

# VGC News

No. 119 Winter 2006



## **International News**

**Olympia 419 revisited**

**34th International Rally**

**EASA — is your glider on the list?**

**Huetter H17: the difference between A and B**



<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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The Vintage Glider Club  
Wings, The Street  
Ewelme  
Oxon OX10 6HQ  
Tel: 01491 839245

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

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*Laszlo Revy Hungary. Photo: Yves Le Mao*

### Notice to all members

The Rally Secretary is Graham Saw.  
Please forward details of any vintage glider rallies you may be planning to:  
e-mail:  
[Graham@servotechnique.co.uk](mailto:Graham@servotechnique.co.uk)  
Tel 01628 776173

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

### Wanted

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

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Telephone 01923 241924 Email: [AC@anson1922.freeserve.co.uk](mailto:AC@anson1922.freeserve.co.uk)

## Officers of the Vintage Glider Club

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

**Vice Presidents:** Willie Schwarzenbach, 52 Rte de Cossonay, 1008 Prilly, Switzerland  
e-mail: [willibach@citycable.ch](mailto:willibach@citycable.ch)

Neelco Osinga, Prof C. Eykmanstraat 17 7415 EK Deventer, Netherlands email: [kranich@zonnet.nl](mailto:kranich@zonnet.nl)

Harald Kamper, Leyerstasse 161, 49076 Osnabruck, Germany

Graham Saw (details under Rally Secretary)  
\*Vice Presidents also vote on the International Council.

### International Council

**Chairman:** David Shrimpton, Fairfields, Fosse Road, Oakhill, Somerset BA3 5HU, UK.  
e-mail: [chairmanvgc@aol.com](mailto:chairmanvgc@aol.com)

**Secretary:** Nell Dijkstra, Melis Blecklaan 61, 4634 VX Woensdrecht, Netherlands.  
e-mail: [knvvlpda@xs4all.nl](mailto:knvvlpda@xs4all.nl)

#### Australia

Alan Patching, 22 Eyre Street, Balwyn, Vic. 3103, Australia. e-mail [calbpat@netspace.net.au](mailto:calbpat@netspace.net.au)

#### Belgium

Firmin Henrard, Rue Porcheresse, B-5361 Mohiville Hamois, Belgium.  
e-mail: [henrard.f@belgacon.net](mailto:henrard.f@belgacon.net)

#### Czech Republic -

Josef Mezera  
[potk.josef@post.cz](mailto:potk.josef@post.cz),

#### Denmark

Niels Ebbe Gjoerup, Seglen 69, DK-8800 Viborg, Denmark e-mail: [negjoerup@private.dk](mailto:negjoerup@private.dk)

#### France

Didier Fulchiron, 333 rue Louis Blanc, 38420 Le Versoud, France.  
e-mail: [vgcfrance@free.fr](mailto:vgcfrance@free.fr)

#### Germany

Harald Kamper  
[ulf.ewert@osnanet.de](mailto:ulf.ewert@osnanet.de)

#### Netherlands

Neelco Ossinga  
[kranich@zonnet.nl](mailto:kranich@zonnet.nl),

#### Poland

Zbigniew Jesierski.  
[jzierski@silesianet.pl](mailto:jzierski@silesianet.pl),

#### Slovakia

Joseph Ott, Panska dolina 2, Nitra, Slovakia, SK94901. e-mail: [jozef.ott@zoznam.sk](mailto:jozef.ott@zoznam.sk)

#### Sweden,

Rolf Algotson, Aneboda, 360 30 Lammult, Sweden e-mail [r.s.algotson@swipnet.se](mailto:r.s.algotson@swipnet.se)

#### Switzerland

Werner Rueegg, uf Rütli, CH-8498 Gibswil  
e-mail [w\\_rueegg@hotmail.com](mailto:w_rueegg@hotmail.com)

#### USA

Jeff Byard, 13555 El Camino Real, Atascadero CA 93422 USA e-mail [jbyard@thegrid.net](mailto:jbyard@thegrid.net)

## Committee

**David Shrimpton - Chairman.**  
e-mail: [chairmanvgc@aol.com](mailto:chairmanvgc@aol.com)

**John Dredge - Treasurer.**  
email [john@dredgevgc.plus.com](mailto:john@dredgevgc.plus.com)

**Austen Wood - Secretary**  
e-mail: [austenwood@onetel.com](mailto:austenwood@onetel.com)

**Graham Saw - Rally Secretary.**  
e-mail: [Graham@servotechnique.co.uk](mailto:Graham@servotechnique.co.uk)

**Peter Underwood –**  
**BGA Technical Representative.**  
e-mail: [peter.underwood1@btinternet.com](mailto:peter.underwood1@btinternet.com)

**Jan Förster - Technical Officer.** Peppelhoven 27, 6225GX Maastricht, Netherlands.  
e-mail: [jftandemtutor@hetnet.nl](mailto:jftandemtutor@hetnet.nl)

**Nick Newton - Membership Secretary.**  
e-mail: [Ingenick@doctors.org.uk](mailto:Ingenick@doctors.org.uk)

**Bruce Stephenson (co-opted)**  
[stephensons@talktalk.net](mailto:stephensons@talktalk.net),

**David Weekes (co-opted)**  
[david.weekes@booker-tate.co.uk](mailto:david.weekes@booker-tate.co.uk),

**Laurie Woodage - VGC Archivist, (co-opted)**  
e-mail [L.P.Woodage@herts.ac.uk](mailto:L.P.Woodage@herts.ac.uk)

**Robin Wilgoss -VGC Webmaster (co-opted),**  
[robin.wilgoss@electronomical.co.uk](mailto:robin.wilgoss@electronomical.co.uk)



# VGC News

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## Membership news

*From the Membership Secretary*

After many years of stalwart effort on behalf of the VGC, its membership secretary, Geoff Moore, has finally relinquished his role and I have been asked to take over. I would like to start by formally thanking Geoff, on behalf of every single member, for all the effort that he has put in over the years. Having seen at close hand the enormous amount of work that Geoff has put in, not only updating the database, but also personally handling and banking payments as they come in, I was simultaneously in awe and terrified! It was clearly a 7 day a week job with no pay! Geoff has, I know, received enormous support for many years from many other people, specifically Laurie Woodage who has done sterling work designing and improving the database over this time.

Geoff has also benefited from the enormous assistance of 'local member-

## CLUB NEWS

### Chairmans address

#### The VGC is an International not a British club

Welcome to new committee members Dr Nick Newton (Membership Secretary), Bruce Stephenson and David Weekes and a big thank you to the outgoing committee members, Geoff Moore, Tom Edwards and Gayle Pearce for their valuable contribution whilst on the committee. Following the AGM, and in accordance with the present rules, the committee re-elected the Chairman, Secretary and Treasurer all of whom remain unchanged, albeit Austen Wood wishes to retire but has offered to remain in post until a replacement is found. I was called on by the committee to remain as Chairman in order to help drive through the updating of the VGC rules and to help the International Council to develop its role within the constitution.

As you probably realise, this has been a year for re-assessment. We now have some new committee members and can look at fresh ideas. At the AGM there was a sense of unity and co-operation with many offers of help from members world-wide. This was extremely encouraging since any lessening of the burden of running the club by the small band of volunteers on the committee is very welcome.

The committee will now be working on formalising those offers of help, be they administrative, sales and marketing or simply supporting the objectives of the Club. We welcome Katrin Strobel, who has offered to provide the service of official translator for those who speak German or French. Katrin has commenced translation of the VGC rules into both German and French to help many of our members to understand both current discussions and the way in which we operate. She will be assisting us as we now initiate a full review and application of the rules to make them more relevant to us. The present rules were historically adapted from the Popular Flying Association (a wholly British Club) and are now seen as being too ambiguous for our less complex objectives and operation.

For example, when formalising our constitution over a decade ago, the international aspect of the VGC was not adequately addressed. This was despite the fact that from the outset the Club was founded with the involvement of overseas members, gliders and enthusiasm. The VGC has subsequently grown both at home and internationally into what is clearly an all-embracing International Club.

Some, including myself, saw the recent attempt at devolution of the International Council from the VGC as an attempt to reverse our International perspective and view the VGC as a British Club. Both the International Council and our members at the AGM this year resolutely refuse to allow this to happen.

I would also like to thank Vice President Willi Schwarzenbach for not only donating to the VGC a splendid new-replacement "bell", an integral part of our tradition, but also for his public support of the Chairman and committee.

However unpalatable it has been for us during recent events, they have provided us with a wake-up call to re-consider our governance and administration – but not our purpose and objectives which remain as clear as ever. Whatever we agree as the final rules and procedures, the central spirit and sense of our members across the world remains not only intact but also strengthened. We are essentially a club that exists to promote and enjoy the preservation and flying of historical and vintage gliders around the world!

As VGC members we spend a considerable amount of time away from home in pursuit of gliding. One of the great assets of the club has always been the fact that we have traditionally enjoyed welcoming family members involvement in all aspects of our club. Consequently domestic issues are high on the list of priorities at our rallies. We have always considered that wives or partners, and children should be considered as family members at our rallies and should not have to formally register with the club. There is now a suggestion that we should formalise this and the committee will have to review its policy to see what benefits can be derived from such membership.

Finally, I would like to thank the Clubs of Angers and Angouleme for hosting our Rendezvous and International Rally this year. Whilst the weather was not particularly kind our hosts made up for this in many ways. I have received many complimentary comments from members who enjoyed the Rallies in France, and the chance to meet up with old friends.

As I left Angouleme, my attention was drawn to an envelope left attached to the awning of my Camper van. It was headed -Vintage Kiwi, the Vintage glider Club of New Zealand - opening it with some trepidation I read the very first line "We are now agreed that the VGC is an International not a British Club." Thank you for that!

Let us all now put behind us the divisive issues that have caused so much distress and controversy over the past year and move on to enjoy our bright future together!

*David Shrimpton, Chairman*

ship contacts' outside the UK who have collected membership dues in their own countries. I would like here to publicly acknowledge all the hard work that Harald Kämper and Ulf Ewert in Germany, Didier Fulchiron in France, Willi Schwarzenbach in Switzerland, and Nell Dijkstra for the Netherlands amongst others, have put in. Without these local membership contacts, it would have been much more difficult to collect the dues from our overseas members. These members are often unable to pay by credit card, whilst individual payment by cheque or standing orders direct to the VGC bank account might incur unnecessary bank charges. These local membership contacts often serve as far more than collection agencies, and have established themselves as focal points within their own countries for all matters relating to the VGC. We are indebted to all of them for their hard work on behalf of the VGC.

With a new membership secretary, it is inevitable that there will be fresh ideas. Already there has been a new initiative from Robin Willgoss, VGC Webmaster, to integrate the membership database with the VGC Website by means of a direct hyperlink. By entering their VGC number and password, every member is able to check his or her membership entry and keep personal details such as changes of, e-mail and postal address up to date. Note that on data protection grounds it is only possible for members to access (and update) their own personal information. It is not possible to access other members' personal details.

In addition to the Membership field there are also fields entitled Gliders, Gallery, Archive, Items for sale, and Workshop all of which enable a member to post information of interest to other members. This in turn gives VGC members access, to a whole treasure trove of information! This includes details of VGC members' Gliders (manufacturer, type, year, photo etc), a Gallery of photographs from recent rallies submitted by members, an Archive with articles of interest (including the latest edition of the VGC rule book!), Items for sale by members and a Workshop section giving valuable information on suppliers of materials for our gliders etc. as well as,

of course, access to the VGC discussion Forum. Please make sure that you are not left out, and access this amazing facility to see what is in it!

Membership dues are currently collected in a variety of ways by means of cash, cheque, credit card and standing order. Each has its virtues ranging from simplicity to convenience (mine!) Ideally we would like to see as many members as possible paying by credit card. This is now fully automated by means of 'PayPal' on the VGC website homepage, so that as a member enters his credit card details on line these are securely encrypted, and once the transaction is accepted the membership database is automatically updated. The £2 credit card fee already covers the modest cost of this facility. At present 73% of the 1008 members currently registered on the database have Internet access with an eMail address, although it is appreciated that the use of the credit card for Internet transactions may not be as widespread in other countries as it is in the UK.

Payment by standing order again minimizes the amount of paperwork involved, but is a problem when the membership fee is increased as individual standing orders must all be updated, and experience shows that inevitably this is a patchy exercise! Members electing to pay by standing order directly from their bank should ensure that the transaction carries both the name of the member and his/her membership number, as there is nothing more frustrating than receiving a membership fee and not knowing from whom it has come!

Currently many subscriptions are collected in individual countries by their local membership contacts, as mentioned above, and that will of course continue for the foreseeable future.

Mention must now be made of the thorny question of 'Family membership'.

As David Shrimpton has mentioned in his Chairman's Address in this issue, we have always welcomed and valued our family members' involvement in all aspects of the VGC. As a reflection of this there has been a suggestion that 'Family membership' should be formally recognised. However there are sever-

al problems that have to be considered. First, if both a husband and wife' for example' are pilots with their own gliders why should they pay a single or reduced fee to be members of the VGC? If they are allowed to do so, what about 'partners'? If partners are accepted, what about two (or more) friends who belong to the same club...? Secondly if a non-flying member of a family wants to have 'Family membership' and is given a separate membership number, then we end up with a club whose membership may be inflated by a number of members who prima facie are not active glider pilots. This makes for complications when we are represented as a gliding club and need to show our strength in political discussions over matters relating to aviation in general. A recent example is the application of an extended family consisting of five pilot members with additional children all of whom would like to be registered with the VGC as individual members with their own membership numbers for a single 'Family membership' fee. This clearly cannot be considered fair on other individual VGC members who each pay the full membership fee. In this context, it should be emphasized that the annual membership fee is currently less than the typical cost of a *single* 800-meter aerotow!

Bearing in mind the current political anxiety over security in general, it may be that, as we have seen at Angouleme, in order to have 'Airside' access on an airfield during a big rally, some sort of security is necessary both for pilots and their family. One way around this would be to register accompanying family and friends. It is possible that, in future, all members will be required to carry their membership cards with them to big National and International meetings. Indeed it could become necessary to show one's membership card before buying launch tickets. In this case, it would make good sense to issue family members with a suitable card. Any number on the card however would have to be based on the principal member's VGC Membership number e.g. with a suffix indicating joint membership.

These matters are all under active consideration by the Committee and will be discussed further at our next committee meeting scheduled for February 2007. Meanwhile no 'Family memberships' will be allocated and all applications currently received will be kept on hold.

Finally a reminder that all membership renewals are due on the first of January at the new increased membership rates.

**Membership Fees for 2007**

For 2007, membership subs for UK and Europe will be increased to £22 (or Eu 33) and £23 non Europe. Credit card transactions carry an extra £2 (Eu 3) rather than the £1 previously. Members who pay by standing order must make the change at their bank.

*John Dredge, VGC Treasurer*

(The membership of new members who joined after the International Rally in France, will be valid until the end of 2007). Failure to renew membership will automatically lead to deletion of the membership details from the database!!

