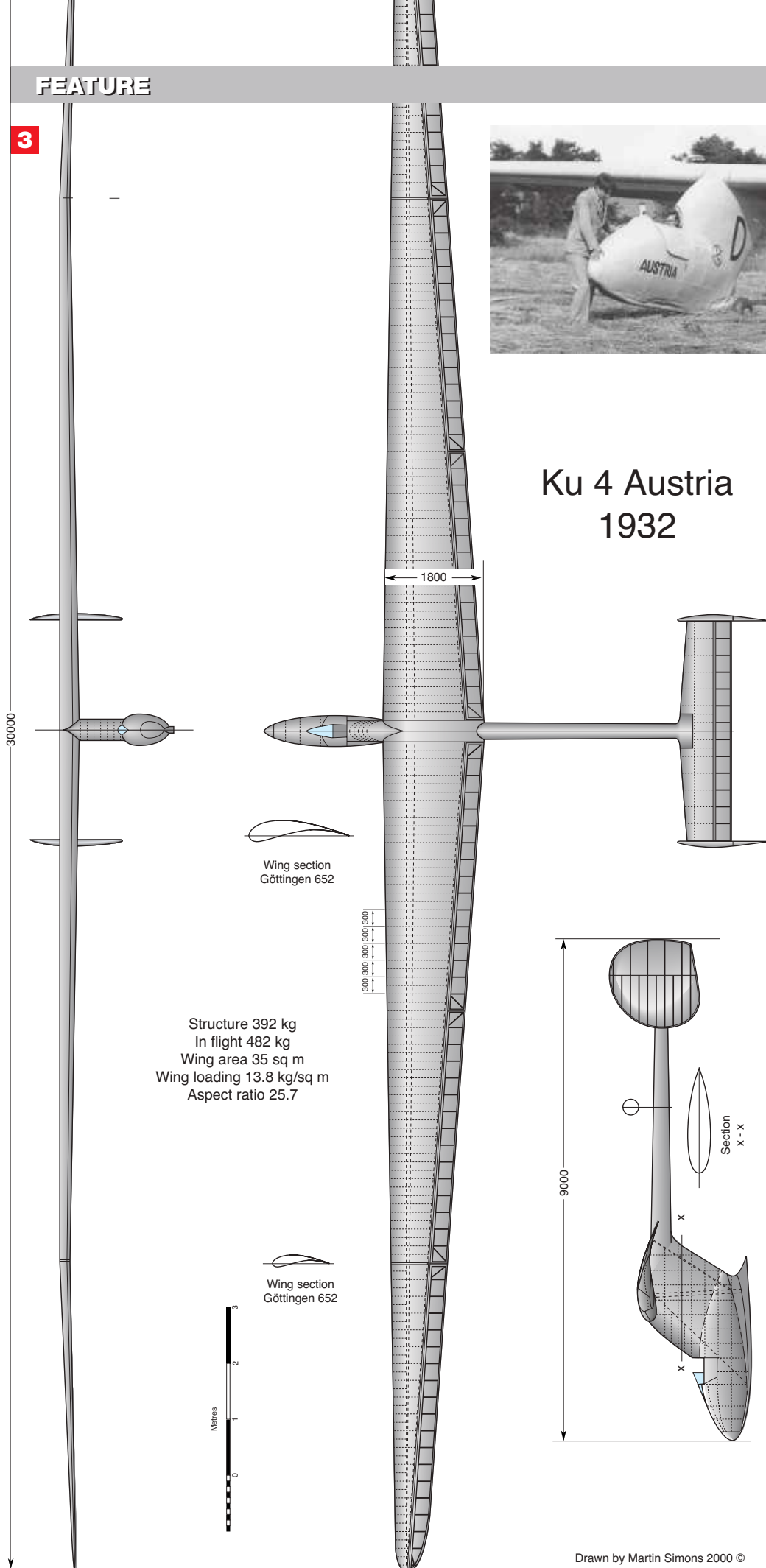
3 The Ku 4, Austria

The Austria, built for Robert Kronfeld and flown in 1932, was a wonderful thing and until very recently was the largest single seat glider ever flown, with a span of 30 metres. The designer was August Kupper, who was responsible for a previous, very refined sailplane, the Kakadu. Kronfeld's idea, arising from his experience of flying in thermals under and inside clouds, was that if the glider had a sufficiently fine glide ratio, it would be possible to cover long distances without circling. He was already thinking of what we now call 'dolphin soaring'. Everything was sacrificed to the glide performance. Getting the monster into the air was hardly considered at all. A truck was needed for the first flights to help the (under-powered) aeroplane tug during the ground run before take off. The Austria, painted light grey, acquired the nickname 'Kaltgezogener Elephant' which I think is untranslatable but

3



Ku 4 Austria 1932



Structure 392 kg
 In flight 482 kg
 Wing area 35 sq m
 Wing loading 13.8 kg/sq m
 Aspect ratio 25.7

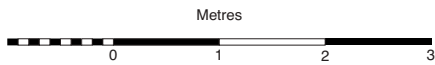
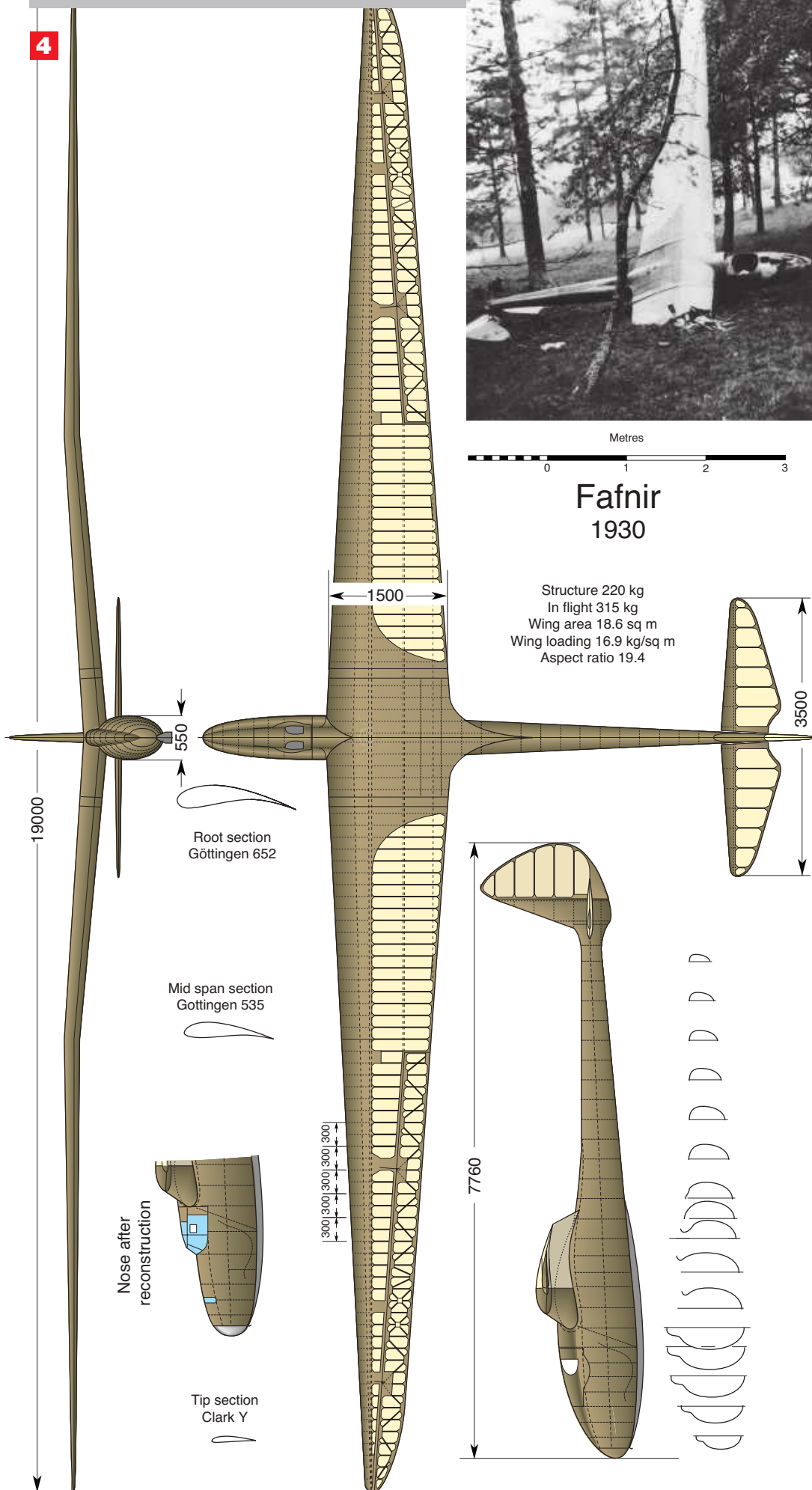
means something like 'The impassive' or 'immoveable elephant'. Kronfeld had realised the need for air brakes. The Austria had brakes in the form of twin, opposable rudders. If the pilot pushed hard with both feet, the rudders opened outwards together to create extra drag. It is not known if Kronfeld ever used these in ordinary landings. He hardly had the chance to try because quite soon on one of his flights he entered cloud over the Wasserkuppe. Despite his having a gyroscopic turn indicator and a good deal of experience of soaring in clouds, he became disoriented, entered a spiral dive, picked up speed and the wing broke. He was lucky to escape by parachute. The rudder brakes in this situation were useless. As the airspeed rose Kronfeld did not have the physical strength to force them open, they did not limit his airspeed and the inevitable happened.