Meanwhile I would like to send all our VGC members seasonal greetings and ask for your tolerance during this busy settling in period!

Nick Newton

## Annual Dinner.

At the VGC's ANNUAL DINNER on the 7th OCTOBER, the following prizes were awarded:

Jeri Lenik, Krajanek OK-8560 For the best replica (**Best Achievement Trophy**) Although technically a replica, it used original metal fittings, with new wood which took 4600 hours.

For the best restored glider (**International Rally Challenge Trophy**) The Kranich 3, D-8543 owned by Josef Auer, Fritz Bauer, Gerhard Bauer. The owners restored the fuselage themselves and did all the fabric work.( 1700 hours). The wing woodwork and the painting was done professionally.

The **Syd Davis Trophy** – 2006, Harald Kamper, for the award by the FAI of the Diploma of Honor



*Above and right: Jeri Lenik, Krajanek OK-8560 For the best replica (Best Achievement Trophy)  
Below: the best restored glider (International Rally Challenge Trophy) The Kranich 3, D-8543 owned by Josef Auer, Fritz Bauer, Gerhard Bauer.*





For his exceptional contribution to the conservation to airworthy condition a collection of gliders and organisation of the exhibition at Freidrichshafen and contribution to young generations across Europe.

The VGC Silver Salver to Geoff Moore engraved: "Awarded to Geoff Moore 2006 in recognition of 30 years service to the VGC"

## How will EASA affect you?

### Annex 2 aircraft and gliders

Annex 2 aircraft and gliders, are those to which the full weight of EASA regulations do not apply; particularly in the case of gliders, the need to comply with JAR 22. The BGA, assisted by the VGC, is endeavouring to ensure that all our current vintage types are included within Annex 2.

EASA lays down certain criteria, which must be met in order for a type to be included in Annex 2. These are listed below. The logic of these criteria is curious, legislation often is. As you will see, some ingenuity is demanded with some types to meet the criteria under "A".

Changes are being sort, but these are what we have to work with at this time.

Each member state is compiling its own Annex 2 listing. Depending upon the state, these may or may not include only those types originating in that state.

Since the total EASA listing of types should apply across all member states, our task is to ensure that all the vintage types we are, or may be interested in, are included and that the list is open ended. This work is ongoing.

EASA does not wash its hands of Annex 2; the administration and regula-

tion of these types is seconded to the various national regulatory bodies, in our case (UK), the CAA. Just how the CAA will want to handle this is not yet clear. Ideally, we would like this to be handed down, as hitherto, to the BGA.

The whole situation with EASA is fluid and subject to change and negotiation. It is therefore difficult to give opinions of what the various outcomes may be. At least, with Annex 2, we have recognition that certain classes of aircraft may be treated less stringently than Airbus and Boeing.

We are confident that vintage gliding will continue without undue regulation.

### Annex 2 types must fall into one of the following categories:

- A) Aircraft having a clear historical relevance, related to:
  - i) Participation in a noteworthy historical event; or
  - ii) A major step in the development of aviation; or
  - iii) A major role played in the armed forces of a Member State - and meeting one or more of the following criteria:
    - iv) Its initial design is established as being more than 40 years old.
    - v) Its production stopped more than 25 years ago.
    - vi) Fewer than 50 aircraft of the same basic design are still registered in the member States; (note the plural!)
- B) Aircraft specifically designed or modified for research, experimental or scientific purposes, and likely to be produced in very limited numbers;
- C) Aircraft of which at least 51% is

built by an amateur, or a non profit association of amateurs, for their own purposes and with out any commercial objective:

(There are other criteria which are not relevant to our vintage types.)

*P.J.Underwood, BGA representative, VGC committee.*

(see the tables on the following pages)

### Diary Dates for 2007/2008

**May 26th to June 1st 2007.**

**VGC UK National Rally 2007. Southdown Gliding Club.**

Contact: Andrew Jarvis. Tel: 01903 742137, email: ACJARVIS@aol.com, www.src1.org.

**July 15th – July 25th 2007.**

**VGC Rendezvous 2006, Rana near Louny, Czech**

www.lkra.cz  
Contact : Mr. Tomas Mezera, Cinska 23, 160 00 Prague, Czech. E-mail : potk.tomas@volny.cz

Contact :-Josef Mezera,44001 Louny, Nalepky 223, Czech Republic. Tel 00420 608282684.e-mail potk.josef@post.cz.

**July 26th –August 3rd 2007.**

**35th International Rally at Nitra, Slovakia**

Contact is Josef Ott, Panska dolina 2, Nitra Slovakia, SK949401. e-mail potk.Josef@postcz

**15th to 21st July 2007**

**The 4th International Kranich Rally , Airfield Freiburg im Breisgau**

Contact is Manfred Penning, Home: Am Finster Wald 5880,55126 Mainz, Germany. Tel:- 0049 6131 622 1062. Mobile: 49.173.1433.0541 e-mail: www.oscmainz.de

Subject to confirmation, there is to be an **INTERNATIONAL SCHULGLEITER TREFFEN**

(SG.38, Grasshopper, Hols der Teufel, Dagling, Zoegling, Grunau 9 etc) on the **Wasserkuppe**

next summer. Information from Karl-Heinz Kellermann, Beethovenstrasse 64,m 5 Frankfurt am Maine 1, Germany. Tel. 0049 69 74 54 75 (Home). Tel. 0049 69 90 92 61 (Work)

**2008**

**30th July to 10th August**

**36th International Vintage Glider Rally Wels in Austria (Lolw)**

The International VGC Council has accepted the kind offer from the Segelflieger Gruppe der Weissen Moewe (The Gliding Group of the White Seagull) to hold the 36th International Vintage Glider Rally on their airfield near Wels in Austria (Lolw) from the 30th July until the 10th August 2008. Wels is 30 kms SW of Linz. Our member Gottfried Balga, who has attended many of our International VGC Rallies, may be contacted. He has learnt English excellently for the occasion and is restoring an Oberlerchner built Grunau Baby 2b, which the Oberlerchner Firm in Carinthia named "EDELWEISS" as they had named their MG 19 "STEINADLER". The OLDTIMER GLIDING CLUB (OSC) WASSERKUPPE has visited the Segelflieger Club of the "White Seagull" at least twice and has kindly offered to assist in the running of the event. Registration and details will be distributed in the normal manner in the Winter 2007 edition of VGCNews.



**Vintage Sailplane Association**

Soaring from the past into the future!

The Vintage Sailplane Association 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 several times each year. VSA publishes the quarterly newsletter Bungee Cord. Sample issues are US \$ 3.- Membership is US \$ 20 per year. For more information write to **Vintage Sailplane Association**  
1709 Baron Court  
Daytona Beach FL 23128  
USA  
[www.vintagesailplane.org](http://www.vintagesailplane.org)



UK Types - BGA recommended Annex II gliders and justification

Make & Model	Current TC Holder & Country of origin	EASA type	Number currently in BGA	Historical Relevance (a) (i) or (ii) or (iii)	Qualifying criteria (a) (i) (ii) (iii)	Other reason (b), (c), (d), (e), (f)
Abbott-Baynes Scud 2	Orphan, UK	Not Listed	0	Designed in 1931 for the new English glider market as a small, lightweight glider. British height record holder 2537m 1933.	Designed more than 40 years ago	<b>Declared Annex II by CAA</b> Oldest flying glider in the UK
Abbott-Baynes Scud 3	Orphan, UK	Not Listed	0	First successful British powered sailplane	Designed more than 40 years ago	<b>Declared Annex II by CAA</b>
Birmingham Guild BG135 and YS55 Consort	Orphan, UK	Not Listed	1	Complex British all metal Vee tail sailplane	Production stopped more than 25 years ago. Only 6 made.	<b>Declared Annex II by CAA</b> Prototype
Colditz Cock	Home build, UK	Not Listed	2	Replica of WWII glider built by POW's in Colditz castle	Original design more than 40 years old	100% Amateur built. Permit to Fly 1 in museum <b>Agreed Annex II</b>
Edgley EA9	Edgley Aeronautics, UK	Not Listed	1	N/a	N/a	Prototype aircraft using fiberlam as main construction material <b>Agreed Annex II</b>
Elliots of Newbury, Olympia 1 & 2 series	Orphan, UK	Not Listed	28	Designed for the ill-fated 1940 Olympic games. Basis for Standard Class sailplane in 1947 at Redhill.	Deigned more than 40 years ago	<b>Declared Annex II by CAA</b>
Elliots of Newbury, Olympia 400 series	Orphan, UK	Not Listed	16	National height gain record of 29,100 ft in 1960	Deigned more than 40 years ago	<b>Declared Annex II by CAA</b>
Elliots of Newbury, EON baby	Orphan, UK	Not Listed	3	British copy of world famous Grunau Baby	Deigned more than 40 years ago	N/a <b>Agreed Annex II</b>
Elliots of Newbury, EON Primary series	Orphan, UK & Germany	Not listed	1	Major military role training RAF Cadet pilots post war, and German pilots pre and during WW11.	Deigned more than 40 years ago	N/a <b>Agreed Annex II</b>
Glasflugal/Slingsby Kestrel series	Slingsby Aviation, UK, Streifeneder, Germany, Joint venture	Yes	26	Women's 1972 100km speed and 300km triangle record	Production stopped more than 25 years ago	N/a Not agreed Annex II as EASA/LBA need to justify change
Harbinger	Orphan, UK	Not Listed	1	Lilienthal Medal for the most meritorious performance of 1938	Designed more than 40 years ago	<b>Declared Annex II by CAA</b> Only 2 aircraft ever built. BGA permit to fly only
LS8T-PW	Peter Wright, UK	Not Listed	1	N/a	N/a	Prototype of LS8 Turbo self-sustaining sailplane. 1 example only. <b>Agreed Annex II</b>
Scott Viking 1	Orphan, UK	Not Listed	1	Major military role in early UK radar tests 1940. Early incorporation of variable geometry by drooping ailerons.	Designed more than 40 years ago	<b>Declared Annex II by CAA</b>
Slingsby Cadet Tutor/Kirby Cadet T7/T8	Slingsby Aviation, UK	Not Listed	12	RAF Air Cadets trainer from 1950 to 1980's	Designed more than 40 years ago	N/a <b>Agreed Annex II</b>
Slingsby Capstan T49	Slingsby Aviation, UK	Not Listed	13	Last British wooden 2 place side by side glider	Production stopped more than 25 years ago	N/a <b>Agreed Annex II</b>
Slingsby Dart T51	Slingsby Aviation, UK	Not Listed	28	1965 OSTIV World Championship winner. Attempt to maintain accurate wing section using "Gaboon" ply. Slingsby's last wooden glider.	Designed more than 40 years ago	N/a <b>Agreed Annex II</b>
Slingsby Eagle T42	Slingsby Aviation, UK	Not Listed	4	British two-seater distance record, 1956 two-seater world championship winner. First two-seater cross channel flight 1956.	Designed more than 40 years ago	N/a <b>Agreed Annex II</b>
Slingsby Falcon T1	Slingsby Aviation, UK	Not Listed	0	First Slingsby production glider. First employment of swept back wing design. British distance record 1932	Designed more than 40 years ago	N/a <b>Agreed Annex II</b>
Slingsby Grasshopper T38	Slingsby Aviation, UK	Not Listed	5	UK development of German SG38 used to train Hitler Youth before and during WWII. RAF Basic trainer	Designed more than 40 years ago	N/a <b>Agreed Annex II</b>

## CLUB NEWS

Slingsby Gull series T12/14/15/25.	Slingsby Aviation, UK	Not Listed	4	First British post trainer high performance glider. First glider to cross the channel in 1939 from a height gained by natural lift from a 300' winch launch at Dunstable.	Designed more than 40 years ago	N/a Agreed Annex II
Slingsby Kite 2 T26	Slingsby Aviation, UK	Not Listed	2	Early post-war use of NACA wing section	Designed more than 40 years ago	N/a Agreed Annex II
Slingsby Kite T6 series	Slingsby Aviation, UK	Not Listed	4	Used during WWII for towing trials for military pilots. Used for radar trials	Designed more than 40 years ago	N/a Agreed Annex II
Slingsby Petrel T13	Slingsby Aviation, UK	Not Listed	2	Fatal accident in this type lead to introduction of back releasing winch hooks	Designed more than 40 years ago	N/a Agreed Annex II
Slingsby Prefect T30	Slingsby Aviation, UK	Not Listed	4	Development of two wing spar structure as apposed to conventional "D" box.	Designed more than 40 years ago	Agreed Annex II
Slingsby Sedburg T21 series	Slingsby Aviation, UK	Not Listed	48	First volume produced glider in the UK. Used by RAF & Air Cadets as basic trainer until the 1980's. Brought Solo training to an end in 1950's	Designed more than 40 years ago	Declared Annex II by CAA
Slingsby Sky T34	Slingsby Aviation, UK	Not Listed	9	Took part in early development of the transponder installations. World championship winner 1952.	Designed more than 40 years ago	N/a Agreed Annex II
Slingsby Skylark series T37/T41/T43/T50	Slingsby Aviation, UK	Not Listed	41	World height record 1957, Worlds woman's speed triangle record 1957, Won 1960 World Championships in Skylark 3	Designed more than 40 years ago	N/a Agreed Annex II
Slingsby Swallow T45	Slingsby Aviation, UK	Not Listed	17	1957 single seat follow on sailplane after initial training. Attempt to provide high performance short span glider 13m.	Designed more than 40 years ago	Kit available for amateur construction Agreed Annex II - Automatic
Slingsby Tandem Tutor T31	Slingsby Aviation, UK	Not Listed	0	Major military role in training RAF cadet pilots	Designed more than 40 years ago	Declared Annex II by LBA Germany
Slingsby Dagling T3	Slingsby Aviation, UK	Not Listed	0	Backbone of early UK and Continental gliding during 1920's and 1930's	Designed more than 40 years ago	N/a Agreed Annex II
Swales SD 3, 15T & 15V	Orphan, UK	Not Listed	1	15m sailplane of mostly metal construction attempting to provide low capital and running costs in "T" and "V" tail versions	Designed more than 40 years ago	Declared Annex II by CAA
Woodstock	Orphan, UK	Not Listed	2	N/a	N/a	Home build glider Agreed Annex II - Automatic
King Kite Replica	Home build, UK	Not listed	1	N/a	N/a	100% Amateur home build replica Agreed Annex II - Automatic
YS 53 Sovereign (Slingsby T53)	Orphan, UK	Not Listed	2	First UK designed all metal glider	Production stopped more than 25 years ago. Only 21 built	N/a Agreed Annex II

### Non UK Types - BGA recommended Annex II gliders and justification

Make & Model	Current TC Holder & Country of origin	EASA type	Number currently in BGA	Historical Relevance (a) (i) or (ii) or (iii)	Qualifying criteria (a) (i) (ii) (iii)	Other reason (b), (c), (d), (e), (f)
Akaflieg Braunschweig, SB5	Orphan, Germany.	Yes	2	N/a	Production stopped more than 25 years ago	20 cottage industry built in early 1960's and 20 kits Not agreed Annex II as EASA/LBA need to justify change
Akaflieg Munich MU13	Orphan, Germany	Not Listed	1	Set new German goal flight of 482k 1939	N/a	University project aircraft, prototype Classified Annex II by LBA
Alberto and Piero Morelli, M100/200	Orphan, Italy	Not Listed	5	The M-100 won the AeCI national design and prototype competition for the choice of the Italian training single-seater in 1957.	Designed more than 40 years ago, production stopped mote than 25 years ago	N/a Agreed Annex II



Alfred Voigt LO100	Orphan, Germany	Not Listed	1	1952 the only German glider cleared for unlimited aerobatics for next 20 years. Gliding demonstration for the opening of 1981 World Gliding Championships	Designed more than 40 years ago	N/a Agreed Annex II
Breguet 905S Fauvette	Dassault-Breguet, France	Not Listed	3	1959 UK Distance record 625km	Designed more than 40 years ago	N/a Agreed Annex II as declared by DGAC
Carmam JP15 series	Orphan, France	Not Listed	5	N/a	Designed more than 40 years ago	Home build kit Agreed Annex II - Automatic
Diamaint series	Flug un Fahrzeugwerke, Switzerland	Not Listed	4	First GRP aircraft not to use wood or balsa as sandwich filler	Production stopped more than 25 years ago	N/a Agreed Annex II
Elfe PM3 & STD	Orphan, Switzerland	Not Listed	2	First sailplane with laminar flow wing. 2 <sup>nd</sup> in 1965 world championships 1968 Standard Class World championships winner	Designed more than 40 years ago	N/a Agreed Annex II
Meise Olympia DFS	Orphan, various	Not listed	0	Winner of 1939 Olympic class sailplane design competition for ill fated 1940 Olympics	Designed more than 40 years ago	Classified Annex II by LBA
Fauvel AV22	Orphan, France	Not listed	2	Sole surviving example of a successful widely built two-seater flying wing design	Designed more than 40 years ago	N/a Agreed Annex II as declared by DGAC
Fauvel AV36/361	Orphan, France	Not listed	0	Sole surviving example of a successful widely built two-seater flying wing design	Designed more than 40 years ago	Classified Annex II by LBA
Grunau Baby series	Orphan, Germany	Not Listed	1	1933, Kurt Schmidt soared a Baby II all day, all night, and into the next day without landing. He had remained aloft for 36 hours and 36 minutes, a new world endurance record for motorless airplanes. Major military role in training German pilots in WW11.	Designed more than 40 years ago	Classified Annex II by LBA
Heine Dittmar Condor 4	Orphan, Germany	Not Listed	2	Development of pre WWII DFS Condor II & III. Jettisonable take off dolly. World record holder 100k triangle 9152	Designed more than 40 years ago	Classified Annex II by LBA
Hutter 17	Orphan, Germany	Not Listed	1	Light high-quality training glider for the Salzburge mountain area. Only 10m wing span.	Designed more than 40 years ago	More than 51% home built from plans Classified Annex II by LBA
Hutter 18	Orphan, Germany	Not listed	0	High performance sailplane of only 12m wing span. Used Darmstadt University experiments into moulded plastic cockpit canopies.	Designed more than 40 years ago	N/a Agreed Annex II
Jacobs Schweyer Weihe	Orphan, Germany	Not transferred	2	Pre WWII design. 1948 & 1950 World championship winner. World height record 8050m 1947, world height record 9665m 1959.	Designed more than 40 years ago	N/a Agreed Annex II
Kranich series	Orphan, Germany	Not Listed	2	1952 2 seat winner world championships. Major military role in training German pilots pre and WW11. Used in desperate attempts to supply cut-off German units in Russia.	Designed more than 40 years ago	Classified Annex II by LBA
Lunak LF107	Orphan, Czechoslovakian	Not Listed	3	Wood glider with good aerobatic and soaring capability designed in 1948. Lowest L/D of any aerobatic glider	Designed more than 40 years ago	N/a Agreed Annex II
Mg 19 Steinadler	Orphan, Austria	Not listed	1	Winner of Austrian national championships 1953 and numerous Austrian two-seater records up to 1963.	Designed more than 40 years ago	Classified Annex II by LBA
Mimimoa G03	Orphan, Germany	Not listed	0	Major military role in conducting early radar tests 1940. First glider Atlantic crossing in a Zeppelin.	Designed more than 40 years ago	Classified Annex II by LBA
Moswey III	Orphan	Not Listed	1	1948 100km triangle World record	Designed more than 40 years ago	N/a Agreed Annex II
PIK 16 Vasama	ERI Aviation, Finland	Not Listed	1	OSTIV prize for best standard Class glider 1963	Designed more than 40 years ago	Classified Annex II by LBA

## CLUB NEWS

Rhonbussard	Scheibe (Orphan), Germany	Not Listed	1	1933 Intermediate glider to fill the gap between Grunau Baby and high performance gliders of the time.	Designed more than 40 years ago	Classified Annex II by LBA
Rhonsperber.	Orphan, Germany	Not Listed	1	Hanna Reitch, flying this aircraft was first person to fly over the Alps in a glider	Designed more than 40 years ago	Classified Annex II by LBA
Scheibe Bergfalke	Scheibe (Orphan), Germany	Yes	4	Development of Mu13E WWII aircraft	Designed more than 40 years ago	N/a Not agreed Annex II as EASA/LBA need to justify change
Scheibe L-Spatz	Scheibe (Orphan), Germany	Yes	4	Baptist Hoffman set a new German free distance record of 678 km 1957.	Designed more than 40 years ago	N/a Not agreed Annex II as EASA/LBA need to justify change
Scheibe Zugvogel 3	Scheibe (Orphan), Germany	Yes	7	US national female distance record of 400km in 1964	Designed more than 40 years ago	N/a Not agreed Annex II as EASA/LBA need to justify change
Schleicher K 10a	Alexander Schleicher, Germany	Yes	1	N/a	Designed more than 40 years ago..	Only 12 built Not agreed Annex II as EASA/LBA need to justify change
Schleicher K7 series	Alexander Schleicher, Germany	Yes	47	1964 World record for speed around a 500km triangle in South Africa	Designed more than 40 years ago	Some aircraft converted to low wing configuration. As part of BGA development project Not agreed Annex II as EASA/LBA need to justify change
Schleicher K8 series	Alexander Schleicher, Germany	Yes	82	1968 out and return world championship. 767km in USA	Production stopped more than 25 years ago	N/a Not agreed Annex II as EASA/LBA need to justify change
Schleicher Ka 2 series	Alexander Schleicher, Germany	Yes	3	First 2 seat glider designed by Rudolf Kaiser in 1952. Forerunner of many later designs	Designed more than 40 years ago	N/a Not agreed Annex II as EASA/LBA need to justify change
Schleicher Ka 3	Alexander Schleicher, Germany	Yes	1	Single seat glider designed by Rudolf Kaiser a development of the K1 glider in 1952	Designed more than 40 years ago	N/a Not agreed Annex II as EASA/LBA need to justify change
Schleicher Ka 4	Alexander Schleicher, Germany	Not listed	1	Small strut based tandem glider first flew in 1955 with low 19:1 glide ratio.	Designed more than 40 years ago	N/a Not agreed Annex II as EASA/LBA need to justify change
Schleicher Ka 6 series	Alexander Schleicher, Germany	Yes	148	1960 & 1963 Standard class world championship winner. 1963 straight distance world record 875km in France	Ka6 and Ka6cr Designed more than 40 years ago Ka6e production stopped more than 25 years ago	N/a Not agreed Annex II as EASA/LBA need to justify change
Standard Austria, SHK series	Schempp-hurth, Germany	Yes	20	Widely regarded as the ultimate development of wooden construction	Designed more than 40 years ago	N/a Not agreed Annex II as EASA/LBA need to justify change
SZD 19 Zefir	Jezow, Poland	Not listed	0	World championship winner 1963	Designed more than 40 years ago	N/a Not agreed Annex II as EASA/LBA need to justify change
SZD 24 Foka	Jezow, Poland	Yes	5	Pioneered wing construction using female moulds	Designed more than 40 years ago	N/a Not agreed Annex II as EASA/LBA need to justify change
SZD Mucha	Jezow, Poland	Yes	4	1958 World Standard class winner, Poland.	Designed more than 40 years ago	N/a Not agreed Annex II as EASA/LBA need to justify change
Wassamer 26 & 28	Orphan, France	Not Listed	4		Production stopped more than 25 years ago	Classified Annex II by LBA
Wassamer WA30 Bijave	Orphan, France	Not Listed	1	Early post war indigenous French high performance glider	Production stopped more than 25 years ago	N/a Agreed Annex II as DGAC declared similar
Zlin 24 KranjaneK	Orphan, Czech Republic	Not Transferred	1	First post WWII Czech glider based on Grunau Baby II in 1945. Capable of aerobatic training included inverted flight	Designed more than 40 years ago	N/a Whilst agreeing that it meets the criteria for Annex II, the fact that it is specifically listed on the "Not Transferred" list by EASA means that EASA/CAA-CZ have to make the judgement. Also is it really an orphan? Does Zlin not still exist?

# National Rally Southdown (Parham) Spring 2007

Saturday 26th May to Friday 1st June

Southdown Gliding Club welcomes the VGC to the next National rally, at Parham, which is located eight miles north west of Worthing. The South Downs has a fine gliding pedigree. Jose Weiss flew his bird-like craft here in 1909; there were the Itford rallies of the 1920's, and Robert Kronfeld soared our own ridge in 1930. The Southdown Club started up soon after the War, in East Sussex, before settling at Parham in 1976.

As a gliding site, Parham is 'small but perfectly formed!' The airfield is all grass. The fleet includes three tugs: two Pawnee and a Super Cub; vintage-ish club gliders are a K13 and a K18, with syndicate Capstan and T-21. There is a powerful two drum winch, but field length limits winch launches to about 1,000 feet. The airspace situation is quite good, with an overhead ceiling of 5'000 feet, which increases to south and west. Spare hangar space is minimal, though we can accommodate a T21 in our T-hangar. There is adequate space for camping and motor caravans.

The main topographical feature is the great ridge of the South Downs, with its many gullies and other features of interest. In a northerly wind, flights of 30 kms to east or west are quite feasible. We are quite close to the sea, but this often creates large areas of gentle convergence lift in the afternoon, which is ideal for vintage gliders.

For aviation history there is Shoreham Airport (the oldest in the UK), and also Tangmere Museum, which is packed with interest. A very local museum is the Amberley Chalk Pits, which houses a huge selection of mechanical transport and traditional crafts. Those who like stately homes will find Parham house (Elizabethan) on the doorstep, and Petworth not far away. As a last resort, if the weather clamps down there's always a day at Brighton for a nice meal.

The rally already looks a lot of fun. We will link up with East Sussex GC at Ringmer, which would make a modest goal flight; several 'vintage' motor gliders will be present, and perhaps we could also re-enact Kronfeld's epic flight in the motor gliders.

Thames Valley Scale Aerotow members will coming, no doubt with some

beautiful models. Hopefully we can arrange for a hot air balloon one evening.

Most members will remember John Lee, who died of cancer in April 2003. John was a member of Southdown for the last ten years of his life, and I would like the Rally to commemorate John's passion for vintage gliders. In addition, there are those pioneering figures such as Jose Weiss and Robert Kronfeld to inspire us.

This is a preliminary announcement, and we will post full details in the next issue of VGC News. However, Southdown would be delighted to hear early from anyone who plans to come next Spring. Please contact me at:

acjarvis1@aol.com phone (evenings) 01903 830856

Look forward to seeing you!

Andrew Jarvis



Werner sent him many photos of it. Three weeks ago, (in September 2006), Werner received a fine coloured photo of Martin's superb scale model of his Weihe airborne over Australia. Martin builds very beautiful models.

It is an honour for Werner to have a scale model of his Weihe 'flying' in Australia and he hopes to be flying his 'full size Weihe 50 D-7080 with us again in Nitra in 2007. ■

## VGC entry in the Aerokurier Online Contest.

Some cross-country flights by Werner Tschorn in his Weihe 50 D-7080 during the summer of 2006. These flights were counted towards the AeroKurier Online contest.

Werner bought himself last June a second hand logger to document his flights.

The airspace situation is very bad everywhere around Cologne, where he lives. There are control zones around Dusseldorf, Koln-Bonn, Military -Novenich, Munchen Gladbach etc.

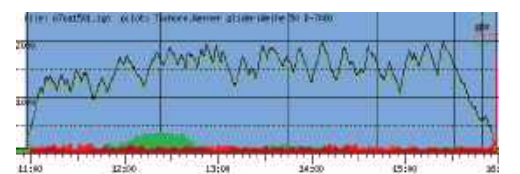
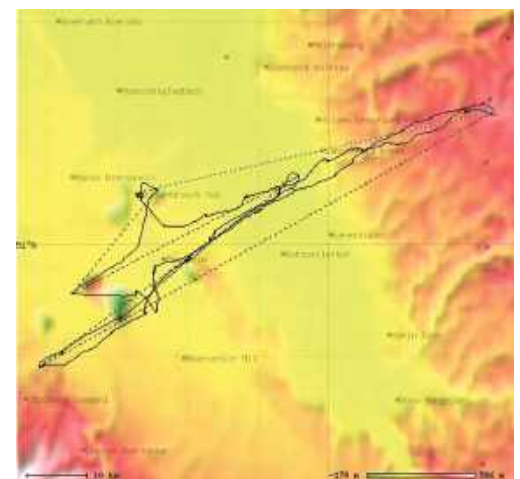
There are only small corridors available for cross-country flights, and heights are restricted.

In spite of this he has persevered and has sent us some records of his flights to date.

In November 2005, Werner received a letter from Martin Simons in Australia, asking him for details of his Weihe and

Top: Werner received a fine coloured photo of Martin's superb scale model of his Weihe airborne over Australia

Below: logger traces of one of Werner's flights



Date	Distance kms	Points	Av. Speed	Start point	M/C
07.06.06	202.27	251.43	48.38kph	Blumberg	Weihe 50
08.06.06	194.84	232.31	45.87	Blumberg	D-7080
24.06.06	130.31	175.21	46.34	Grevenbroich	"
01.07.06	200.84	244.33	47.40	"	"
13.07.06	157.11	181.02	38.11	"	"
17.07.06	184.26	213.41	37.86	"	"
24.07.06	270.14	330.10	53.52	"	"

# RENDEZVOUS 2006 RALLY

## Angers-Marcé Airport

from Sunday 6th August



They came (most of them anyway)... and set up camp... Saturday was devoted registration and a general Briefing, whilst on Sunday saw flights starting in earnest.