4 The Fafnir

The Fafnir had a splendid performance, and handled well in the air. It broke all the distance records in its time. Yet it killed its most famous pilot, Gunther Groenhoff. Even before the fatal accident, there had been trouble with airflow separation at the wing root, which was cured by gluing on large chunks of balsa wood and carving them to improve the flow. But the tail unit was vulnerable to

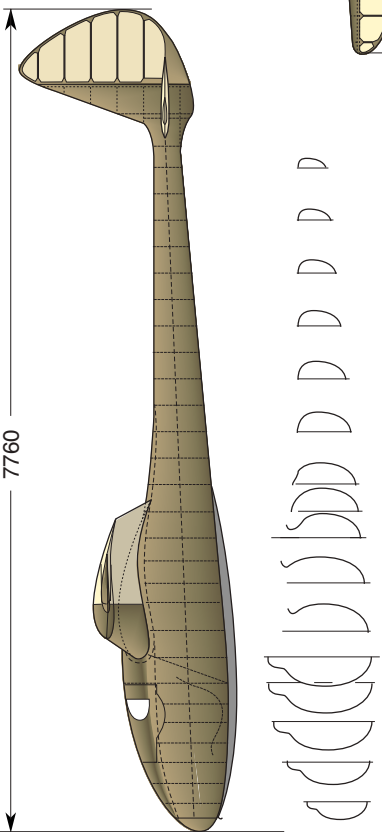
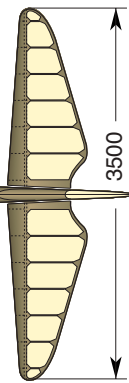
Drawn by Martin Simons 2000 ©

4



Fafnir
1930

Structure 220 kg
In flight 315 kg
Wing area 18.6 sq m
Wing loading 16.9 kg/sq m
Aspect ratio 19.4



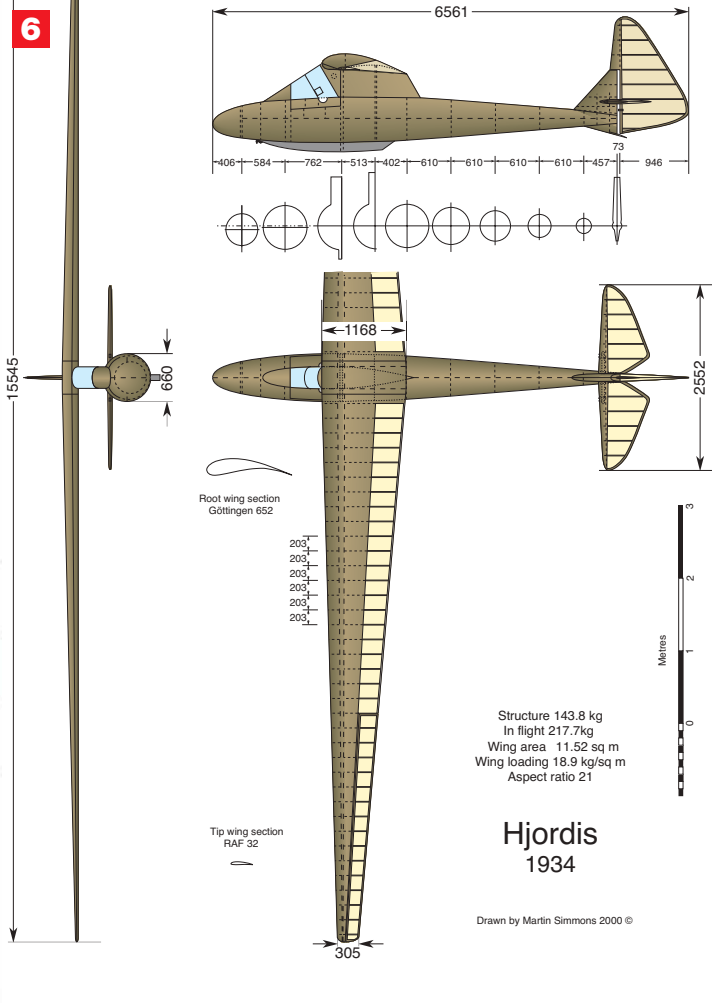
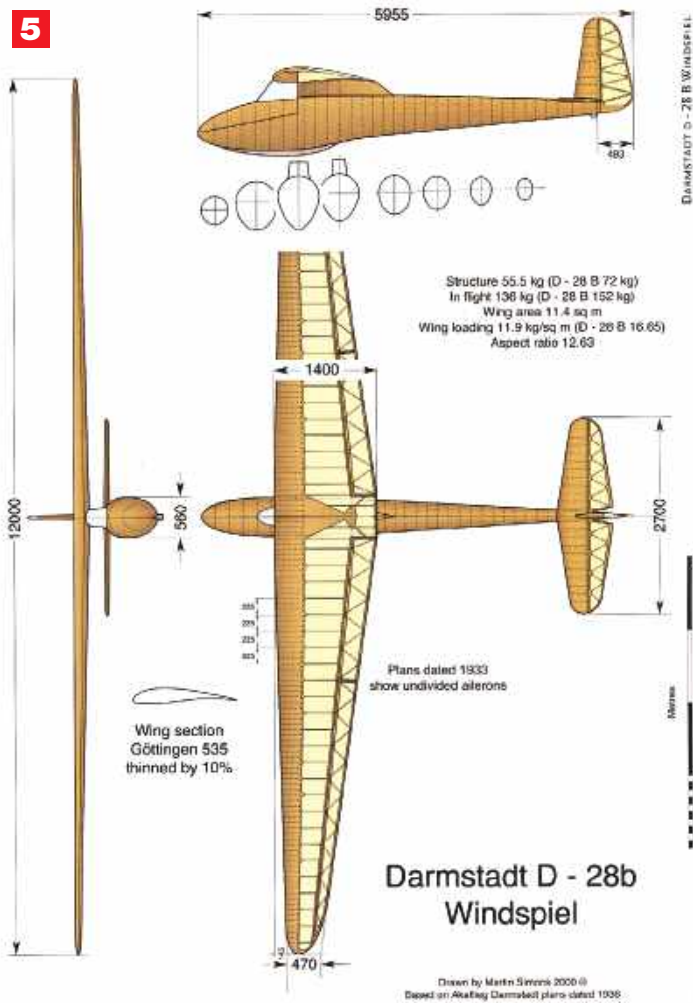
Drawn by Martin Simons 2000 ©



damage on the ground. This fault was first discovered during the famous expedition in 1931 to the Jungfrau, where launches by bungee were made from the high snowfields. On one such launch, one side of the all-moving elevator of the Fafnir hit a snow mound and was broken off. Groenhoff slid forward and gained flying speed when the icy slope beneath him steepened. With half the elevator gone, he was able to regain control and glide to a safe landing in the valley. More record flights were made after repairs, but in 1932 the tail again proved vulnerable. The rudder horns were below the elevator which itself was already too low. The horn caught something on the ground during the take off; the rudder was broken and jammed the elevator. Groenhoff became airborne over the slope. He attempted to bail out but the parachute did not have enough time to open. The picture shows what happened to the Fafnir. It was rebuilt, with a new, larger cockpit, and flew again. It was taken to Latin America in 1934, to be flown there by Peter Riedel. The lesson was learned. When the young Heini Dittmar copied the fuselage of the Fafnir for his own Condor sailplane, he routed the control cables externally above the elevator to horns well up on the rudder spar. On later versions of the Condor, the tailplane was mounted high on the fuselage.

5 Windspiel

The Darmstadt 28 Windspiel was an experiment and perhaps it was an experiment that had to be tried. It was well and truly tried by the