### Sunday 6th August

Today, after a slow start due to poor convection early in the day, cumuli gave us fair thermals reaching 6 knots and a cloudbase of 5,500 ft or more. Thanks to the efforts of a small but competent ground crew, led by Alain Verite, launches took place at a fair pace.

We managed to get 34 gliders airborne from 14 aerotows and 20 winch launches which enabled most participants to get in to the air. The C 30S Edelweiss took advantage of the good thermal conditions to fly a 300 km task.

Hangar space was offered to the oldest and more fragile gliders but, plastic sailplanes had to sleep beneath the stars! Parking gliders in the hangar proved a delicate task because of the wide diversity of glider types.

According to an alleged gliding tradition, this warm up day was duly completed by a stop at the club house bar. Meals prepared by Claude and his Team, were very welcome.

Use of Radio in the gliders for communication with the tower was obligatory owing to very intense Air Space negotiations which were currently in progress. **ADVICE OF THE DAY.** It was necessary to call the tower when Winch Launch was completed and on Down Wind Leg. "Bon Jour Madame de la

Tour". Planeur- BGA 337 ("fin de treuillee... - vent arriere"...or in english) We were consistently complimented for our good radio discipline.

**THE PORTRAIT OF THE DAY.** CLAUDE VISSE. He came to us from the Club Dedale. (Daedalus is the name of the French Vintage Gliding Club) He has taken part in numerous Vintage Glider Rallies and has been gliding since 1952.

**HIS GLIDER** is the BREGUET 900 S No.1 (First production aircraft.) F-CABY (his glider's registration ) was built in 1949. Its first flight took place at Toulouse Lasborde. Its max. L/D is 1:28

(which is as good as that of the AIR 100 and SKY. This is extraordinary for a glider of only 14 metre wing span. Its fowler flaps, when UP, allow it to pass the above mentioned sailplanes. *(Only five of them were built - CW)*

### Monday 7th

Morning stratus gave way to pleasant gliding weather especially during the afternoon. 6 knot thermals and a cloud base of 4,500ft gave us the opportunity to fly many old gliders. The orchestration of launches was impressive as there were 16 aero tows and 52 winch launches. The landings of the Hols der Teufel and the landing off the runway of the





*Bottom left: Claude Visse, in typical pose. Bottom right: Marika Waalkens shares her Doppelraab. Above: Francis Russel gets help rigging the Rhoensperber.*

Doppelraab added spice to the ground crew's day. The packing of gliders in the hangar took place with much spirit and the usual good humour. The evening started with a red hot beer pump followed by a BBQ meal somewhat cooled by light rain around 10.30 pm. We heartily thank Maryvone and Christian Ravel for the excellent meal. Major mishap: rumour had it that we were running short of the red stuff.

TODAY: IN THE LIMELIGHT..

MARIJKA WAALKENS. She is a

member of the Friese Aeroclub, Leenwardeen, Friesland (NL). She started gliding in 1967, and bought her glider in 1987.

**MARIJKA'S GLIDER.** – DOPPEL-RAAB 5 No.1. First flight of type:-1951. Max. L/D:- 15. The Doppelraab "MAD", an acronym for the names of the pilot " Marijka, Annette, Dorine", was designed by Fritz Raab. This glider was built during the 1950s to teach flying skills and required the instructor to reach over the pupil to use the stick.

At that time, few gliders were available in Germany when the ban on gliding was lifted by the allies in 1951. D-1177 received its C of A on the 29th of April 1954.

It was acquired by the BADWIND-SHEIM club (6,000 flights) and was then rebuilt by Fried Wevers, before being acquired by its current owner.

TODAY: REMEMBER. "Avoid thermaling in the landing circuit and especially on Base Leg."

**Tuesday 8th**

A stronger wind was forecast at about 5,000ft. and 2 to 6 knot thermals. An airliner was expected to arrive. It was possible to take off before lunch.

We were lucky to have the Musee de l'Air Regional d'Anjou and its director

**Gliders and owners present**

Type	Owner
1/. BREGUET 900 F-CABY.	Claude Visse
2/. BREGUET 904	Ville d'Avrille" F-CCFN. G.P.P.A.
3/. PEGASSE OO-YHH.	Peter Rocault Belgium
4/. T.31 BGA 4228. HVB.	Jan Foerste
5/. Ka 2B OO-ZRE	Belgian Veteran Club. Guy de Sauvages
6/. HOLS DER TEUFEL OK-A415.	Gerhard Maleshka
7/. NORD 2000 (Meise) F-CACX	(ex BGA 2840. Hans Dijkstra
8/. Ka 6E OO-ZOD.	Firmin Henrard ("Daisy Cutters") Belgium
9/. Ka 6CR OO-ZAB	Jean-Pierre Schollaert. Belgium
10/. FAUCONNET F-CDLC	Peter Urscheller
11/. DOPPELRAAB 5 PH-814	Marijka Waalkens
12/. AVIA 40P No.117. BGA 680.	Francois Ragot
13/. RHOENBUSSARD D-7059.	K-H.Kellermann OSC Waku
14/. CASTEL C.25S F-CRBI.	GPPA Angers
15/. ZUGVOGEL 3B No.1084. F-CCPT.	GPPA Angers
16/. KITE 2. BGA 689	AVS. Chris Raine. GB
17/. Ka 2B D-7039	OSC Wasserkuppe
18/. PREFECT PH-198.	Bob van Aalst
19/. Ka-2 HB-724.	Oldtimer Club Schaenis

Type	Owner
20/. MOSWEY 3 HB-374	Oldtimer Club Schaenis
21/. Ka-6CR HB-703..	Oldtimer Club Schaenis
22/. WEIHE D-6854	Gerd Hermjacob
23/. MUCHA STANDART OE-0899	Gotfried Balga
24/. Ka-13. F-CDYP	Angers Marce Club
25/. RHOENSPERBER BGA 260.	Francis Russel
26/. BERGFALKE 3. D-2268	Arno Anders.
27/. CIMBORO HA-5035.	Laszlo Revy. Hungary
28/. MUCHA 100 BGA 3776.	Ernshaw Fretwell
29/. Ka-7 OO-ZET	Patrick Govers. Belgium
30/. HUETTER H.17A BGA 490.	Nick Newton
31/. TANDEM FALKE G-BYEJ	David & Margaret Shrimpton
32/. KRANICH 2B-2. PH-103.	Marja and Neelco Osinga
33/. Ka-4 PH-247	George Slot
34/. Ka-8 BGA 1872	Tom Edwards
35/. PHOENIX-T. PH-949.	Hans Disma
36/. Ka-8. PH-361	Gerard Visser
37/. EoN OLYMPIA OY- XEF.	Niels-Ebbe Gjorup
38/. ELFE. HB-1199.	Lilly Grundbacher

## RALLY ROUNDUP

Christian Ravel. Two of its gliders, the Breguet 904 called "Ville d'Avrille" and the Castel C.25S called "Inyapasdhe-licelas". (Alas, it has no propellor!) The former was named after the Museum's and gliding club's old premises, on the ancient, historic Aero Club of the West near Anjou. The latter was named after a quote from a film, when Terry Thomas and others escaped from the Wartime Occupied Zone of France with the help of a Storch towing two C.25s. Apparently, one of the actors, if not Terry Thomas himself, was heard to say this, when they at first saw the C.25Ss. Perhaps, they

used that very C.25S in the film? The old airfield of Anjou Avrille (April) is now to be built on and the new airfield Marce with all its installations, was built with state funds to replace it.

Some of us took the opportunity to visit the Museum during the morning and were shown round by Christian Ravel. It immediately struck one that there were many most remarkable aeroplanes on view, but only a magnificent

WEIHE in the colours that it had when Eric Nessler flew it on a French record after the war. This WEIHE replaces the AVIA 41P, which also was one of the aircraft flown by Eric Nessler, which is domiciled now in the Musee de l'Air et de l'Espace at Le Bourget, after it had been rescued and repaired by the Regional Musee de l'Air at Angers Marce. This WEIHE on display, is



Above: Christian Ravel on finals, in the Hols der Teufel.  
Below (clockwise): George Slot and Jan Forster (Netherlands), Firmin Henrard and wife Bridgitte (Belgium), Claude Visse and friend (France), Christian Ravel and Laszlo Revy (Hungary)



rumoured to have components of Kaurite glued German wartime built WEIHES in it. It is referred to sometimes in France as a Milan. (a French built VMA 200 MILAN (Weihe) built from 1950-1952 using Certus glue). Because of its Kaurite glued components, the Buro Vertas will not let it fly again although superficially it looks superb. Another of these grounded WEIHES/MILANS is displayed in the Musee de l'Air et de l'Espace at Le Bourget. The WEIHE displayed in the Angers Museum has been declared a French National Monument for Culture. When will this witch hunt for Kaurite glue ever end. ? It is already over in Sweden and Britain. Another glider on display is a beautiful EMOUCHET but other sailplanes awaiting refurbishment are in the Museum's store. Of particular interest was the AVIA 152. This is an ab-initio nacelled training single seater, which started life as the AVIA 15a during 1932. This was the follow-on from the very basic AVIA 11 primary. The AVIA 15 was improved in 1938 but became the further improved AVIA 152 in 1942. AVIA 15a s and its follow on became the basic secondary ab initio training primaries in France, before the arrival of the CAUDRON C.800s and CASTEL C.25s dual side by side training 2-seaters after 1945. The prototypes of these had already flown in 1942, but were removed to Germany in 1943. The AVIA 151 had a very great redesign in 1942 and was thought to be the best training primary in the world.

**Breguet 904**



**Nick Newton  
Huetter H17**



The one in the Musee de l'Air Regional on Angers Marce is being built new. It seems to be a large, rather complicated to build primary which is basically built of spruce with parts covered with beech plywood. The wing is internally braced with wire, which is tensioned by very small wire locked turn buckles. To re-tension the wires would require removal of a large area of wing fabric. Beach plywood is used to cover wing and tailplane leading edges. The beautiful fish shaped wing tips are formed with strips of ply-

wood glued on diagonally side by side. There are three layers of these put on at angles to each other.. The result is an incredibly tough wing tip.

The AVIA 152's wood work is almost finished and the machine will only require installation of control cable runs and fabric. Christian Ravel intends to fly it during 2007, aero towed in to the air by the Morane 505 STORCH of the Museum. A future restoration project in the store, will be the JJ-3, a JACQUES BRYLINSKI designed, small, gull



**Left: Chris Wills gets airborne in the Storch  
Below: Kranich 2B-2 Neelco Osinga**





winged sailplane from 1938. The components are there but the wings will need a complete re-assembly.

In the Museum's store is enough work to keep restorers busy for hundreds of years.

**HENRARD FIRMIN'S CROSS COUNTY FLIGHTS FROM ANGERS AND ANGOULEME IN THE KA-6 E OO-ZOD.** FIRMIN is the founder of the Fauchures de Marguerites (Daisy Cutters) Gliding Club which has been operating very successfully from Hamois-Mohiville near Brussels for many years. He has saved countless old gliders but the club lately has been flying some of the newer types (one of the older ones is a Rhoenbussard), so that they can experience more modern performance flying.

**MONDAY 7. 8. 2006- ANGERS-** 256 km. in 4 hrs 51 mins.

**THURSDAY 10th August ANGERS** 306 km triangle 7 hrs-6mins. This counts towards his **GOLD C.** **TUESDAY 15th August 2006 Angouleme** -207 km. 5 hrs-3 mins.

Wednesday 16.th August. Angouleme. 5 hrs mins. Late. The Prefect of Bob van Aalst gets away from low down over the club house. The flying of the AVIA 40P low down over the club house was also incredible. By 5 o'clock, there was a slow deterioration of the weather due to the approach of a warm front, but a Ka 6 and a Weihe were still staying up.

### **Thursday 10th**

Negotiations concerning gliding on the airfield have reached a crucial stage. It is

unfortunate that this should happen with so much gliding happening on the airfield, as Angers/Marce is being developed into the commercial airport for Angers. Radio use is essential. Those pilots without radio should try to borrow them. It is clear that this will be the last time such a Gliding meeting will be allowed at Angers Marce. 5-10 knot thermals are forecast for today. There is a 5-10 knot wind.

1020 m pressure. Cloudbase will reach 4,500 ft 6,000ft. Thermals are expected to reach maximum strength at 1.30 pm. It would be possible to fly to Angouleme today. Maps could be obtained at the Aero Club. The Airline Flybee is coming in today but it should be clear by mid-day. The weather for **THURSDAY 10th August** today will be absolutely brilliant. Winch launches, if good, should be to 400 m. If very good, they should reach 500 m. A visit to the vinyard Domaine de la Touchiere 7 km South of the site was arranged for the evening. Firman flew his Ka 6E 300 km today Andreas Zehl flew his Glasflugel 604 over 200 km to Angouleme and returned by train. A Belgian crew flew their Ka-7 to Angouleme in 3 hours. Niels Ebbe Gjorup flew his

EoN OLYMPIA for 4 \_ hours from his 2nd winch launch. Tom Edwards flew his Ka-8 for 14 miles without turning at 3,500 ft. Either on this day, or on the next day **RIDAY**, Christian Ravel and Alain flew the Breguet 904 Angers/Avrille from Marce to Angouleme, over 200 kms without problems. There was a fine meal at Angers during the evening when farewell speeches were made. Unfortunately, both AVIA 40P BGA 680 and RHOENSPERBER BGA 260 had to be taken home by their owners. The AVIA 40P was finished between Christmas and New Year in 1942 in France and therefore, due to the war situation, it is unlikely that she flew in France at that time, but perhaps in 1943 in Germany, where she had been taken with 13 other Avia 40 Ps. She is certainly the oldest airworthy glider in France. The RHOENSPERBER flew first in Britain during January 1936, and therefore was probably built in Germany during 1935, becoming the British National Championships winner, flown by Kit Nicholson, in 1938 and 1939, she is one of the oldest airworthy gliders in Britain. (if not in the world).

The VGC wishes to thank all members of the Angers Aeroclub for doing their best to give us a good Rally. We wish particularly to thank Daniel Jamin who is a member of the London Gliding Club, Dunstable, and at Angers for assisting us in every possible way at all times. We wish to thank Maryvon and Christian Ravel for all their kind attention and help, which made a lot of difference to our holiday at Angers.

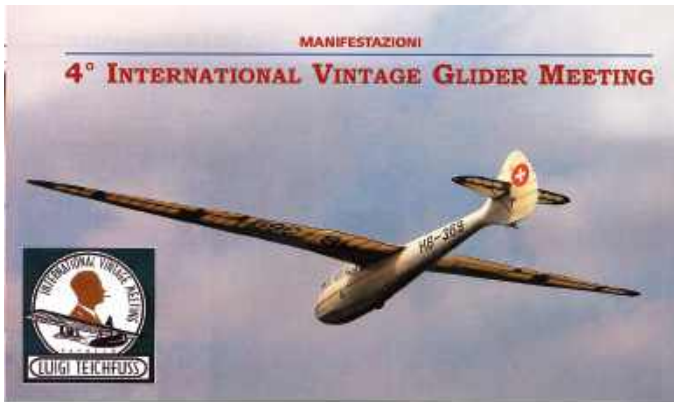
We will be probably for the last time at Angers Marce, as Air Space is changing. We are very sad about this as Angers has had a tremendous gliding history. All is in the name of European progress?? CW ■





# Pavullo Meeting 2006

The Italian aviation magazine JP 4 wrote an article about the meeting organized in Pavullo last July and which makes mention about the glider that Vincenzo Pedrielli restored with his friend Lino Del Pio, (see the pictures). We reproduce a part of that article for our Italian speaking friends but also add some additional pictures kindly sent us by Vincenzo.



MANIFESTAZIONI  
 4° INTERNATIONAL VINTAGE GLIDER MEETING

Il 4° International Vintage Glider Meeting Luigi Teichfuss, reduce internazionale degli ultimi 20 giugno al 30 luglio, ha visto la presenza sullo storico aerodromo dell'Appennino, la valle del volo a vela italiano, di una quarantina di veleggiatori, la metà dei quali macchine antiche, capolavori di legno e tela con un'età di 40 fino a 70 anni. Il 1° Roggiano Internazionale d'Alianti d'Epoca in collaborazione di Luigi Federico Teichfuss, lo storico pioniere del volo senza motore d'ispirazione italiana, è stato organizzato a Pavullo nel 1994, e la manifestazione è stata ripetuta nel 1996 e nel 1998, poi è seguita una lunga interruzione, durante la quale il campo è stato riabilitato, e ora offre la presenza di una pista asfaltata di 1.200 metri.

Il Comune di Pavullo, la Concomit Monte-na del Prignano e la Provincia di Modena sostengono emotivamente l'aeroporto "G. Paolucci", partecipando alle società di gestione, sostenendone l'importanza da come base per il servizio di evacuazione con un BK 112 basato su una nuova piazzola H240 sia portata avanti il progetto di realizzare una grande base della Protezione Civile e appropria la sua funzione

di zona verde per attività sportive di tutta la popolazione. Però il Padano, stentamente realizzato grazie all'aiuto dell'Aero Club e all'impiego volontario dei partecipanti, ha avuto varie fasi, la sua progettazione si è svolta fra quelle delle serate di ballo (l'uso di quei toni di colore, e pochi erano gli spettatori). Un momento, perché sono stati dei giorni di passione e di eleganza, un continuo intrecciarsi di voli da parte di piloti di origini europee, mentre alcuni appassionati sono giunti anche dagli Stati Uniti e dal Giappone. Il volo a vela sarebbe il perfetto sport ecologico, silenzioso e non inquinante, che stabilisce un contatto fra uomo e natura inconfondibile solo dagli uccelli (le tecniche sopra rivelate sono conosciute da alcuni e da pochi no) occorre che la sua bellezza sia apprezzata e la sua economicità riconosciuta. Bellezza anche nelle auto-

Il velivolo, Polono di origine, appartenente all'ingegner Carlo, creatore di altri 50 velivoli di cui l'ultimo nel 1907 da Vincenzo Pedrielli, alimentato in un cubetto di Selenio. Per il suo ingegnere venivano e sono stati costruiti: l'anno Lino del Pio, un biplano di legno; e la macchina, imitata alla francese originale, di una basata presso il Centro di volo a Volo Alpinico di Castello del Piave, l'anno del progetto del restauro. In 2004, lo spin 3-6 HB-300 è una macchina addegnata con la partecipazione di amici e del club sciala all'avvicinamento. Il resto costruito nel 1940, in Sestore italiano, anche nelle versioni di alcuni altri, alcuni dei quali costruiti negli anni '30.



36 - JP4 Mensile di Aeronautica



Settembre 2006



Settembre 2006



A motore propulso dal turbo della pista di Pavullo nel fotogramma di un ibrido con il motore. Sopra: il Pavesetti di 40 è un modello del 1993, anche se quattro costruzione. Sotto: il modello di 1070. È una versione di legno del motore Sport, che fu montato anche in 7000 della Meister a Montebelluna nel corso di Pavullo.

molto antico della scuderia Modena storica, che hanno affiancato gli allievi con i voli e rally nell'Appennino. Il trimotore Rodon 50 fu scosto il suo lavoro, ma il progettista è stato il modello che, trainando un cavo per tutta la lunghezza della pista, offre prestazioni inusuali, con un tempo in pochi minuti alla quota di 450 metri, con un'accelerazione facilmente a vedere ma in realtà molto rispetto di uomo e di macchine ai termini di G.

In totale gli alianti storici presentati sono stati venti, di cui due francesi, tre tedeschi, cinque italiani, sei italiani di cui tre volati (il Nimrod H-100, del 1956, di Vincenzo Pedrielli, lo Schweizer KA 6-CR1-CR08 di Dipean Ciba, e l'italiano M-9005 1-A1ER di Stefano Bassolo è uno costrutto di metallo, il KA 6-98 OC-8455, era di proprietà di Lino, Massimo Stu-



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Il DIPS (DIP) è un alfiere doppio progettato da Peter Jozsa, l'ingegner HB-475 con un'età di 20 anni, e un volo di 1000 km. Il motore è a benzina.

Il più antico velivolo italiano, il CAT 20 di ZAGO del 1934, era appeso in hangar, ma purtroppo non ha volato. Non sono tutti, rispetto alle centinaia di partecipanti di tutti della Vintage Sailplane Association americana, e i

prossimo in Scott era a Pavullo, o dal Vintage Glider Club inglese, ma alcune non ci sono mai andate.

Il merito di questo scambio di volo spetta al presidente dell'Associazione di Pavullo, Roberto Frazzini, e al coordinatore Vincenzo Magrini, l'entusiasmo di ogni iniziativa nel settore, offrendone i servizi alla MAMM, l'Associazione Italiana, l'Associazione Nazionale di Pavullo, e la società di gestione con la sponsorizzazione degli eventi. Il complesso evento, costruito sabato 8 luglio con un concerto del famoso pianista austriaco Friedrich Ficher per tutti i partecipanti.

Il velivolo, un altro ibrido (KA 6-98 OC-8455) che partecipò al campionato nazionale, l'ingegner Roberto Bassolo, il motore Rodon 50 fu scosto il suo lavoro, ma il progettista è stato il modello che, trainando un cavo per tutta la lunghezza della pista, offre prestazioni inusuali, con un tempo in pochi minuti alla quota di 450 metri, con un'accelerazione facilmente a vedere ma in realtà molto rispetto di uomo e di macchine ai termini di G.

# The 34th International VGC Rally ANGOULÊME-BRIE-CHAMPNIERS AIRFIELD



*Saturday 12th to Saturday 19th of August 2006*

*Report by Chris Wills,  
all photos Christian Ravel*

On FRIDAY 11th August was our big move from Angers to Angoulême. Angoulême Champniers is on high ground about 7 km from Angers city. The airfield is scheduled to become Angoulême's Municipal Aeroport about 7 years from now, with 80 % European finance. As this is a little further in the future than in the case of Angers Marcé, our use of radio was not compulsory.

DURING SATURDAY the 19th' The opening ceremony took place at 19.30 hrs in the hangar half filled with very old gliders. There, hung up, was a replica of JEAN MARIE Le BRIS' 1856 BARQUE AILEE which rose 100 m. high over a beach being towed in to wind by a powerful horse and by JEAN-MARIE LE BRIS' changing of the wing's incidence. There also was a smaller replica of it.

They had been sponsored by members of the Association de la Barque Ailee

and beautifully built by the apprentice engineers of the Upper School of Bois (Nantes).

There also displayed hung up were the AVIA 11 and AVIA 152 of the AVIA HISTORI CLUB. We had understood that the latter was airworthy? Both had been the very basis of French 1930s and 1940 s solo gliding Training.

THERE ALSO was a CASTEL C.301, which was born as the Castel C.30 in 1935, but 315 of them were ordered from 1940 as the CASTEL 301S. Only 42 of them could be delivered before the end of 1942, when all gliding in France was stopped due to the war situation. The rest of the order had to be delivered later. This C.301 is normally on display at the Musée Régional de l'Air at Angers. There also was the AVIA 41P from the Musée de l'Air et de l'Espace at Le Bourget. Only about 5 were built

from 1932. This one had been found by members of the GPPS and it had been partially restored at the musée de l'Air Régional at Angers before being taken for display at the musée de l'Air et de l'Espace at Le Bourget. It was inspired by Kronfeld's WIEN but was too expensive to go into production.

ERIC NESSLER had flown one of these in 1938, from his second winch launch of the day (he had had to land out after the first one) 380 km for France's FIRST GOLD C. Amid such splendid French gliding historical surroundings and the presentation of Eric Nessler's daughter, Madame Therese

Boucheny, who had been kind enough to come to us from Malesherbes, near Fontainebleau, the VGC's ceremonial bell was rung, before the VGC flag, to open our 34th International VGC rally.

Aperitifs were then available.

It was believed that with good weather, the four tow planes and the 2 drum winch would only have to get the gliders to 500 metres in thermals and the launch rate would be satisfactory. However,

**Below left: The new VGC Bell (right) donated by Willi Schwarzenbach  
Below right: Maurice Renard, Daniel Lamerand, Carmam M200 of Didier Pataille**





with three tow planes and a two drum winch in poor weather, by Angoulême's standards, there were in fact often long delays between launches..

From the first day, one of our four tow planes was hors de Combat through an undercarriage problem. Also expected was a new German electric winch, which was being demonstrated in France at Saint Auban at the time. Unfortunately, its German demonstrator did not like the conditions imposed on it at Saint Auban,

and refused to bring it on to us, although our organization offered to pay for it to be brought. Thus, there we were 88 gliders to launch and only three tow planes. Every effort was therefore made by our organizers to obtain another winch. On Monday, one appeared on an open lorry. Lorry driving is forbidden in France during weekends and the winch had no brakes. Hence, the lorry. Cassius became rather excited when it was discovered that it was a vintage two drum winch, and no one could remember when it was last run. Its prime mover was an Opel Blitz from the late 1950 s, but the winch might have been from a little later than that. The Germans had sold it to the English, who had sold it on to the French. Cassius then set the winch up no doubt with its wheels well chocked. Then, for two days, he taught the French winch drivers how to drive it, as they had only been used to winch launching

fibreglass sailplanes. He also taught them how to respond to British signals from the sailplanes for Too Slow and Too fast. It then gave good winch launches for the rest of the week.

ON SUNDAY, 12th AUGUST, the thermals went to 4,500 ft. Didier Pataille had to outland his M 200. Richard Ershaw Fretwell flew his MUCHA 100 for

three hours. Etienne Ruffieux flew the Ka-7 for 1 hr. Pierre Ruffieux flew the Fauvel AV 22 flying wing but had to outland it after 1 hr. 22 mins. He was retrieved by air. HUGO ORDING, in his Ka 6E, tried to fly a cross country of 58 km out & back. The

return 20 kms was against the wind. He only just got back clearing the airfield's fence by 25m. The flight took him 4 hours.

On this day, the CIMBORO flew for four hours! On SATURDAY 13th AUGUST, Hugo ORDING had flown his Ka 6E PH-1233 locally for 6 hrs 25 mins. ON Friday, Hugo had flown PH-1223 locally at Angoulême for 4 hrs 30 mins. This means that he had flown it for 15 hours in 3 days!! He said that Bob Persyn was his coach!!!

On Sunday evening, there was a lecture on the JEAN MARIE LE BRIS BARQUE AILEE. (Winged Barque). JEAN MARIE LE BRIS had been a sailor in the Southern oceans and had become captivated by the flight of the Albatross. Thus, his Winged Barque showed nautical influence with its pulleys and line to change incidence of wing's leading edges and to get wings to flap. It was launched for its only flight in 1856 from a cart with wooden wheels,



## RALLY ROUNDUP

*The 'perennial' Petrel, Graham saw.*

pulled by a powerful horse. Le Bris stood amid his aircraft while a coachman drove the horse, along the beach of Tre-feuntec in the extreme West of Bretagne. It is thought that the combined speed of wind and the horse created a "lift off" speed of about 70 kph. When he judged that his aircraft was going fast enough, Le Bris changed wing incidence and the Barque Ailee lifted off and climbed to 100 metres. It would have got higher except that the coachman got caught in a restraining line and was lifted off also. Without him there, the horse slowed up

and the Barque Ailee came down gently in to the sea just off the beach with Le Bris still standing in its midst. It had not been got to flap. No one was hurt. It was the first time that an aircraft had been persuaded to climb under some degree of control. He built another one without flapping wings in 1868 but the French Navy would not allow him to fly it, as it was considered unstable in yaw and pitch without tail surfaces.. Everyone was impressed by the excellence of the replicas which were sponsored by the

members of the Association for the Barque Ailee of Jean-Marie Le Bris and built by the Apprentice Engineers of the Upper School at Bois (Nantes). The metal parts were made by the students of the Lycee Jean-Moulin de Plouhinec in the Finistère. It is now statically exhibited in the musée de l'Air et de l'Espace at le Bourget.

ON MONDAY 14th AUGUST, the VMA 200 MILAN (Weihe) was flown for 1 hr. 10 mins, by Daniel Lamerand and by Didier Sales.. for 1 hr 20 mins.