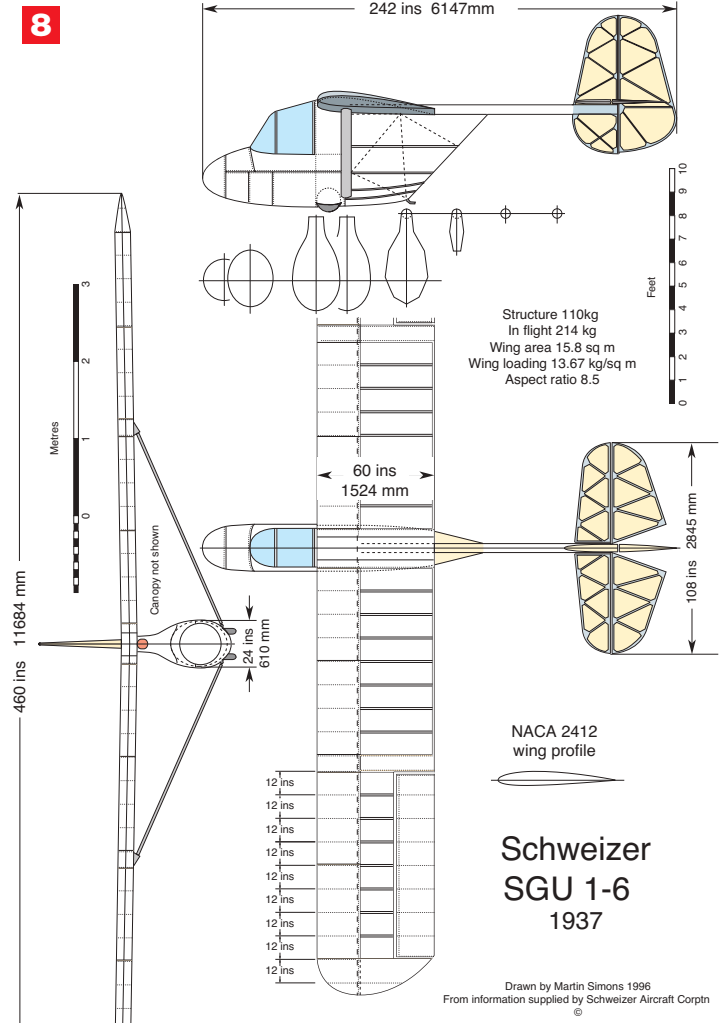
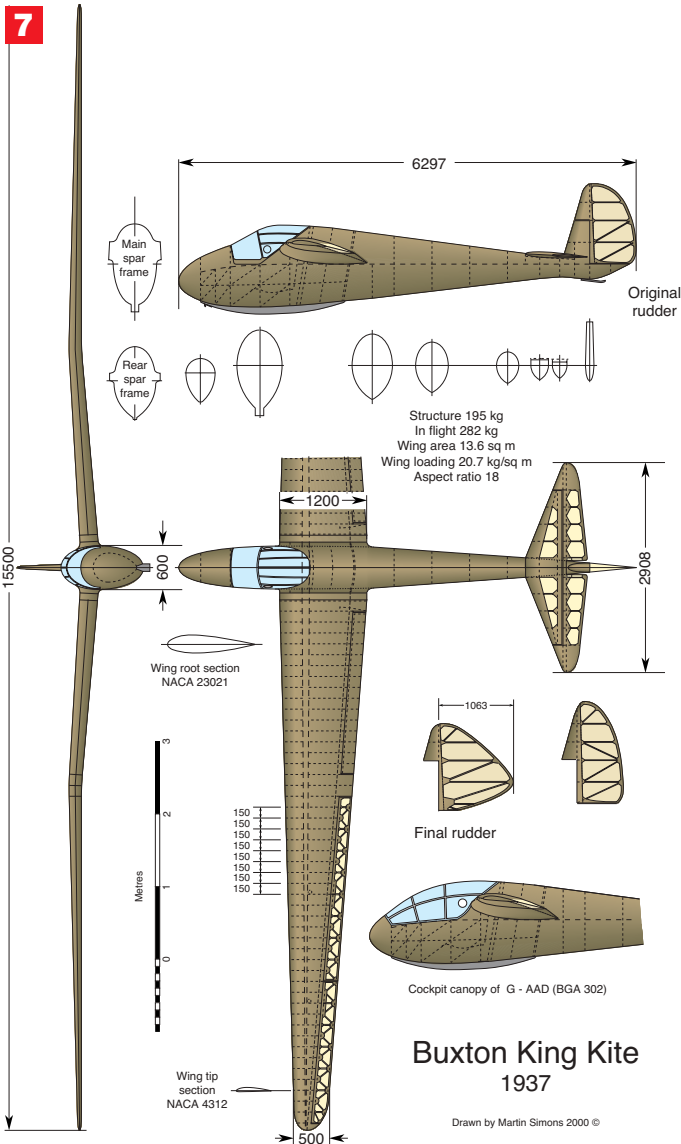
Darmstadt Akaflieg. The D - 28 was highly successful in that it flew well and broke a world record. It was a marvel of construction. With twelve metres span, every conceivable trick was employed to keep the weight down while maintaining a high standard of aerodynamic refinement and low drag design. The structure was deliberately made under the normal strength factors. The lightest possible spars, frames and ribs were used; all joints were carefully wiped to remove surplus glue. The final mass was 55.5 kg, less than the pilot, so in flight the figure was 136 kg. Photographs exist showing a single man lifting the entire glider above his head. But the whole basis of the work was the idea that thermals were often, if not always, very small and feeble, so that the smallest, lightest possible sailplane would be needed to use them. By 1933 when the Windspiel flew, it was already known that thermals are much bigger and usually more powerful than anyone had expected. The Windspiel was very delicate, needed very careful handling on the ground and in the air and was in the end not a practical aircraft for general use.

6 Hjordis

Like some of the other sailplanes in my story, Hjordis (named after a Norse heroine in one of the sagas) was apparently successful and broke several records in England. It was not easy to fly and had no spoilers or air brakes. Many of the landings resulted in damage because of this. The biggest fault was that in his enthusiasm for reducing drag, the designer, Mungo Buxton, made the fuselage too narrow and the cockpit too small, with a serious lack of ventilation. Philip Wills, who flew the Hjordis more than anyone else, had to cut holes in the canopy for his shoulders. On one of his record flights he found the lack of air enough to give him a sick headache. He sold the glider eventually to a group in South Africa, who must have found the lack of air an even more serious problem. It did fly there but we have been unable to find out what happened to it. Even now, pilots in hot countries find European sailplanes are not adequately ventilated.

7 King Kite

Mungo Buxton's next design after Hjordis was the Hjordis 2, which was re-named King Kite. It was very advanced for 1937, with a NACA 5 digit wing profile and flaps for approach control and to improve the low speed performance. It was intended for the British team at the first big International Championships. Three were built, and in a great hurry. The



mistake was not in the design, but in the construction. It has never been adequately explained but when the wings were built, instead of the washout (negative twist) that was specified by Buxton and shown clearly on the workshop plans (we checked) the wings were given wash-in, so that tip stalling was inevitable. In an early test flight Phillip Wills was lucky to escape when he could not recover from a spin. He struggled to bale out and, in his desperate efforts apparently shifted the centre of gravity forward enough for the King Kite to stop spinning, after which he landed normally, but very shaken. He chose not to fly the King Kite in the competition, using the Hjordis instead. The King Kites were all fitted with huge rudders so at least they could recover from spins, but one of them did spin in immediately after its first bungee launch on the Wasserkuppe. The others survived and were flown with some success, though only by very experienced pilots. It was some years later that Fred Slingsby, doing a general check of one of the Kites for airworthiness, discovered the error in the wings. Slingsby never explained how such an extraordinary mistake happened. He did admit, however, that on a later occasion the same thing happened in his workshops. Fortunately he found the error before the sailplane concerned was completed. It seems someone in a responsible position at Slingsby's in those times, was unable to read drawings correctly.

8 The Boom Tail SGU 1-6

The most interesting thing about this sailplane, apart from the slightly unusual, but not unique, layout, was that it was all aluminium. As far as the Schweizer brothers knew, it was the first all metal glider in the world. (There were experiments in Germany about the same time with the Berlin FAB 3, and Spalinger in Switzerland produced an aluminium sailplane, for exhibition purposes only.) Metal construction was, the Schweizers were sure, the best way for all sailplanes in future and they held firmly to this conviction for the following fifty years. They entered the Warren Eaton design contest at Elmira in 1937, and were delighted to win the third prize. Sad to say, the structure of the SGU 1 - 6 was too complex for economical production and the price could not be kept down sufficiently for the very limited market for 'Utility' gliders in the USA. The Schweizers had only slightly better success with their SGU 1-7, which they thought was a more practical aircraft. Yet still they sold only two of these. ■

Part 2 in the Spring issue

Percy Pilcher

One of The First British Gliding Pioneers



Left: Pilcher at Eynsford Circa 1897.
supplied by Philip Jarrett
Above: the glider as I first saw it at Chiltern Gliding Club.

By Eric Littledike

Percy Pilcher crashed his 'Hawk' at Stanford Hall on 30th Sept 1899 and died two days later of his injuries. He was only 32 yrs old.

This was four years before the Wright Brothers had secured their place in history with their first powered flight on 17th December 1903.

Even though Pilcher was the first British Pioneer to design build and successfully fly several evolving designs of glider, the Bat, Beetle, Gull and Hawk together with a fully motorised triplane, it is rather sad that Pilcher's contribution to flight to this day remains largely unrecognised. Had Percy survived his fateful crash perhaps he would indeed have been the father of modern aviation.

I have always been interested in the early flying attempts of Lilienthal and Percy Pilcher and Octave Chanute.

One day as a result of a conversation at Dunstable Gliding Club, I discovered that there was a Pilcher 'Hawk' replica languishing in one of the outbuildings at the Chiltern Gliding Club, after a few enquiries I had the opportunity of viewing, and later acquiring the old Science

Museum 'Hawk' BAPC No 57 which had been disposed due to its deteriorating condition.

A first examination revealed it to be in a bad state. The remains of the wing fabric were hanging in tatters, much of the bamboo was split and broken, the wires were rusty and in a tangled mess and many of the whippings were broken and coming undone. The local pigeons had been using it as a roost for the night since it was also covered in bird droppings. It looked as if it was destined for the skip. I felt something had to be done, so I bought it for a small sum of money which reflected the fact that a new wing fabric was supplied.

This was the first reproduction 'Hawk' ever made. It had originally been commissioned by the Science Museum in 1930. A firm in Edinburgh, Martin and Millar built it for the sum of £100. It has been on display for many years until its eventual demise.

Pilcher's 'Hawk' was without doubt his best glider. It had a wing area of around 170 sq ft, which was considered by Percy to be a manageable amount of surface area.

It weighed about 50 lbs and sported

the world's first undercarriage, which helped to take the shock when landing. The wing camber was maintained by a total of 100 separate wires! With no turnbuckles each wire was carefully tied to the ribs. The Kingposts were braced with more wires, this resulted in an unnerving crossing of wires only a few inches in front of Percy's face during flight!

Restoration work commenced on the glider during the autumn of 2002, I decided to try and make the reconstruction as authentic as possible. Referring to a 1980's report by Philip Jarrett, which evaluated its construction against original photographs, together with observations of the other replica 'Hawk' at Stanford Hall and the original glider at East Fortune Museum, a picture emerged of what must be achieved.

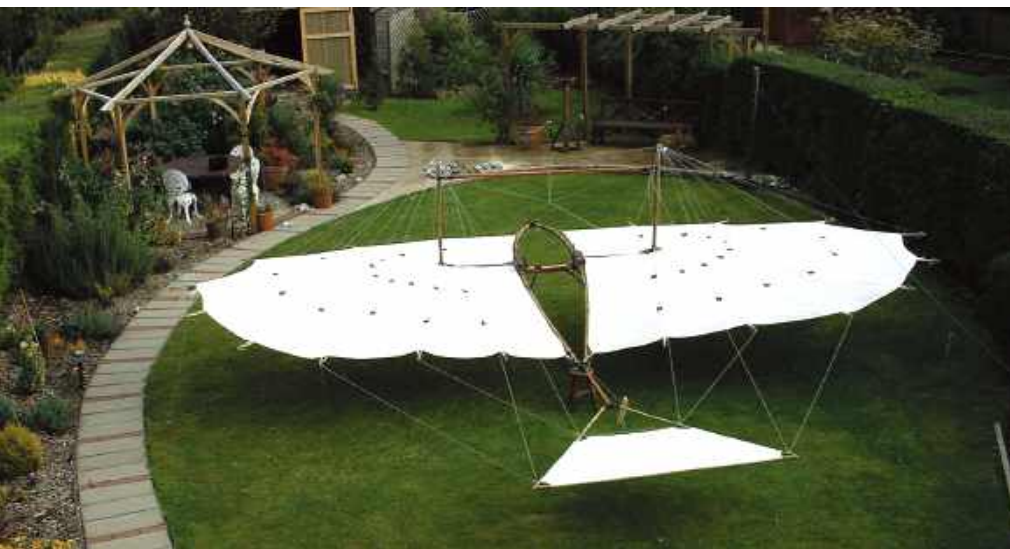
I decided to keep the two main transverse beams, the two faired body longerons, the kingposts, wheels and all of the metal fittings. The rest had to be replaced since it was either missing or badly damaged. All of the dozens of whippings had to be replaced with new flax, which proved an arduous and finger aching task.

Dozens of new brass rings had to be made for the wiring. All of the wing ribs were replaced with new bamboo and whipped with the appropriate fittings. Varnished parts were stripped, cleaned and re-varnished.

The new wing fabric supplied had to be significantly modified for the ribs to fit in the slots, all of the sewing eventually took it's toll on my sewing machine which ended up with a burnt out clutch!

The whole thing was then reassembled and adjusted as necessary. At this point I began looking for a suitable Museum to display the finished craft. This did not

Left: completed glider aerial view, in my back garden.





take long since the Imperial War Museum at Duxford were keen to hang it in their new Air/ Space Museum which is being built to display British Heritage Aircraft.

The 'hawk' weighing only 50 lbs then had to be lifted over my garage roof by members of the Duxford conservation team and onto a 7 ton lorry! It is now in storage pending the completion of the new Museum.

Having finished the glider I went to visit Pilcher's original flying site at Upper Austin Lodge at Eynsford, now a golf course. I was immediately struck by the beauty of the surroundings. From the ridge, locally called 'the knob' in the middle, there are superb views in all directions, and with the help of local man Harry Gadd together with Philip Jarrett's photographs I was able to identify the places Pilcher flew from on both sides of the valley. I was also able to identify fairly accurately the site of Hiram Maxim's hangar which had been relocated to this site from Baldwyns Park, Pilcher made full use of Maxim's facilities here during his flying experiments in the mid 1890's.

Pilcher flew the Hawk many times at Upper Austin Lodge at Eynsford during his association with Hiram Maxim who used the remote site to test quick firing

guns. On the 20th June 1897 Pilcher gave a flying demonstration across the valley using a tow line, in which a boy pulled the aircraft aloft via a pulley system. Unfortunately the line snapped during the flight, leaving Percy to skilfully glide back to the ground without motive power. It was estimated that the total flight was up to 250 yds, something of a record in those days.

Authority the only thing remaining was funding for the Project. At least £1000 will be needed to erect a large boulder together with a suitable inscription. Philip Jarrett aviation historian and author has agreed to do the wording. Also since Pilcher was a founder member of the Royal Aeronautical Society, the RAeS have given a generous donation and agreed to support the project,



Top left: burning the midnight oil fitting the fabric
Above: leather arm & shoulder supports,
Above right: there are 140 separate wires to support the glider

I was disappointed that with such a wealth of aviation history at this site that there was no plaque or mention of it anywhere, even the locals did not seem to know much about it. In an effort to redress this situation I had a meeting with the Management of the Golf Club, who approved of the idea to have a permanent monument to Percy Pilcher on the site. A suitable location was agreed high up on 'the knob' close to where Pilcher originally flew from.

With permission from the Local

with advertising etc.

Local Eynsford Village Society are now fully involved with managing and helping with fundraising. Other local Societies such as the History Society are also very interested.

The target date for the unveiling is set at the moment for the 18th June 2006, although this could change. We are still significantly short of funds for this Monument so anyone who would like to contribute and help to put one of our first Gliding Pioneers on the map, could they please send a cheque made payable to 'Eynsford Village Society' to Eric Littledike, 25 The Croft, Chiswell Green, St Albans, Herts, AL2 3AR, please write 'Pilcher Monument' on the reverse side of the cheque. ■

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

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Sunbury, Australia

I am writing from Australia with a request I hope you can assist me with. In the Spring 2005 edition of *Glider News* (*VGC News -Ed*) was an article on Vintage Glider Australia's annual rally at Bordertown, South Australia, in January this year.

Featured in the article was my blue 1953 Holden sedan with my ES52 Kookaburra glider on it's open trailer attached to the car. Your correspondent has taken one of the best photographs I've seen as yet of the whole outfit as it is when it goes to rallies. (only two so far I hasten to add).



I bought the Kookaburra about 18 months ago, with a partner and VH-GNZ is a really good example of its type. Its never sustained any major damage in its 40 year life and, in the mid 1990's was put through a very extensive, and expensive, professional rebuild that should see it flying for a very long time to come.

The car I've owned since 2001 after it had been stored out of use since 1972 and is in very 'useable' condition after being worked on to make it capable of reliably going to rallies etc. That entire trip was a total distance of some 1500 kilometres (about 970 miles) and even towing the glider it still returned about 21 miles per gallon! The car is absolutely as built except that it runs on radial tyres and I converted it to a 12 volt electrical system. The original system was 6 volt and terribly inefficient and unreliable. The only problem encountered was some boiling, but it was a 38°C day and I was travelling through some arid salt bush region in South Australia when it happened.

The trailer was originally built for a Schnieder Boomerang and was located, derelict, on a country airfield where it had lain out of use for very many years. Many people urged me to get a new trailer professionally built, and while that was tempting, I wanted a genuine era trailer in order to get as close to authenticity as possible. It wasn't easy!! It took six months of work to get it right with lots of new parts and attachments needing to be made from scratch. New wheels, tyres, bearings complete re-

wiring and a set of lights, AND, lots of scouring, scrubbing and rubbing before painting. Now that its finished the result is worth it all, but I trust it won't need any work for a while now!

Anyway back to the opening sentence of the letter and my request. Could I possibly have a copy of that edition *Glider News* 114, to show others and to go into the album I keep on the Kookaburra and the Holden? I'm more than happy to purchase the magazine if you could let me know the cost per copy, I'll probably order a couple of them.

Even though we are on opposite sides of the world and I haven't flown in the UK its pretty clear we are all like minded souls and its great to see another country showing such interest in what you do to pursue your passion.

Sincerely, Gary Crowley

T21(R83) arrived safely

This email was forwarded to VGCNews from Al Stacey, Bannerdown GC who recently sold their T21 to Australia.

Sent: 29 October 2005 15:07

T-21 finally arrived Tocumwal today. It has been such an ordeal. I had to open it and repack it at Melbourne harbor because it didn't pass agriculture inspection. They found some seeds and they are going to unload it by themselves to do complete cleaning (steam cleaning!). I got this information while I was in Japan. I told them it is no way! Don't do any-

thing until I come.

I had to fly to Melbourne earlier than I planned. After three days in Melbourne harbor quarantine yard negotiating with official. They finally let me do unpacking. In the beginning they won't let me because of government regulation. I had to sign all kinds of waiver paper. I hired four helpers and one man came from my glider club to help me. We unloaded everything cleaned everything got inspected and loaded back again. That was yesterday.

Track arrived around noon time to Sortavia gliding center today. When I saw they came in regular trailer not the side-loader, I got panic. There is no way to unload unless container is lowered to ground! Shipping company made mistake arranging trailer. But at the end we were able to get local crane truck to come. We assembled T21 today. Everyone loved it. You can see the picture at Sportavia site. www.sportavia.com.au/latest_news.htm



Photos from Sportavia's website



I also found T21's log book in the seat. So everything is fine now. We will assemble Olympia tomorrow.

Ken

Perfect Swallow?

This letter and supporting photographs were sent to member Laurie Woodage, after some debate that it looked so perfect, it had to be a model! – Ed.

I've included a couple of pictures of the Swallow, one with people around it, so your friends can see that if it is a model, it is full scale. The farmer who works the field next to the runway sprayed the weeds with a herbicide last winter and makes the background for the earlier picture look like those little fake foliage that modelers use. I also stood on top my Ford van to get a higher than normal viewpoint.

For paint, I looked at the April 1964 cover for *Sailplane & Gliding* (see attachment), an Eagle photograph on page 160 from *Sailplanes 1945-1965* by Martin Simons, and a couple of other photographs I must have around here somewhere. I then sketched out a scheme and ran it by a commercial artist that I work with. The only thing I would have done differently was to shift the radius between blue and cream on the inboard wing slightly outward so that it came tangent to the turtledeck, rather than running slightly under it. Without having an easy way to assemble before final paint, it would have been hard to have made the adjustment. It is recovered using the Stits Polyfiber process. I used a standard Blue from their color chart, but I mixed 4 parts of Glacier White with one part of Tucson Cream in order to get and color that looks more like a linen shade.

Since you can see the hard surface that we fly from, I made a tall, fiberglass, tip-wheel fairing that uses an inline skate wheel fastened to a cut & welded, stainless steel tube. It is tall enough to protect the leading edge and the aileron with full deflection. I haven't put end plates on like you described, but I made a pattern of the holes in the end rib so it would be possible. I may even be able to come up with a few Whitworth bolts to fit the nut-plates inside the wing.