*Left: Jaskolka, SZD 8, Zbigniew Jesierski  
Right: one of the several T31's that attended the Rally  
Bottom left: The Polish Team at the International Evening  
Bottom right: The 'French' Evening*





## Glider types attending the Rally

Type/Reg.	Entrant
BERGFALKE 3 D-2268	Arno Anders
BERGFALKE 3 EC-FPU	Garcia Colomo Spain
BREGUET 900S F-CABY	Claude Visse -France
BREGUET 901S F-CCCX	Julian Barman
BREGUET 904 S F-CCFN	Roger Gaboriaux
BREGUET 904S F-CCFZ.	Julian Bernard
BREGUET 905 "Fauvette" F-AZNV	Pierre Charodie
BOCIAN OO-SZE	Jean-Michel Ginestet.
CAPSTAN BGA 1134	Graham Barrett
CARMAN M 200 F-CDAU	Jean Marat
CARMAN M 200 F-F-CDHC	Didier Pataille
CIMBORO HA-5035	Laszlo Revy Hungary
DG 505 HB-3185	Jacques Beguin
DOPPELRAAB 5 PH-814	Marijka Waalkens
EDELWEISS F-CDAU	Christian Mathieu
EDELWEISS F- CDGA	François & Patrick Renaudin
FAUVEL AV 22, F-CAGL	Claudine Neglais
FAUCONNET F-CDLC	Peter Urscheller.
GLASFLUEGEL 604 D-5720	Andreas Zehle
GRUNAU BABY 2B OY-AXO	Maja Andersen
GRUNAU BABY 3 D-1977	Joachim Capell
GRUNAU BABY 3 D- 1052	Rainer Strobel. & Diermut Schultz
HOLS DER TEUFEL OK-A415.	Gerhard Maleshka
HUETTER H.17A BGA 490	Nick Newton
HUETTER 17B OK- A636,	De Wouters.Belgium
JASKOLKA DZS	Robin Wilgoss. GB
JASKOLKA SP- 3675	Zbigniew Jezierski. Poland
Ka-4 Rhoenlerche 2 D-4116	Armel Gestin
Ka-4 Rhoenlerche PH-239	Agnieszcza Gill
Ka-4 Rhoenlerche PH-247	George Slot

Type/Reg.	Entrant
Ka 2B D-1959	Lothar Ewigleben
Ka-2B D-7039	Dieter Domning.
Ka-2B OO-ZRE	Guy de Sauvages.Belgium
Ka-2B D-5596.	Andreas Belke
Ka-2 HB-274	Juerg Baer
Ka-2B D-9163	Walther Hoekstra
Ka 2B D-7042	Berkhardt Wittge
Ka 6CR D-5856	Werner Block
Ka-6E OO-ZQD	Hugo Denaux
Ka-6E PH-357.	L.C.J.Kroes
Ka 6E D-8485	Daniel Theman
Ka 6CR PH-856	Martyn Hoogenbosch
Ka 6E PH-1223.	Hugo Ording
Ka-6 HB-703	Beate Huber
Ka-7 D-5250	Volker Skrypek
Ka-7 OH-296	Esa Rantanen Finland
Ka-7 OO-ZET	Johan Stesens
Ka-7 HB-768	Rene-Louis Ruffieux
Ka-7 HB-653	Sonia Fallet
Ka-8b D-2233	Fritz Klusik
KRANICH 2B-2 PH-103.	Neelco and Marja Osinga
KRANICH 3 D-8543	Fritz & Silvia Bauer
KRANICH 3 D-6044	Harald Kaemper
KRANICH 3 D-6071	Dietrich Hahn
KITE 2 BGA 689.AVF	Chris Raine. GB
KRAJANEK Zlin 24 OK-8560	Jiri Lenik
LEHRMEISTER FES 560/1 OY-DXK	Petter Lindberg
L-SPATZ 55 HB-737	Astride Walty
L-SPATZ 55 OY-XED	Erik Jensen
L-SPATZ 55 OE- 0362.	Franz Havlicek
MOSWEY 3 HB-374	Hans-Peter Detmer

Type/Reg.	Entrant
MILAN VMA 200 (Weihe) F-CBGP.	Daniel Lamerand
MUCHA 100 SZD 12A 2001	Richard Ershaw Fretwell
MUCHA STANDART OE-0898	Gottfried Balga
NORD 2000 (Meise) BGA 2846	Hans Dijkstra
EoN OLYMPIA OY-XEF	Niels-Ebbe Gjorup. Denmark
MEISE OLYMPIA D-1420	Joerg Ziller
PETREL Slingsby BGA 651	Graham Saw. GB
PHOENIX T, PH-949	Hans Disma
RHOENBUSSARD D-7059	Karl-Heinz Kellermann
SF-28a G-BYEJ	David Shrimpton
SF-27a OY-ZMN	Jorn Hanssens
SKYLARK 4. BNK	Rober Jackson GB
Slingsby SWALLOW 921	Graham Hayes. GB
SPECHT OO-ZCN	Roland d'Huart
SHK OY-FPX	Karen Poulsen
SF-26A OY-BJX.	Christian Bourreaud France
T.21b BGA 1215	Joern Assmann
T.31. FDQ	Jan Foerster NL
T.21b BGA 3195	Evi & Klaus Kuhlmann. D
T.21b BGA 3240	David Weekes
T.21b WJ306	Duncan,Alexandre,Sarah,Jamie Stewart
T.31b BGA 3545	Gerhard Tischler
T.31b OO-ZMQ	Koen van Rooy
T.21b BGA 3195	Klaus Schickling
T.30 PREFECT BGA 701	Brigitte Werner
JS WEIHE D-0700	Peter Ocker
WEIHE 50 D-3564	Gerd Hermjacob

*Should anyone find that the above entry list is not correct, please let C.W. know. He believes that the total was 88 gliders.*

## RALLY ROUNDUP

Monday evening was the International evening. This was its usual great success with the POLISH TEAM in magnificent National Costume and the SWEDISH TEAM playing Swedish (?) music which encouraged dancing. Their Aquivite was very strong. The British team also offered good food and put on an excellent show. All teams excelled themselves with their offerings of food and drink. Gottfried Balga, in Austrian National costume, put on a show of superb coloured pictures of Austria, outside the tent, to show us what to expect when we go to AUSTRIA in two years' time.

TUESDAY 15TH AUGUST, the brothers Patrick and François Renaudin each had one hour's thermal flight in the CIMBORO. Good cumuli remained to the East but never reached the airfield.

In the evening, there was total cloud cover but there was much lift to about 6,000 ft. Could this have been a sea breeze front from the West? Eric Nessler's daughter had an excellent flight with David Weekes in his T.21b and enjoyed every minute of it. David Weekes' team member hit his head on a

T.21's strut and was taken to Angoulême's hospital by ambulance. François Renaudin flew his Edelweiss for 4 hrs 45 mins. Hugo Ording flew his Ka 6E PH-1223 on an attempted out & return of 150 km but had to outland 65 km out. GPS co-ordinates helped the retrieve team, which did not have to search. He landed 50 m before a Crucifix and water. 15 cars stopped and asked if he needed help. The first car was British. Bob Persyn was his coach.

During the evening, Eric Nessler's daughter gave a lecture on her Father's life and flying career. He is truly the Father of French Gliding. She had been with gliding since her first steps and her memory of detail of those times is fantastic.

WEDNESDAY 17th AUGUST 2006. During Briefing, Prizes were given to 1/. The team that had brought their glider the longest way to reach Angoulême.



1/. This was awarded to the Finnish Team which had brought their Ka-2 2,500 kms from Finland.

2/. To the member who had come the longest way to reach Angoulême. Ian Dunkley who now resides in New Zealand.

3/. To the youngest pilot, Mathieu Fulchiron, Didier's son, who had recently gone solo.

5/. To the owner of the lightest glider. Nick Newton for his Huetter H.17a.

6/. To CW as the unluckiest pilot, who had been unable to attend the previous International Rally at Eggersdorf. This was presented by two of our members who had come specially to us from Eggersdorf.

7/. For the best restored glider. To Graham Saw for his Petrel.

Our Swiss Vice President and founder member Willi Schwarzenbach kindly donated a new Swiss cow bell to the VGC in place of the previous bell, which he had presented to the VGC in 1974. The old bell had become full up with all our international rallies engraved around its side. The new bell is magnificent and has a new fine, fresh, tone. The whole VGC cannot thank Willi enough for this. It has given the VGC so much pleasure, and is a symbol of our well-being and unity. May the new bell and the VGC last so long as the old one.

On this day, Rick Fretwell flew his Mucha 100 for 4 hrs 55 mins. It was on this day, that the hangar, which had been half full of the most precious French historical gliders was cleared of the latter to allow hangarage for many more of our precious vintage and classic gliders. Until this time, there had been one hangar, and part of the helicopters' hangar, available for our aircraft during nights, when there had been risk of storms. Many of our harder to de-rig and rig aircraft had, until then, to be de-rigged every evening. On Wednesday evening, there took place the French evening. This took the form of a most wonderful French meal in the large tent



*Above The Belgium Team's hospitality at the International evening*

for 400 members. There was even a small French orchestra, in French National costume, which played old French music from the Centre of France, from different positions around the tent. How the meal and music was organized for so many people in a relatively small space, was impossible to imagine but the miracle happened.

During Friday's briefing, CW congratulated the French for having run such a marvellous evening, and there was an embarrassed silence as, unknown to him, the entire catering staff had fled during the night. And that really was the last of La Cuisine Française on the airfield. Apparently, the caterers had said beforehand that their operation would only be economically viable if they could be guaranteed the preparation of 200 meals a day. They did not manage to achieve this and so, they took with them their food drink and, in theory, their tent. Luckily, the tent was left there and so we did manage to use it. So, there was the spectacle of the Italians eating old bread and Parmesan cheese, which they kindly shared with CW, and a great number of Germans amid the camp site all eating potatoes (cooked), which they also kindly shared with CW. Luckily, there was some beer and wine available from the little kiosk by the hangar, at least, until the evening. It was here on the camp site that we finally discovered the true spirit of old time gliding.

During Friday 19th August 's evening was the closing ceremony for the 34th International VGC rally. Some magnifi-



**Model of the 'Barque Allee' (winged barque)**

cent prizes were presented to our organizers, the largest of which, a silver plate suitably engraved, was presented to FREDERIC BEN ABDULLAH, the chief of the 25 members of the organization team who had tried beyond imagination for three years to give us a perfect Rally. That things had gone wrong was hardly their fault. His colleague, CAROLINE BONNET had been among the Secretariat who had tried at all times to smooth out the difficulties and even became a regular Angoulême Hospital visitor to translate when our members got taken ill. Thanks should be given to "Cassius" Ewald for translating from French, German and English during briefings or at any other time. Perhaps, the weather could have been better, or launch rates quicker but we have to believe that this was one of our better Rallies, if the CIMBORA often managed to be kept up in thermals for hours, that there had been so many cross country and long duration flights. We congratulate LASZLO REVY for having brought the CIMBORO such a long way from Budapest. We noticed that he has changed his usual Trabant for a Motor caravan. After it was over, Christian Ravel flew the GPPA'S BREQUET 904 solo back to Angers, over 200 km, without problems.

We were glad to encounter the following Dedale members all assisting. Maurice, Paulette and Isabelle Renard. Didier Pataille with M.200 and family. Jean-Michel Ginestet and Bocian. (acquired from Belgium.) Peter Urscheller and Nanushka (Dedale's dog mascot) and Fauconnet. François & Patrick Renaudin. Jean, Daniel Goujon. Dedale's past President.

Didier and his wife, Anne-Marie Fulchiron. Christoph, Christian & Maryvon Ravel. Br.904. Soasig, Jean-Jacques, Jean- Maurice & Thomas Keller. Christian Mathieu (Edelweiss) and others.

**Gliders seen for the first time**

Zlin 24, Krajanek., Huetter H17b. Not yet quite finished, but it was flown. Vma 200 Milan (Weihe).

CW thinks that it was Thomas Keller (?) who told him that he was restoring a CASTEL C.3010. This is a 1936 CASTEL C.30 which was converted in 1945, together with four others, to have the relatively high performance wings of the CASTEL C.31, 63 of which were ordered but not delivered in 1941.

The type C.31 was built and delivered as the CASTEL C.310 P after the war, and the order for 63 of them was presumably then fulfilled. However, a C3010 will be a C.310 P, without a canopy and should have a performance similar to that of a Slingsby Prefect. It will be a very rare bird.

**A National team seen for the first time - Spain**

BERGFALKE 2/55, EC- FPU, Antonio Rodriguez, Adrian. Soco, Julio Santa-



**Above: Bruno de Wouter's H17B**

marinas; Carlos Bravo and his family; Jose Ignacio Garthia Colomo. Yolanda Martin. Encarnita Novillo, Emilliano Payan.

We hope that they will come with us again. It was noticed that their BERGFALKE was painted in the colours of the Spanish WEIHES, KRANICH 2 s and GRUNAU BABY 2Bs in the old days. ■

**Reds raffle prize**

At the International rally we were fortunate to have been donated a beautiful model of the Mk65 Hawk, in the livery of the famous RAF Red Arrows. This was raffled during the week and the draw took place at the French National evening. The raffle was won by Matthias Dubbick and Christel von Eyss. The proceeds from the draw went to the VGC funds.



Mathias, who flies from Aventoft, Germany has sent his thanks and a picture (below) of its new home surrounded by a wooden Moazagotl and a Grunau Baby.



# SLINGSBY RALLY 2006



Vintage gliders and pilots young and not so old from all around the UK assembled at Sutton Bank in late August, the home of the Yorkshire Gliding Club founded in the early 1930's for their annual Slingsby Rally 2006 which is open to all types of gliders ranging from vintage to classic types. This year was a record entry of 30 gliders from early Slingsby Kites to a modern Slingsby Kestrel of the early 1970's era and an interesting ME7 13m. Russian glider first seen there at a rally. Perhaps this is a record making it the second biggest assembly of vintage type gliders for any rally seen around the world this year. The Kestrel produced by the Slingsby factory was the last of the long era of gliders made by them at Kirbymoorside, sadly now does not manufacture gliders any more. The glider was flown by Tim Wilkinson from Sackville Farm vintage group. It was pleasing once again also to have two early Slingsby Kites 1's owned by Tony Maufe and Bob Boyd participating. Tony making his best flight 3hrs 21mins and a height gain of 2700ft. The week was blessed with Northerlies to South Westerly winds favouring good many slope soaring possibilities, thermals, wave and cross country flights and of course land outs to the unfortunates.

The tale of the week went to Peter Teagle flying his Slingsby Sky who landed out, his retrieve took longer than expected when he found to his horror the mobile telephone had been left in his car so he slogged it back by foot 1.2 miles to a public telephone which took him one hour or perhaps he found a pub on the way. There were many friends to this



rescue for his retrieve and Ted Hull on his landing out with his glider all coming back with mud plastered gliders and boots. Another land out in the week was a local Phil Lazenby in his K6 but not far away having tried hard for his country flight.

Peter Concannon in his T31 Blue Brick from the Haddenham group captured the attention of many persons during the week with his great soaring on the slopes in the two-seater with grace

*Below left: Oly 2b, Laurie Woodage  
Below right: Dart 15, Graham Winch*

*Left: K18, Ian Pattingale*

and elegance. Laurie Woodage brought along his newly renovated Oly2 seen for the first time at a rally which it performed well as he had flown it just twice previously. Ian King a regular visitor drove all the way with his K6 from Devon & Somerset club in Devon. Ian Pattingale showed his newly acquired K18 all finished in sparkling red with unusual design on the wings showing a series of white crosses. He did well with long duration and cross country flights. A BBC television crew returned on Tuesday to complete their filming of flying shots and interviews to match an earlier filming in the year to complete the 'Slingsby Story' to be shown on TV first in October and afterwards on other networks. Steve Hill of Hill Insurance very generously donated all the daily prizes and awards won by the pilots; for which on behalf of everybody we thank him. Graham Winch Dart 15 from the Essex & Suffolk club performed constantly during the week with great performances of duration, height and achieving a land out with 18hrs total combination of flight times flown during the week won the overall prize and was presented with a bottle of Champagne.