I plan to be at Elmira, but I am uncertain when I will arrive. I have a son starting college in Oklahoma during the middle of the week before, and a daughter returning to college in Virginia about the same time. Our son is some useful vision, but is legally blind and may take a little extra effort to get settled. Also, someone normally drives with our



People and a Cessna in the photo to prove that the Swallow is full size

daughter on her two-day, cross-country excursions. At this point it is likely that I will bring my 1958 Ka-6BR, N8000E, which competed in Elmira back in the 1960 time frame (attached photo taken two weeks ago at the Lawrenceville, Illinois vintage rally). I will see what I can do to get a retired club member to consider taking the Swallow to Elmira.

Hopefully we will cross paths at Elmira and good luck on your restoration.

Neal Pfeiffer

Not the last Glider pilot

M'a'am, in his obituary of Charles Mellis, Chris Wills incorrectly states that he was the last or very nearly the last of the pre-war glider pilots.

At the time of writing, happily, I can name six names without too much effort-Messrs. Robin Cole, Tony Deane-Drummond, Nick Goodhart, Brian Powell, John Simpson and Ralph Slazenger.

Historical notes - Cole and Slazenger were founder members of the Cambridge University Gliding Club, the latter attended the club's 75th Anniversary Dinner recently. Cole still regularly visits his old club at Lasham; Deane-Drummond gained his Silver C with the Yorkshire Club before the war and will (at the age of 88) be flying as a P2 in the British Open Class Nationals in August; Simpson is still very active academically in

Cambridge; Goodhart no longer flies but in his mid eighties did absail down the steeple of a very old, tall church for a local charity; Powell apart from being Winston Churchill's private pilot who with Ann Edmonds (Douglas,Welch) retrieved Geoffery Stephenson after his epic cross channel flight in 1938.

As a foot-note, Steve's call came as the party to celebrate Ann's engagement to Graham Douglas was in full swing. Typically, in character, Ann and Brian left the party immediately to drive to France leaving her guests behind!

I am sure there are other pre-war pilots, we just ought to look a bit harder!

Wally Kahn

New glues?

RAY ASH writes in a recent letter, (Extract). "I agree with you regarding the finish of the aircraft, it is superb and I envy the craftsmanship. I think that glues like Rescorcinol, Aerolite, Aerodux and the like, pull the plywood as they sat, giving that "Starved horse" look, whereas Casein and similar adhesives seem to flex more with changes in temperature and humidity" CW noted at the Friedrichshafen Aero, that among the great number of vintage gliders on display, there was a difference in the accuracy of their wing profiles, depending on when they were built. The Minimoa, Rhoenbussard, glued with pre war casein glue, had still accurate wing profiles with

no "starved Horse" effect. CW thinks that using the present day released glues such as Aerolite and Aerodux, it might be difficult to obtain the accuracy of wing profile, which Hans Jacobs told me, had been achieved with his 1937-1939 built Reihers which rivalled the perfect wing profiles of present day fibre glass wings, and asks that more research into the use of modern glues, which he has heard are very good. The wing skins of the pre war built Reihers had been preformed while damp, on moulds. Ray Ash continues. "I was thinking of using one of the American epoxy glues. T 88 it is called. A couple of my friends built their ultralight aeroplanes using this and recommend it, as the temperature range is from about -10 degrees to +50 degrees C plus it works just as well on wet timber as it does on dry and the mixing ratios are not critical. I have used Araldite myself many times and have found it to be quite satisfactory. Many years ago, another friend (since deceased, a professional aircraft woodworker, used Araldite to do a major repair to a Foka 5 wing, which was an art in itself, as the original wing was built in moulds and it does not have a main spar like a conventional glider, and it is still flying. "CW mentions the French CERTUS glue, which has glued French wooden aircraft for many years. He can not remember seeing a "starved Horse" French vintage glider wing, even if it was built in the 1950 s. and asks whether anything about Certus is known here. Also, the Hungarian "CIMBORA" was built entirely with Araldite. This may be a very rigid glue, but has it been released for aircraft use in Britain? It is clear that Slingsby Sailplanes decided to use thick Gaboon plywood, which went to the wing leading edge and not round it, to ensure accuracy of profiles for his SKYLARK laminar flow profiled wings. as Slingsby was not sure of not achieving a "starved horse" effect achieving accuracy of profile using Aerolite 306 gluing 1 1/2 mm birch plywood. CW remembers a new SKY wing with "starved horse" plywood covering and also the NACA 66 profiled wings of the K-1 covering, which starved as soon as the plywood was put on. Has Cascomite ever been released and what about the white Evo-stick for wooden joints, which is so much loved by Aeromodellers We need, for our vintage gliders, a relatively flexible, waterproof, Wood Glue, as wood is a living material which likes to Expand and Contract, as it is a living material which is first class. It will live a long time if looked after properly.

Des archives numériques

*Chers amis,
En liaison étroite avec la DGAC, notre musée a entrepris de numériser le maximum de documentation afin de pouvoir aider les propriétaires, collectionneurs, restaurateurs, historiens et modélistes. Vous trouverez ci-joint un petit communiqué que je vous demanderai de diffuser largement.*

"In close connection with the DGAC, our museum undertook to digitize all documentation in order to be able to help the owners, collectors, restorers, historians and model makers. You will find a small official statement attached that I would ask you to distribute widely."

Amicalement

Christian RAVEL

*Président du Musée Régional de l'Air
Aéroport d'Angers
49140 Marcé*

Des archives numériques au Musée Régional de l'Air d'Angers

Le Musée Régional de l'Air d'Angers (Maine-et-Loire) est désormais dépositaire d'une importante quantité de documentation technique et historique concernant de nombreux types d'aéronefs, en particulier ceux entrant dans la catégorie dite (aéronefs orphelins).

En liaison étroite avec la Direction générale de l'Aviation civile, la numérisation de ces archives a été entreprise de manière à pouvoir fournir aux propriétaires, aux restaurateurs, aux modélistes et aux fanas d'aéronefs anciens, une documentation de qualité, facilement accessible.

La première série d'archives numérisées concerne la liasse complète des plans du Stampe SV-4 et celle du planeur Wassmer WA-30 Bijave, qui sont les plus demandées actuellement. Des dizaines d'autres suivront rapidement. Ces documents pourront être complétés par les archives déjà conservées au Musée telles que dossiers de calculs, rapports du CEV, notices techniques, photos, etc.

La liste de cette documentation est disponible au Musée Régional de l'Air d'Angers, aéroport d'Angers-Marcé, 49140 Marcé, (Tel : 02 41 33 04 10) et sur son site Internet musee-aviation-angers.com

Goevier in 1967

I have been looking at your issue 114 Spring 2005 and saw what I am almost certain was my old Goevier pictured

with Terry Slater in it at Dishforth and can positively assure you it would have had to be 1967.

I bought the A/C from the Dutch at Eindhoven for the princely sum of 400 Guilders About £40 at the time. The Dutch plutocracy had decided that A/C over 10 years old with casein glue were to be scrapped where as the BGA sensibly said if it smells fishy then replace the glue in that area.

We stripped it bare and replaced only trailing edge joints and flew it in the RAF Bruggen club for some time. It was a most interesting A/C to fly. The ailerons were effectively all flying with no feedback so very little rudder was needed and once in a thermal one could let go the controls and it would fly quite happily. If you wished to slow down, as there was no trimmer, all that was needed was to bring your foot back which reduced speed by 1 Knot and as there are normally 4 feet available (!-Ed) accurate control over about 5 Knots was possible.

I sold the A/C to Andy Gough at the GSA centre where it subsequently I presume flew from Dishforth. Should you wish to trace it I'm sure the GSA will help you and hopefully confirm my story.

Happy Landings

Don Austin

Book Review

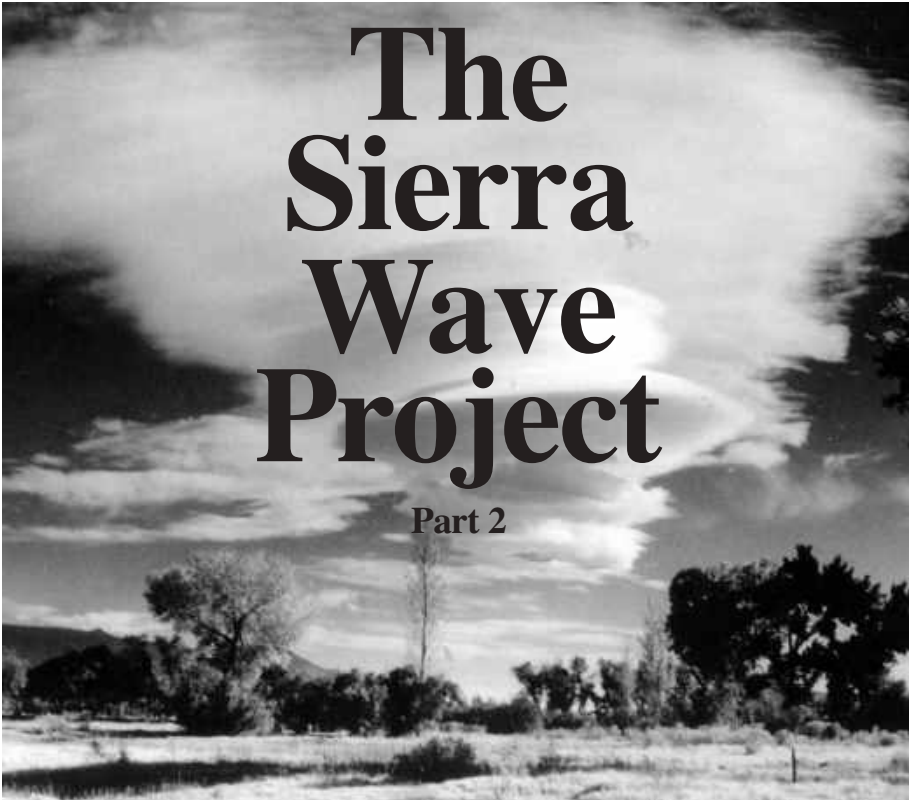
**Helli Lasch –
His Gliding Life and Times.**

A tribute from the South African gliding community. It is illustrated with black and white photographs and some drawings. His own writings which describe the beginnings of gliding in post war Switzerland in 1947 and of flights in South Africa during the National contests etc. and of flying in the 1950, 1952, and 1954 World Gliding Championships, hold the reader riveted to the text. They more than amply describe the character of this very remarkable man. We are also introduced to other famous SA glider pilots. He flew such gliders as Grunau baby 2, Kranich 2, Olympia, Minimoa, Goevier, Spalinger S18, S21, BS1, Libelle etc etc and of course his beloved Air 100. He was, and always will be a legend. This book may be obtained from Carol Gifford (nee Foster – Pat and Franks daughter) from Leicester Road, Kensington, 20494 Johannesburg, SA.