Gayle Pearce from Haddenham and Ann from the YGC both excelled themselves as great performance cooks for the wonderful interesting filling appetizing evening meals which they produced from the kitchen with help from Tim Wilkinson, they both won a well deserved wine each. Many thanks go to David Haynes for his daily briefings of







the weather, flying and interesting debriefings from pilots from the previous days flying on how wave was found. Moira Johnson 91 year old club president performed each morning at briefing by reading sterling passages from Sailplane & Glider magazines of the 1930's as what the weather did and pilots experiences of flying in it at the YGC from those days past. She first learnt to glider in 1935 and was thrilled to have been flown during the week in a modern two-seater DG1000 remarking just how easy it was to race around the skies in a modern machine compared to the 1930's gliders. Big thanks go to Phil Lazenby the local vintage glider guru



**Above: Elf, Graham Maclean  
Left: ME7, Ted Hull**

who organised the event between the visiting pilots and the club, who as usual was full of enthusiasm and wit for which also the Yorkshire club is truly known. At the final briefing on Saturday morning he was presented from the visiting pilots for the Club, with a colored mounted photo of the evening sun reflecting upon the Bank cliff to remind everybody of the wonderful week enjoyed. We look forward to Slingsby week 2007. *Report and photos by Geoff Moore* ■

**Participating pilots and gliders**

Chris Raine	Kite 2a
Bob Boyd	Kite 1
Derek Phillips	Oly 463
Ian Pattingale	K18
Ian King	K6
Geoff Moore	MU13
Ted Hull	ME7
Graham Maclean	ELF
Graham Robertson	Skylark 4
Pete Concannon	T31
Graham Winch	Dart 15F
Tony Maufe	Kite 1
Phil Lazenby	K6E
Tim Wilkinson	Kestrel 22
David Gillbert	OLY 460
Barry Thompson	Dart 15
Ron Davis	Sport Vega
John Riley	OLY 2B
Rick Morris	K6
Andy Wilson	Skylark 2
Lena Jackson	Oly 2B
Ian Bannister, Mark Johnson)	Skylark 3F
Mike Fairman	AWS19
Graham Hayes	Skylark 4
Brian Griffin	Skylark 2
Tony Cummings	Skylark 2C
Peter Teagle	Skylark
Steve Sandererson	Kestrel
Mike Wood	T21
Laurie Woodage	OLY 2



# Independence Day Vintage Regatta Wurtsboro Airport, New York

*July 4, 2006 Weekend*

The first Vintage Regatta to be held at well-known Wurtsboro Airport (about two hours north of New York City) was held from 30 June through 4 July, 2006. The organizer of this event was Richard Wyton, a Ka-6CR owner and Eastern vintage enthusiast, and the Host was Joe Bennis, Wurtsboro Airport Manager and long-time glider pilot. Although Wurtsboro has been known for having glider activity as far back as the 1920's, this was its first organized Vintage Regatta.

The Art of Soaring was the in evidence as Field Artist Roger Baker mowed the Vintage Sailplane Association logo into grass and hay in one of the grass runways, in a perfect semblance of the logo, complete with a 270 foot likeness of a Minimoa. Roger has been well known for previous "Field Art" including depictions of Elvis Presley, the Statue of Liberty and Albert Einstein. It is expected that video and magazine coverage of Roger's Field Art will receive significant additional media coverage. Peter McLean from Massachusetts also displayed his watercolors of vintage sailplanes at a hangar reception to the



**Top: Frank Murray moves his one-and-only Schweizer 1-23F to the flight line during the 2006 Independence Day Vintage Regatta.**

**Wurtsboro features a fleet of L-19 towplanes.** Photo: Lee Cowie

**Centre: Lynn Erickson's Schweizer 2-22E "greases it on". Lynn trailered his plane 3300 kilometers from Tehachapi, CA for the Midwestern event.** Photo: Mark Nankivil.

**Right: Waco UPF-7 tows the IOC's Olympia "ART" toward the Wurtsboro ridge. It was taken by Lee Cowie as he was on tow behind his favorite towplane.**



accompaniment of live classical music. The celebratory dinner was held at a country club where attendees were able to watch Independence Day fireworks from their dining seats. All in all, this was a "classy" event for the predominantly wooden sailplanes and their crews.

Attending from the Wurtsboro airport were a Schweizer 1-26B which garnered the duration record of 4 hours and forty-one minutes, the only 1-23F (from 1956), Richard Wyton's Ka-6CR and a 220 HP Waco UPF-7 towplane. Out-of-town aircraft included a Kranich III (formerly D-8038), Hutter 17, the 1-23D "Tinny Hawk", a 1-26E and the ubiquitous EoN Olympia 2B "ART". (For those in the British Empire, ART was a bit embarrassed about the Independence Day celebrations, but she demurely accepted the fact as long as she could stay above most of the other gliders.)

**Top: Jim and Simine Short's Ka-2b. This kit-built ship was formerly D-9107 and later OO-ZTT. Photo: Mark Nankivil.**  
**Above: Neal Pfeiffer brought his beautifully restored Ka-6BR from Wichita, Kansas. Photo: Mark Nankivil.**  
**Below: Olympia "ART" flying over Lawrenceville, Illinois airport, looking Southeast. Note vast benign landing areas around the airport. Circular patterns are irrigated crops. Photo: Dave Ochsner.**

Friday and Saturday allowed thermal flights, accelerated by Wurtsboro's 1200 ft ridge, up to 5500 feet. Sunday's pre-frontal weather yielded classical ridge flights where the vintage ships showed their mettle amongst the local fiberglass fleet. Monday again yielded thermals to 6,500 feet. This was an excellent meet marked by hospitality, safety, good soaring conditions and a great new vintage site.

Jim Short ■



## Snippets

Hans Peter, VGC member 891, sent these pictures of his Moswey which were taken for a French colleague who is interested in building a 'copy' (Model? – Ed). As Hans says, "...these marvellous shots, which might be useful sometimes, alone made my trip to Angers worthwhile."



## Scheibe Flugzeugbau

Jochen Ewald (or known as Cassius!) has written to us with more detail of the status of Scheibe Flugzeugbau. He writes

The old Scheibe Flugzeugbau GmbH at Dachau has closed (due to age of the leaders and not having successors in the family) since mid-May 2006. All the rights, customer support, spare parts and drawings of Scheibe's 'wood and steel tube' gliders and motorgliders have been taken over by the new Scheibe Aircraft GmbH company at Heubach Airfield East of Stuttgart, led by Mr. Hartmut Sammet, who also runs a renowned repair shop there. They are also continuing the Falke (tug) motorglider production. Address: Scheibe Aircraft GmbH, Flugplatz Heubach, Sudetenstraße 57/2, 63540 Heubach, Germany. Phone: +49-7173-184286, Fax: +49-7173-185587, e-mail: info@scheibe-aircraft.de, internet: www.scheibe-aircraft.de ■

The Olympia 419 similar to the one reported here made its international debut in the World Championships in Poland in 1958. In these competitions, flown by Lt.-Col. (now Brigadier) Tony Deane Drummond, it took seventh place against very hot competition: an equal tribute both to the excellence of the design and to the skill of its pilot.

In the 1960 World Championships a 419 flown by Comdr. Nick Goodhart took fourth place, having, in fact, been holding first place on the penultimate day of the contests as a result of the spectacular performance of both pilot and aircraft in difficult soaring conditions. The 419 therefore has a first-class competition record and its performance is equal to the best from anywhere.

The Olympia series of sailplanes man-

ufactured by Elliots of Newbury (who amongst other things also makes beautiful church furniture) have their origin in the DFS-Olympia designed by the Engineer Hans Jacobs, before the war. This was one of a number of 15-metre span sailplanes competing for selection as the standard sailplane to be used in the 1940 Olympic Games. Another competitor was the very attractive Polish sailplane Orlik, one of which subsequently performed so well in the U.S.A., flown by Paul McCready. These games of course, were never held, and the proposal to include sail-flying in the Olympics has never been pursued. But the DFS-Olympia, the winner of the design contest, was produced in very large numbers in Germany, and used in all the German wartime gliding schools, together with

the Weihe and Kranich by the same designer, and the Grunau Baby and the SG-38 Broomstick designed by Edmund Schneider. The large-scale production version of the DFS-Olympia was named, in Germany, the Meise.

At the end of the war the Meise design, considerably strengthened and somewhat heavier, (to meet British airworthiness requirements), became the basis of the EON-Olympia, built at Newbury. The Olympia 2b is still one of the mainstays of British soaring clubs, and the standard medium-performance sailplane of the R.A.F. Gliding and Soaring Association who operate a fleet of eighteen of this type. The Olympia 2b is a beautiful aircraft to fly, and its controls and general flying characteristics are probably as good as any sailplane yet built.



**Airtest No 3**

# Olympia 419

*“A Pictorial View”*

*By Bruce Stephenson. photos via Laurie Woodage*

But in sheer performance the Olympia 2 is no longer in the front rank, and for this reason Elliotts began in 1951 to develop from it the Olympia IV.

#### The Olympia 4 Series

The first of the new aircraft, originally designated the Olympia IV and subsequently as the 401, was similar to the old Olympia, but had the original Gottingen sectioned wing replaced by a wing of similar planform having an NACA-6 series laminar section and frise ailerons. The aircraft was pleasant to fly at high speeds, but at lower speeds the laminar flow was not maintained, and the resulting increase in drag resulted in a poor performance at low speeds. It was the improved 401 with built in wheel and large hood that was flown by the Norwe-

gian, Johannessen, in the standard class in the 1960 World Championships, in which he was placed eighteenth.

The next aircraft in the series was the EON-Olympia 402. Improved performance, especially at the lower end of the speed range, was obtained by increasing the span to 55 ft. (17 metres). This gave a lower wing loading, and higher aspect-ratio; at the same time larger frise ailerons were incorporated, resulting in a high rate of roll, for a sailplane. Following the 402 came the series 403; this aircraft had the same wing as the 402, but the fuselage and tail unit were different. The most significant feature was the incorporation of an all-moving tailplane, with full span anti-servo tabs, which are

also used as trimming tabs. The system is almost identical with that subsequently used on the Piper Comanche. This tailplane can be folded upwards for stowage in a trailer, without disconnecting the flying controls; but the mechanism employed on the 403 required a heavy mass-balance. The fin area was also increased in comparison with the 402, and a large-dome perspex canopy was fitted over the cockpit. These alterations resulted in a longer fuselage, and of course, a greater all-up weight. Flying this sailplane, Lt.-Comdr. Tony Goodhart gained third place in the 1957 British Contests at Lasham. Nevertheless, the increased weight resulted in a loss of performance again at the lower end of the speed range, so yet another development in the series was undertak-



In airstest number 3, we re-discover the Olympia 419 through the pen of "Air Pictorial" magazine. Although these are merely copies, it is felt that since that these reports never appeared in "Sailplane and Gliding", they will hopefully make interesting reading, as it is assumed that most VGC readers will not have seen them before. The reader is reminded that at the time of writing, these were "new" types to British skies, and whilst "Air Pictorial" did, and still does enjoy a broad aviation spectrum, but it is primarily concerned with the development of the aeroplane. It is also worth reminding that, in some cases, many design layouts were being used on small aircraft for the very first time, features that we take for granted today. It has been decided to publish these reports in their entirety, and in sequence of publication by date, as some reports refer to the qualities of past gliders tested by "Air Pictorial"; it also serves to remind us of relative costs and technology of the day.

#### Olympia EON series 419X

##### Makers specifications

##### (1) DIMENSIONS

Span	62ft.
Length	25ft.
Height	6.5ft.
Wing Area	192.67sq.ft.
Aspect Ratio	19.9 to 1

##### (2) WEIGHTS

Weight (empty)	630lb.
Maximum permitted all-up weight	900lb.
Wing Loading	4.46lb/sq.ft.

##### (3) LIMITATIONS I.A.S.

Never Exceed (VNE)	100 knots.
Aero Towing Never Exceed	60 knots.
Winch Launching	60 knots.
Rough Air	70 knots.
Limitation speed for airbrakes	100 knots.

*With kind permission of "Air Pictorial" April 1961.*

en, and this became the EON-Olympia 419.

The Olympia 419 was planned by Messrs. Aviation and Engineering Projects Ltd. In order to improve performance at low speeds, a further 6ft. were added to the wingspan compared to the 402 and 403, bringing it up to 19 metres, or a little over 62 ft. This reduced wing loading, and again improved aspect-ratio. The frise ailerons were also increased in span to maintain rate of roll, and to offset aileron drag increased by the greater span. Furthermore, the all-moving tailplane was improved in design so as to eliminate the need for the projecting mass balances. The rudder area was also increased. The first 419 sailplanes had the lengthened fuselage similar to the 403; this was found to be unnecessary, so the shorter front fuselage was used, and at the same time a built-in landing wheel was incorporated. This model was known as the Series 419X, and represents the latest development in the series.

Finally, to complete the catalogue, one more variant must be mentioned. This is the Olympia 415, which is in fact almost a 419X with wings reduced in span to 15 metres so as to make it eligible for the so-called Standard Class. Only one 415 was built, and it was in this aircraft that David Ince won the 1958 Jack Hanks Aerobatic Trophy competed for at the

London Gliding Club at Dunstable.

The actual aircraft used for this air test was a 419X owned by the Royal Air Force Gliding and Soaring Association. In this particular aircraft, F/Lt. B.B. Sharman, now at R.A.F. Halton, won the 1959 Jack Hanks Aerobatic Trophy. At the time of this air test, it was fully instrumented and equipped with radio and oxygen in readiness for the R.A.F.G.S.A. "Wave Project" in Cumberland. It was therefore flown at its maximum all-up weight of 849lb. Throughout the tests, and all figures and comments relate to full load conditions.

**The Olympia 419 Construction**

Construction is entirely of wood and metal, and a small amount of plastics, including the moulded transparent canopy. The wings are 90 percent ply-covered, and the only fabric-covered parts are the rudder and rear part of the all-moving tailplane. The wing which is of 62ft. 4in. span, is made in two parts which join together at the centre, and at the same time mate with the fuselage; there is no centre-section. As the weight of each half is not far short of 200lb., and each is over 39ft long, rigging or de-rigging the Olympia 419, especially in anything of a wind, is no job for weaklings. A crew of 4 is the minimum recommended; and the long wings govern the minimum size of trailer in which the

equipment may be transported. The wing is well made, and fitted with long-span small-cord ailerons, having the smallest possible gap between their leading edge and wing.

DFS pattern airbrakes are fitted, which retract flush with the top and bottom surfaces of the mainplane. These are controlled by means of a large lever in the cockpit in a position near where the throttle would be in a powered aircraft. "Throttle closed" corresponds to brakes extended, and vice versa.

The all-moving tailplane is of particular interest. It is fitted with anti-servo tabs extending over about two-thirds of its trailing edge, and the same tabs also provide fore-and-aft trim, being adjustable by the pilot by moving a large wheel under his left leg. Neutral position is indicated by the word "neutral" on the wheel, but as this is invisible to the seated pilot, a small button in the rim of the wheel also indicates neutral position. It is, incidentally, too small to be felt by a gloved hand. For stowage, the two halves of the tailplane fold upwards; the mechanism comprises a hinge at the top of the spar, and a spring-loaded locking pin to make the fixed joint on the underside of the spar. These pins are concealed by spring-loaded doors in the under surface of the tailplane; the system is neat and effective; but, remembering the numbers of small prying fingers pos-



sessed by gliding club children, this pilot for one would never enter an Olympia 419 driving seat without first having checked that both these pins were secure and locked. Similar "pip-pins" are also used in control circuits.