This is a most sensational book and a worthy tribute to this modest and heroic glider pilot. (CW) ■

The Sierra Wave Project

Part 2



In part 2 of the Sierra project, we conclude our story of the Sierra Wave project, along with a reprint of the famous mid air break up of one of the project gliders at 17,000 feet that appeared in a 1955 issue of "Soaring". Larry Edgar was one of the key players in the project to explore the extent and height to which waves over mountainous or hilly regions can extend.

Primarily the studies were to learn of the possible dangers of lee waves, and later jet streams, to the rapidly expanding aeronautical world, especially air travel as it underwent revolutionary changes as aircraft got bigger, and flew at ever increasing speed and heights. It was during the second project, the "Jet Stream Project", that Larry Edgar was to encounter the full force of the "monster waves" they were exploring during his descent from 39,400ft, and makes fascinating reading, reminding us just how powerful Mother Nature can be.

This original excerpt was first published in "Soaring" 1955, and, flying a Pratt Read glider, designed and manufactured during the war, still makes a sobering impression today.

With the first test flights complete by the end of May 1951, calibration flights started in earnest at Santa Monica due its lack of commercial traffic and, more importantly, being close to the ocean where stable air could be expected in order to accurately graph each gliders glide ratio. Manzanar, located 50 miles to

the south of Bishop was chosen as a base for ground tracking equipment, and had been an internment camp for Japanese-Americans during the war. The Pratt-Reads were transported to Inyokern, 130 miles south of Bishop as a temporary flight operations base. As Inyokern was located just a few miles west of the Naval

Ordnance Test Station (NOTS) at China Lake, and since NOTS were loaning the SCSA (Southern Californian Soaring Assoc) all the specialised flight and ground hardware required for the project, this considerably eased logistic considerations at these early stages of the project as the project itself became established, and whilst the final modifications were carried out on the gliders. The gliders were to be towed by Vultee BT13's the 80 miles from Inyokern to Manzanar for the initial proving flights, and to test the equipment.

By October 1951, the equipment proving flights were complete, and the flight operations moved from Inyokern to Bishop, where the first officially tracked project flight took place in November 1951. There were a number of flight paths used for tracking. An "X" pattern traversing the primary waves lift zone at various altitudes and speeds was employed. For waves patterns at very high wind speeds a simple "I" pattern was used. In these conditions the pilot



Close up of aluminium strips glued onto fuselage to give a better radar signature.
Photo: Larry Edgar via Simine Short

could simply face into wind, fly at a high-indicated airspeed, penetrate forward, rising and descending with the wave. He then could reduce his speed to drift backwards through the wave flow, whilst the glider was tracked from the ground based radar tracking stations (the Pratt Read had aluminium strips glued onto the nose to enhance its radar signature as there initially had been problems of the ground based radar locking onto the tow planes after release, and not registering the Pratt Read's) or camera mounted theodolite's, which in conjunction with the gliders on board cameras

obtaining instrument readings, the waves could be profiled.

Other tracking flights were flown with the gliders upwind of the first wave, flying directly downwind, sometimes as far as the crest of the third wave, on which such flights pilots often found themselves way out to the east over an empty Nevada desert! The flight pattern generally depended on the team's assessment on what a given day would permit from a visual theodolite perspective, and with the height envelope being increased incrementally as the pilots gained experience. Initially the heights obtained were 30,000ft, and then increased to 35,000ft, then 40,000, until finally reaching 44,000ft, above which it was mutually decided that there was an unacceptable risk to human life in the absence of full pressure suits. Other factors that had to be considered, was the limited duration of the GSAP (Gun-Sight Aiming-Point camera's) film and oxygen supplies.

So it was that on the 30 March 1952, the Sierra Wave project drew to a close after 25 tracked flights, of which one took Edgar and Klieforth to their two-seat record of 44,255 feet.

At the conclusion of the Sierra Wave project, there was to follow, in 1955, a much smaller project involving the SCSA connected with the Sierra Wave Project, "The Jet Stream Project". Fur-

ther limited funding was made available to investigate the presence of jet streams in the atmosphere and how they interacted with lee waves, and after a short programme lasting some 8 weeks, saw Betsy Woodward set a new women's altitude record of 40,150ft, and a rather dramatic incident.....

Drama at 17000ft

At 10:30am, on the 25th April 1955, Larry Edgar, solo, took an aerotow to 10,500 feet and began a climb in wave in one of the project's Pratt Read 2 seat gliders. Eventually reaching 39,400ft, it was just another typical wave flight for Edgar! Starting his descent, Edgar opened his spoilers at 38,000ft. The radio squawked into life, informing him that one of the BT-13 towplanes would meet him between 20,000 and 15,000ft to photograph the Pratt Read against the impressive clouds. Above big Pine

Creek, 15 miles south of Bishop, and with the spoilers still open descending through 24,000ft, the towplane pilot again radioed to say he was climbing through 14,000ft just ahead of the roll cloud. Soon, in a big sky, the 2 small planes met, and with a few photos reeled off the BT13 towplane peeled away. Edgar took one last look at the spectacle around him, with roll cloud extending straight up the valley.

Again the radio burst into life, this time it was Kuettner who was also airborne in a Schweizer 2-25. Kuettner's voice sounded stressed. Edgar thought he heard him say that he was experiencing fantastic turbulence of 1,600ft/min up, quickly followed by 1,000ft/min down, but Edgar wasn't sure he had heard right. At about 6 miles to the south of Bishop, at 17,000ft, Edgar planned to let down by moving ahead of the roll cloud as Kuettner was doing. Soaring northward crabbing against the winds to maintain his westward position over the valley, he observed 2 little rolling tufts of cloud out ahead of the main roll cloud. Their formation and expansion was rapid, so much so, he was concerned they might become a solid row ahead of the main rotor as he mulled over his options.....

I had previous experience with short periods of flight in the roll cloud and

Below: The later 'Jet Stream Project' during which Larry Edgars mid-air breakup occurred. From left to right: Betsy Woodward - flight crew observer/photographer/data, O. Schwarzenberger - visiting sailplane pilot, Dr J. P. Kuettner - project scientist/pilot, Larry Edgar - pilot/maintenance chief, Harold Klieforth Jnr - UCLA meteorologist/flight crew observer. Photo: Larry Edgar via Simine Short



had no desire to get any more. To avoid flying at this [altitude], I turned northwest and increased the speed to about 65 to penetrate into the wind. I felt it best to fly over the top of these little clouds ahead of the main roll cloud before they came any larger.

I heard Dr Kuettner radio that he had just landed and Harold Klieforth, who had been operating our ground station, called back that he would be right out to help with the ship.

I was penetrating westward nicely. The north end of the little roll cloud appeared to be approaching the leading



edge of the main roll cloud. It looked as though I would clear the top of the little tuft ahead. However it was building up very rapidly. The area [would be] clear of all clouds upwind once I crossed the little low spot in the roll cloud straight ahead [of me].

To the right and left, the cloud was continuous and larger.

The flight path went into the very top of the little cloud as it seemed to swell up before the nose in the last moment.

I looked at the needle and ball [to prepare for a brief bit of instrument flying]. Suddenly and instantaneously the needle went off centre about two thirds of the way. I followed with a correction but before I reached a neutral position, the needle swung violently the other way. The shearing action was terrific. I was forced sideways in my seat, first to the left, then to the right. At the same time this shearing force shoved me to the right, a fantastic positive G-load shoved me down into the seat.

The G-load had been very sharp and my head went forward and my chin was

pressed hard against my chest. I could feel my body crumple in the seat as I quickly blacked out. Just as I blacked out, it felt like a violent roll to the left with a loud explosion followed instantaneously with a violent negative G-load.

I was unable to see after blacking out from the positive G-load. However I was conscious and felt my head hit the canopy with the negative G-load. There was quite a lot of noise and I was taking quite a beating at this time.

I had made no movements on the controls, except the rudder, as



Above, left to right: Larry Edgar set the 2 seat World altitude record, 44,400ft Larry at the IVSM 2000, Elmira Ray Parker at IVSM 2000.
Via Chris Wills collection

mentioned before. Thoughts run through your mind very quickly in such moments. As my head hit the canopy, it felt like I had moved upward quite a ways and I wondered if perhaps I hadn't accidentally loosened my belt. I was too stunned to make any attempt to bail out.

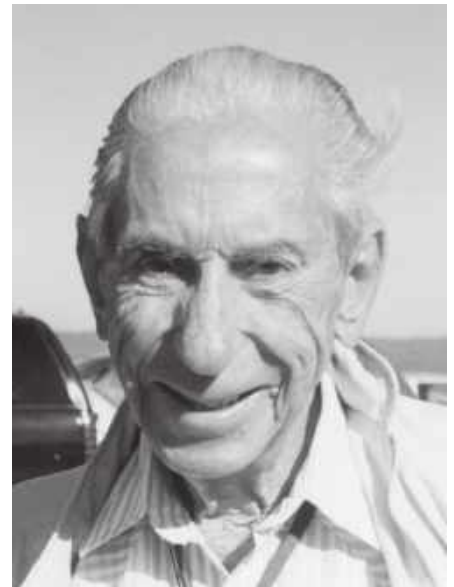
Just as suddenly as all this violence started, it all became quiet, except for the sound of wind whistling by. I felt that I had been thrown clear of the glider. There was no sensation of falling (sinking), but rather of being suspended in space. Something was holding both feet. I tried to move them. It had a firm grip. I tried to look at my feet to see what was holding them but everything was black. I still couldn't see.

There seemed to be no twisting, shaking or tumbling in the fall. However I have to admit I was very much confused. I was still trying squirm and

pull my feet free but I just couldn't do it. I fell a ways and decided it best to try and open the chute anyway.

I felt and fumbled across my chest for the ripcord. I yanked, the chute opened immediately (what a wonderful feeling) and at the same instant, both feet were free. My boots went too, so I was in my socks. I still couldn't see. It was all quiet. All of this violence had taken place in just a few seconds. Now for the first time I could really keep up with what was going on. If only I could see!

I was concerned at being carried up to higher levels. The rate of climb in



195 [Pratt Read] ahead of the roll cloud had been 1,800 feet per minute a few minutes before. My helmet, oxygen mask, gloves were all gone. My feet were cool, even though I had three layers of socks on. The slippers went with the boots.

There was a hissing noise. I felt down my right leg to locate my bailout bottle. I thought perhaps I could stick the hose into my mouth since my mask was gone. However, the hose from the bottle was broken off and missing completely. As I was exploring the bailout bottle with my hand, vision in my right eye returned. Vision was blurred but so helpful.

The first thing I saw was a faint little light moving very slowly back and forth. It took me a moment to figure out that this was the sun. I was in cloud but it was not dense enough to completely eliminate the sun.

I looked up at the chute. It was a colourful thing with orange and white panels. There were some broken shroud lines. I looked down and noticed the ground through a little hole in the cloud. Now I realised what made the

sun appear to move back and forth. I was turning and swinging, quite violently at times, on the chute. [Then], the chute would suddenly yank me upward at times.

I came out just below the main roll cloud. It was a massive, dark, boiling thing. I didn't want to be carried upward, so I pulled on the shrouds on one side to partially collapse the chute. For the first time I could see parts of the Pratt-Read being carried up past me. This is the first time I had seen of any of the glider since hitting the turbulence. It was the first indication that perhaps 195 had broken up in the air and not just a matter of my being thrown out because of a loose belt.

Seeing pieces of fabric and plywood going up and disappearing in the roll cloud was quite an impressive sight and I cannot express my feelings as I swung there on the parachute and realised these were pieces of 195. It may sound a little funny to some and inadequate to others but at the time I exclaimed aloud "Darn!"

My left shoulder, arm and hand were numb and quite useless in tugging on the shroud lines of the chute. However I did manage to get my left arm up to my chest so that I could use it to grasp the shroud lines that I pulled down with my right hand.

Pulling with my right hand, it seemed like pulling on a big spring. When one relaxed at all, the chute would pull back up.

The shroud lines pulled the left wrist right in front of my left eye, so that my wristwatch was in front of my right eye. I really wasn't particularly interested in what time it was but since it was the thing I saw, I noticed the watch said ten minutes after three.

Vision in my left eye was still gone, and I was somewhat concerned with having lost it, as the left side of my face was all wet. My right hand was bleeding profusely.

The wind was carrying me eastward over the valley. I was 3 or 4 miles south of Bishop. It looked as though I might land on the White Mountains to the east. I still couldn't tell that I was doing very well with the problem of getting down. I kept tugging on the shrouds, which was very exhausting. The roll cloud began to look a little higher and I could tell by the crest of the mountains I was coming down.

I looked at my watch. It had been ten minutes since I first looked at it. My right arm was becoming very tired of



**Top: Jan Scott's Pratt Reid in Navy colours
Above: Rolf Algotson in the 1955 Pratt Reid, IVSM Elmira
Below: the Pratt Reid at IVSM 2000. Via Chris Wills collection**



holding the shroud lines. Now I could see with my left eye! It was not possible to focus, but I could see. I found it better to keep it shut and try to look with just my right eye.

I heard the BT [Vultee BT-13] towplane engine and I was hoping they would see me. (I later learned that Al

Langenheim did see me, reported my position to Bishop and flew around me as I landed.) In the turbulent area, the wind would sound strong and whistle, and then it would be quiet and calm as I hung from the parachute.

I would estimate that near the centre of the valley at about 8 or 9,000 feet (4

or 5,000 above the ground), the oscillations stopped. Now the wind drifted me westward and a little north very smoothly and rapidly. I let go of the shroud lines, totally exhausted.

Approaching the ground, I attempted to prepare for the landing. My left hand, arm and shoulder were still numb and useless. I released the safety hasps over the harness quick disconnects as I drifted westward over the highway. I opened my left eye to try to help judge the distance as the ground approached, but was still not able to focus the eyes together.

I was drifting backwards quite rapidly across the ground, perhaps 20 or 25 miles per hour. I felt I should try to turn around by grasping across the shroud lines but still could not raise my left arm high enough to accomplish this. However, I did grasp the fittings to disconnect the harness from the chute, but failed to act fast enough. I was stunned by the landing and do not recall being dragged on my face through the gravel.

There were some men working very near to where I landed. I first recall trying to sit up with their assistance and they're putting the chute around me. It was only minutes before Dr Kuettner, Harold Klieforth and Betsy Woodward arrived to take me in the car to the hospital. Gee it was nice to see them although I just sat there stunned and didn't say a word.

When they told me the next day of finding pieces of the glider, it was just unbelievable the condition that it was in. I hope someone can evaluate the forces necessary to break up this rugged ship in the air as it did.....

Dr Paul McCready Jr, was to later calculate that to cause the type of damage that Edgar's glider had been subjected to, would have required a force of at least 16gs, whilst to sever the control cables, a force of 10,000lbs would have to have

Right: remains of Pratt Reid N63195's forward fuselage after in flight break-up (arrow indicates Edgar's fleece lined boot still attached to rudder pedals). Photo: 'Exploring the Monster'.



been applied. Furthermore, Edgar's sudden loss of vision had been a result of high positive G forces, (blacking out) whilst the damage noted to his eyes, physicians had estimated that he had sustained a negative force of -20G's for 0.4sec!

Another sobering fact is that the forces had been so great, that the seat belt that had been restraining Edgar had been torn from their mounts.....

Conclusions

Whatever your view on the development of gliding as a sport, there can be no doubt about the contribution that the Sierra Wave Project has made, and it has been instrumental in our understanding of just how our atmosphere acts and reacts to its immediate surroundings. Its importance cannot be underestimated and it can be argued that it was just about as significant for glider pilots as the first real studies into and understanding of thermal soaring.

Although the Sierra Wave Project scientists may not have been the first to discover this atmospheric wave phenomenon, these men and women surely have to go down in history as participants of one of the most complete study on atmospheric waves to date. But just what did it achieve? Well, the impact to our sport was immediate. Now we could begin to truly understand the conditions favourable for the waves formation, along with both the dangers and the potential of these monster waves in the sky. Before then, there were isolated individuals exploring these aerial rollercoasters, their findings equally isolated, and were, in many cases, just individual interpretations with little, if any, scientific

proof...it was pretty much all the knowledge we had.

The reaction from the gliding community was immediate, not in as much as we had quite literally discovered atmospheric waves, but we had, quite literally, for the first time fully understood their makeup and potential. But of course it doesn't end there; the real reason why this project even got off the ground wasn't because of a few glider pilots or gliders, but because of the rapid development of the aeroplane. As aeroplanes got faster and higher, they provided the impetus. The jet age was upon us, and along with it was a whole new set of problems to be solved. Which is why even today, the Sierra Wave Project's findings can be found in almost every airlines and airforces operational manuals, testimony indeed of just how much an impact this project and other findings have made.

And so with the conclusion of the Sierra Wave and Jet Stream Projects all those years ago, it is only fitting in this new century, that that spirit of discovery continues as Steve Fosset and his team take the findings from those years at Bishop (and by other wave pioneers all around the world), to a new level, the stratosphere and beyond..... "The Perlan Project".

Our thanks go to Robert F Whelan for his permission to reference material from his published book, "Exploring the Monster", and assistance in compiling this article. "Exploring the Monster" is available from Wind Canyon Books (www.windcanyonbooks.com) and the BGA.

We would also like extend our thanks to the SSA in allowing us to reprint the original 1955 article and to Martin Simons for his kind permission to reprint the drawings that accompany this article from his book, Sailplanes 1920-1945, available from Equip Books Ltd. (www.futureaviation.on.net)

Errata: Part 1, The photo of Larry Edgar and Harold Klieforth titled "shortly before his ill-fated flight", should in fact have read : "Larry Edgar and Harold Klieforth shortly before their record flight".

Bruce Stephenson writes: I incorrectly stated in my article "Sierra Wave Project" (issue 115) that Paul McCready had brought the Orlik back into civil hands after the war after purchasing it back from the government. This is incorrect, and it was indeed saved by Clarence See. The full story of its rescue can be read in issue 79 of VGC News. ■

PROJECT HORTEN IV

PROGRESS REPORT September 2005

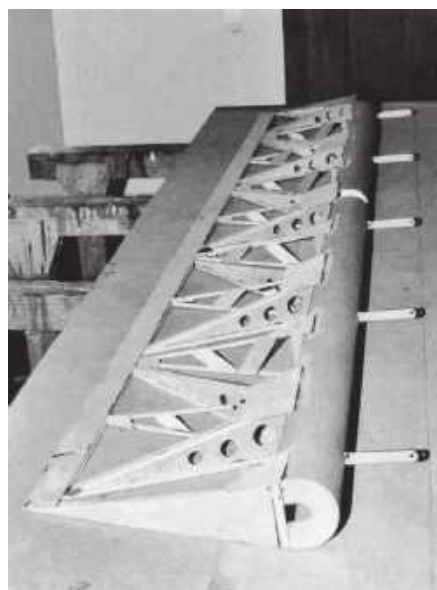
Bernd Ewald

The Horten IV project achieved further progress since the last progress report from December 2004 and so this short paper was written for the VGC News. An important milestone was reached at the end of May 2005, when I delivered the main spars and the complete set of ribs to Sascha Heusers nice little company at Potsdam (see www.holzleicht-flugzeugbau.de). Sascha will do the structural assembly of the wings and the final assembly. He is already very busy in the design of some items, where original drawings are missing. (control gear in the wings, metal wing tips). In the meantime Sascha Heuser and Boris Koletschka found out so many details of the original metal wing tips, that they were successful with a redesign very similar to the original piece, which was constructed from aluminium..

The control surfaces are under construction at my own workshop slowly but surely when I find time amongst all the management problems of the project! The picture shows the inner control surface with the mass balance levers.

The inner control surfaces are ready and all parts for the middle surfaces are ready for assembly.

Progress of the central part at Lufthansa is very slow because of the small number of apprentices available. This situation hopefully will be



improved very soon.

The metal fittings of the wings are under construction at an apprentice workshop of the German Railway System at Fulda. The people there are very enthusiastic about this work. Naturally they have no welders with aeronautical license, so the fittings are only tacked; the final welding will be done at Roeder Präzision.

During the AERO at Friedrichshafen the main spar, ribs and the inner elevator were shown in the large VGC display area. The AERO was successfully used to establish contacts to companies, which may support the project. For example we got two tow releases, an offer for the canopy, a large number of control rod bearings, an offer for the special prone position harnesses and an offer for the flight instrumentation. The Horten IV is really an attractive plane and many people like to support it.

We are in contact with the SWAN-Trailer company on the problem of a special trailer which suits the Horten IV. ■

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

For sale due to a long term project. A unique glider in the UK (BGA 1480). 1963 **Wassmer WA22 Super Javelot** was designed as the French 15m class glider. It has the performance of a K6 with the outstanding ability to climb in thermals. It comes with a new Shirenewton purpose-built trailer for easy rigging. Telephone 01628 776173 or email graham@servotechnique.co.uk

My superb **Cobra 15**, refurbished in 1999. Full Wortmann wing giving viceless slow speed thermalling and good high penetration speeds, with L/D 1:38, fully aerobatic and a delight to fly. Full panel includes two miniature



altimeters for QFE/QNH and Controlled Airspace settings. Artificial Horizon, Turn and Slip, Development Clever Box Vario Stage 3 with GPS and Nav pack. Mechanical Vario, Expanded scale ASI, Compass, Radio with VOR. Aneroid Barograph. Very good trailer with Solar panel for glider battery charging. Two man rigging aids and tow out gear. Spares include tyre and tube, control rod bearings and bearing change press tool, pitot tube, canopy ejection mechanism, Two canopies, and miscellaneous parts. SZD Flight, Technical and Repair Manuals Price £6400. ono View at Southdown Gliding Club, Parham. Contact: Colin Street 01342 712684

Lunak LF 107 OK-0829, origin Czech aerobatic glider, built 1951. Professionally general overhauled at 2004, new painted, in excellent condition. C. of A. issued by the Czech CAA. Only 10 FH since GO. More information about the type see www.lunak.de. Price negotiable, trade possible. Contact on e-mail: czechaerospace@quick.cz.

FAUVETTE. Superb easy-rig 1960 V-tail thermal catching glider with delightful handling. Pilot weight 195lbs. Insulated metal trailer. 12 months CofA snip at £3500. Contact 0208 449 9024 evenings.

Free Slingsby Swallow!! Slingsby Swallow (BGA 1389) being offered free of charge to

anyone who would like to collect it. The aircraft is complete and undamaged but has no instruments and needs recovering. It has been stored in a dry workshop at the Channel Gliding Club site near Dover since it was last flown in 2000. There is no trailer with this aircraft. Contact Robert Shallcrass tel 07850 621419 fax 01233 740457.

The one and only **Skylark 2C** as designed by Dennis Corrick in consultation with Fred Slingsby in 1960. Totally different to the 2B. Unflown for many years and had major overhaul in 2004. Re-covered and painted as original 33. CofA June 06. Fully documented from new. New XK10 vario. Original trailer also rebuilt £3250. Also instruments for sale Turn & Slip, accelerometer, clock, Cook electric vario. Contact Tony Cummins 01824 780 409.

Rhonlerche 2 – offers over £1000 invited. (Ka4) BGA No. 1789 Tandem 2seater. Stored in hangar at Denbigh contact Mr A Hunt, 9 Bluebell Court, Beechwood, Runcorn, Cheshire WA7 4RN.

WANTED

TRAILER for Skylark 2. Preferably metal. Reasonable condition please. Contact Hugh Maddams (Essex Gliding Club) 01799 525084, after 8.00pm please."



Jock Forbes

The death has been reported of Jock Forbes in Texas. Jock was one of the two first RAF Gliding Aces from the time after May 1945, when gliding for BAFO (British Air Force of Occupation) was created in Germany. Such comments appeared in the "Sailplane and Glider" as "Better late than never" and "Glad to have you with us at last" and "with such equipment that is now available to our Airforce in Germany it should now be possible to train their pilots up to World Championships standard in three years!" In other words, the RAF had at last discovered gliding! Up to that time, it had not been needed as the RAF had had enough petrol to train their pilots in aeroplanes but, for a sport etc.. that was another matter. Jock and Peter Mallett, were the first two RAF aces of that time. Jock had been a Spitfire pilot but was appointed CFI of the RAF club at Salzgi-iter which was a small site near the Soviet demarcation line but it was very rich in equipment. It all had to be moved when the "Cold War" was started. Jock became a brilliant CFI and at once showed his potential by representing the RAF in all National and International Contests after that time, starting with the 1947 National Contest at RNAS Bramcote. His first International Contest was at Samedan in 1948, when the RAF arrived with two Weihe's straight from Germany. He was part of the 84 Group Team equipped with Weihe's, jeeps and closed plywood mono-coque German trailers. It was difficult for the impoverished civilian glider pilots in Britain not to feel jealous of the RAF in Germany, which had taken over such superb equipment from the German

Gliding Movement, if they had not broken it up first. Jock took part in the British National Contest, in which he always did well, and then in the International Contests in 1948, 1950 at Oerebro in Sweden, and in the World Championships in Spain in 1952, flying a new British Slingsby SKY. He was beaten into third place by a very small margin. Until that time, Jock had been flying "his Weihe" which was decorously painted in red and cream with transparent doped fabric. He had tested the HORTEN 4 LA-AD at Oerlinghausen for C of G launches (hitherto, it had always been launched from a nose hook, which gave it only low winch launches. Now, it could gain among the highest winch launches of all sailplanes). Heinz Scheidhauer and Hanna Reitsch assisted unofficially (illegally) with these tests. This Horten 4, with its built on wooden wing tips, is now beautifully restored and on static exhibition in the German Museum's Aircraft section at Oberschleissheim. In May 1950, Jock flight tested the Horten 4A LA-AC at Cranfield before it went to Hollis Button in the USA. Jock was overwhelmed by the magnificence of its flight handling and its superb performance. (CW still has his reports). Jock said that if he had had £1,000,(to pay for its repair after the ETPS at Farnborough had ground looped it) he would have had it instead of Hollis, as it clearly was the highest performance sailplane in the world. As it was, he would have to continue to fly his Weihe. LA-AC is now on static exhibition in the Planes of Fame Museum (Ed Maloney), in California. In 1949, Jock became CFI of the Central ATC (Air Cadets') Gliding School at Detling, until Derek Piggott took it over. Jock's Weihe followed him to England.

After 1952, Jock left the RAF and went to the USA, as he had an American wife. His Weihe followed him and he flew it in an American National Contest. It was a short time ago found in a church in a deserted Mining Town in Colorado. It as damaged after an American had tried to improve it by modifying its fuselage. Bob took its original canopy for his Weihe, which is currently owned by Jeff Byard at Tehachapi. (This was the third Weihe that was imported by Philip Wills in 1945, after he had had to cut out the main fittings to go into an Anson on the Wasserkuppe. Such was his desperation, as American forces were going to burn all the gliders on the Wasserkuppe on orders from their Commander.). This Weihe was rebuilt by Hawkridge Aviation and had only one Test Flight in Britain, before leaving for the USA in 1950). Nobody in Britain had £750 to buy it at that time (1949) in Britain. (This was to pay for its rebuild).

Jock seems to have given up gliding in the USA, or anywhere else. He and his Glaswegian accent, will never be forgotten as a product of that time in post 1945 Germany, and someone who was well known and very popular in British Gliding. He flew his Gold C distance in 1948 in a Weihe in 1948, from Fassburg to Cologne. It was the British Gold C No. 2. He had an all too short but brilliant gliding career. Our sympathies go out to all his relatives and friends. CW

Top: Jock Forbes with his Weihe in 1950 at the World Championships in Orebo, Sweden.

Below: Jock Forbes' Weihe at the 1948 Samedan World Championships, note his initials on the fuselage. Photos: from C.Wills' collection





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