### The Cockpit

The Olympia 419 is designed for a pilot and a back-type parachute, but the seat length is not adjustable. The size is adequate for pilots of reasonable height, say 6ft., but smaller ones might require some packing behind them if they are to be able to apply full movement to the rudder pedals. Cushions can be used, but this is not satisfactory unless they can be prop-



*Above: Tailplane folded*

erly secured. The maximum internal width of the cockpit is 19in. (measured to the inside of the fuselage ribs) but at seat level, it is a little less, which makes it a snug, but none the less comfortable fit for a full-sized pilot, dressed for cold weather. The distance from eyes to the centre of the instrument panel is 20in., which although better than a good many well-known powered light aircraft, is a little less than the optimum. A good point, however, is that by placing the instrument panel where it is, the rear side of all the instruments together with their electrical and air connections are revealed, and easily accessible when the canopy is removed, without the need for a long and unwieldy canopy to achieve it. This is a very great advantage for maintenance where it is most needed.

The instrumentation on this aircraft was particularly good without being unduly elaborate and expensive. It included an air-driven artificial horizon, for which suction was provided by an

electrically driven air pump, powered from the aircraft's 12volt accumulator. This is a particularly effective arrangement which worked well in flight and which cannot, of course, ice up like a venturi suction device. It permits the use of a type of artificial horizon, which is relatively easy to obtain, and eliminates the need for the heavy inverter necessary to drive some of the more exotic electric horizons. This instrument was placed centrally; immediately below it was the electric-turn-and-bank; to the left the A.S.I. and a Cobb-Slater variometer; and to the right a Cook electric-variometer reading from plus ten to minus ten feet per second in "fine" and from plus twenty to minus twenty in "course" setting. The sixth instrument was a sensitive altimeter. Finally, fixed in the centre of the canopy was an E2 magnetic compass. It would be difficult to improve on this panel without spending a great deal more money.

Also fitted were oxygen and radio, and, of course, the usual yellow ball which is pulled to operate the launching cable release.

### Handling

Two pre-takeoff cockpit checks of particular importance are to ensure that the canopy is secure and that the airbrakes are positively locked and closed. The canopy is secured by two spikes at the rear which engage in holes, and two bolts on either side of the cockpit. It is possible for the canopy to appear to be secured despite one of the spikes being improperly engaged, or one of the bolts not being properly home. A thorough check is essential, and it is as well to complete this by pushing upwards on the inside of the canopy to make sure. When properly done, the canopy is both secure and draught-proof, but can be jettisoned in flight, if necessary, by withdrawing the two bolts. The airbrakes have one mechanical lock only in the system and no lock in the cockpit. It is a good precaution to hold the lever hard forward by hand during the take-off. This is a comfortable position and ensures not only that the airbrakes cannot possibly open during a critical part of the take-off, but also keeps one's left hand close to the cable release if it should be required.

Take-off is simple unless there is no wind, or a crosswind. In this event, full and coarse application of the rudder may be needed, and it seemed on these tests that rudder control was inadequate at low speeds; it is therefore especially important that short pilots be supported

in the seat to ensure that they have full reach. Rudder and all controls are effective at about 20 knots, and thereafter no difficulties should be experienced. The vision from the cockpit is excellent, and the aircraft is easy to place exactly where one wants it in relation to the tug. Towing with a Chipmunk at 50 knots resulted in a rate of climb measured at 200ft./min. on the Cook variometer, and a time from start to 3,000ft. of a little over 15 minutes.

There is very little indication of the approach to the stall, until between 32 and 31 knots (A.S.I.) a faint rumbling noise is heard. At these speeds the Olympia 419 is almost noiseless in the cockpit, otherwise this sound could not be heard. It is an interesting thought that an aircraft such as this might be quite a useful research device since one could listen for, and hear the airflow break away at any selected points of the wing with a very elementary device like a stethoscope. After this further rearward movement on the stick results in a faint increase in the rumbling noise, and an almost complete disappearance of feel on the ailerons, although they will still rock the aircraft. At 30 knots (A.S.I.) there is a slight shudder, and the nose drops; at this point the stick will be back on the stops, but only a very small relaxation of pressure is needed to regain flying speed.

With the airbrakes extended the performance is almost identical, except that the speeds are between one and two knots greater, and there is a certain amount of juddering, presumably caused by turbulence from the airbrakes.

In straight flight, the 419 can be trimmed to fly hands off at any speed within the normal range. If disturbed, by pulling or pushing on the stick, and then leaving it, it was found to continue a gentle fore-and-aft oscillation which tended to build up, although very slowly; extending the airbrakes damped out this oscillation at once, and the 419 settled down at a steeper angle of glide two or three knots faster than the speed at which she was originally trimmed. Elevators are powerful and light at all speeds within the normal range.

Laterally, the 419 seemed unstable, though it required a moderate initial disturbance to cause a wing to drop. Once this happened it was found that if still left to fly itself a turn would develop, and gradually steepen, until the aircraft was in a descending spiral, at increasing speed. Ailerons are light and effective at all normal speeds, and for this reason the

419 is not at all tiring in rough air, or on aero-tow. In fact the control forces are very well harmonized. But the rudder, although light, is not as effective as it should be. It is insufficiently powerful during early stages of the take-off, and when it is required to recover rapidly form a steep turn, especially in turbulence. There is more aileron drag than the small stick forces would lead one to expect, and for this reason, until one is thoroughly familiar with the aircraft, difficult approaches to small landing fields which might involve vigorous maneuvers close to the ground, should be avoided. In normal circumstances, however, this sort of thing ought to be unnecessary, since the airbrakes are powerful enough to give very precise control over the glide-path which can be made steep enough to get into quite small places without weaving too much around obstacles; similarly, when the airbrakes are retracted the aircraft appears to leap forward, and a properly planned approach should leave no cause for under-shooting. Once unlocked, at speeds over about 55 knots, the airbrakes tend to suck put on their own accord with rather a bang, and caused a certain amount of vibration on the tail. This may have been emphasized on this particular aircraft by the folding mechanism on the tailplane being a trifle slack.

The gliding angle of the 419 is, of course, quite phenomenal. A straight descent from 3,000ft. in still air, at 40 knots, occupied 18 minutes to touch-down. This is an average rate of descent of 2.77ft./sec., and as it included the landing pattern, at a greater speed and final approach using the airbrakes it is clear that the sinking speed in normal flight is a lot less. The landing itself could hardly be more simple, and with an approach speed of 45 knots, the brakes permit the point of touch-down to be selected with considerable precision. There is no brake on the single wheel undercarriage, but, on smooth ground or a runway, the same effect can be achieved by holding the stick forward, and permitting the skid to rub along the ground.

**What it Costs**

As explained in a previous air test on another sailplane, it is not really possible to measure cost against mileage or hours flown. The cost is incurred before getting onto the air; flying time is free. The more skillful the pilot therefore, the more flying he will get for his money; and greater the distances he will go; the following first costs, however, will give a guide.

First cost of Olympia 419  
less instruments £2150

Instruments to  
owners requirements, say £100  
Cost of Trailer £300

To sum up the Olympia 419 is far from easy. So far as sheer performance is concerned, it is probably the most efficient sailplane yet built in Britain, and superior to most from other countries. For everyday use there is clearly room for development, and one ought really to regard the particular 419 to which this air test refers as something nearer the prototype than the production article. Given the time and the money there is no doubt at all that the Olympia 419 with its remarkable performance, and already attractive flying qualities, could be developed to become an even better sailplane than it already is. The real question is whether this particular line of development has now reached its economic limit; this could be the case; if so all those who have experienced the joy of flying Elliott's Olympia 419, and who have admired its fine qualities will look forward with great expectations to seeing and flying their newer, smaller, and lighter type 460, which fits the international 15-metre standard class specification; backed by experience and skill which has gone into the development of the Olympia 4 series, it should prove to be something spectacular. ■

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**Schleicher RHOENBUSSARD** BGA 337.1937 Schleicher built . Excellent condition, with very good metal trailer. It has been in Britain all its life and was imported for the Sir Alan Cobham Air Circus. Its famous owners include Joan Price and Frank Foster, who always did well in the National Contests with it.) Its current owner would be happy for it to stay in Britain, where it has been all its life. It is part of British Gliding's history. It has recently been beautifully restored, by the Newbury Aeroplane Co. It has a C of A. and is at present in its trailer at Lasham, where it has flown only twice. Before this, it has flown with the VGC all over Europe. It is a 1933 Hans Jacobs design. Reasonable offers to C.Wills, Wings, The Street, Ewelme, Oxon OX10 6HQ. Tel:-01491-8392 45.

**SHK-1 ECG 1966**. Here is a rare opportunity to acquire a classic and very effective cross country soaring glider. It has flown 1 500 k, 2 450 k and 8 300 k flown by its current owner. Purpose designed wooden trailer. Always hangared. , 2-person rigging aids. , good condition. Borgelt vario, Winter Speed to fly, radio, , parachute. Full set of covers. Based in Wiltshire. £5,500. Tel:- 01380 870008, or e-mail :- martin,@hardytesco, net.. M.F.Hardy.

**Moswey III**, BGA 2474, outstanding Swiss design of 1942 (see VGC News No.117, Spring 2006) offered with trailer and instruments, including ball vario; available with one year's CofA. Offers to peter O'Donatsld, tel. 01223 363532, or email to:pod1@cam.ac.uk

The Belgian veteran glider club has decide to sold its **KA2B** (it was at Angers and Angoulême). It is flyable with a good open trailer for 2500 euros. Photos and other details on request from Firmin Henrard.(see photo below)



**WANTED**

**Grunau Baby 2b** or **3**, condition: should be complete, could be needing new covering and overhaul but not with big damages. contact: Martin Konermann; koni.m@freenet.de

**Skylark 4 Canopy** Al Stacey, allen@apstacey.freeserve.co.uk, Home 01249 890077



## AUSTRALIA

**RAY ASH** at: 46 Medley Street, Gul-gong 2852 NSW Australia, has written that he has received a CD from Zbigniew Jezierski in Poland with 819\* SALAMANDRA drawings on it. These represent three versions of the aircraft built from 1949 –1953. in the greatest detail. This could well indicate the possibility that Ray intends to build one? In fact, he has already started building the metal fittings!

\*Even these are not complete! (the 819 drawings).

FROM MARTIN SIMONS VIA FRANCIS HUMBLET. Sent 26th April 2006.

"I have spoken to Kevin SEDGMAN about his OLYMPIA. The one he was concerned with was definitely built from CHILTON PLANS. So there were after all, three built from the CHILTON PLANS in Australia, the "YELLOW WITCH", the Sydney one that was crashed, and the one that Kevin had.

The plans were imported by Ray Duke, who started construction but ran in to difficulties with it. Kevin Sedgman and Keith Jarvis took over and completed building the OLYMPIA in Adelaide to fly here in 1957. I am not sure now what the registration was. After some flying, it was sold and it went to Alice Springs but, after some flying there, it was seriously damaged. It was brought back to Adelaide for Schneider to rebuild, but he refused to do the work. Kevin Sedgman bought the wreckage from the insurance company and rebuilt it, at this time making the wing tips square and shortening the nose to take an engine. The engine was never fitted. Kevin flew the OLYMPIA as a glider for some years, but with a large amount of lead ballast in the nose. He sold it again. It was again damaged and repaired again and it passed through several hands until finally it came to Mike Valentine. It was fully restored. The nose was rebuilt to conform to the original design. Mike has since died but the OLYMPIA is still in service with new owners in Victoria."

For those who do not know, the CHILTON OLYMPIA was the first Olympia built in Britain, at the Chilton Aircraft Co, Hungerford. The fuselage was built by Harold Holdsworth in a converted Chicken House. After the Managing Director of the firm was killed in a Fi 156 "Storch" accident on Christmas Day 1945 at Hungerford, the Chilton Olympia Project was handed over to Elliotts of Newbury (EoN),

which then built the parts for 200 EoN Olympias, of which 150 were finished and sold. Before this time, the Chilton Olympia plans were marketed and sold abroad on some kind of transparent material from which prints could be made. The British half Chilton Olympia flew on for many years, until it was destroyed by Slingsby Sailplanes because of glue failure, after it had been left outside in its trailer during winters on Sutton Bank. It was generally thought that it was more like the German MEISE than the Elliott OLYMPIA was.

The original owner of the only CHILTON OLYMPIA in England was Dudley Hiscox.

## BRITAIN

We are sad to report that our week-long National Rally at ASTON DOWN was completely rained-off. We sympathise with our members who gave up their annual holidays to attend this non-event.

We understand that the end of August SLINGSBY RALLY was much more successful. We congratulate PETER REDSHAW for winning the NATIONAL TWO-SEATER CONTEST with his Slingsby CAPSTAN beating, with his handicap, all the fibreglass two seaters.

A RESTORATION TRIUMPH after so many storage and restoration years, has been the MINIMOIA BGA 1639, at the London Gliding Club. It originally came to England as PH-390 in 1971? but flew in our first International Rally in 1973. It now even has a new metal trailer. Much of the work has been done by Peter Underwood to whom we say, Thank You.

The INTERNATIONAL RALLIES IN FRANCE were well attended by the following gliders from UK:

RHOENSPERBER, KITE 2, PETREL, JASKOLKA, MUCHA 100, 2 T.21bs, SWALLOW, SKYLARK 4, OLYMPIA, CAPSTAN, SF 27, Ka-8 and HUETTER 17a.

We think that this was a most substantial entry. We thank their owners for taking them there and hope that they enjoyed themselves and that they will come with us again. CW

## DENMARK

From Niels-Ebbe Gjorup in late September.

The HUETTER H.17a, that was test flown in 2003 has still not been allowed to have its Danish C of A. The Danish bureaucracy has said that they will try to do something about it, but they have been very busy. This H.17a was built in Denmark in 1938.

Two SG.38s are being worked on by JOHANNES LYNG and team at Billund. They should be finished by Christmas. One will be for the STAUNING MUSEUM. The other will be flown by the Danish Vintage Glider Club. HENNING SORRENSEN is about to retire. He is in the team restoring the famous Danish MU 13D-2 and a Ka-6. He is a carpenter and so perhaps he will be able to give more time to the projects.? A LOMMATSCH LIBELLE, with 17 metre wingspan, has just been discovered and it should be possible to restore it. A very successful weekend was had by the Danish Vintage Gliding Club at the beginning of September over the LOENSTRUP sand dunes. There was good slope lift for both of the two days.

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Niels-Ebbe is working to finish his two trailers. One will be for his RHOEN-BUSSARD, which he can then start restoring. The LO 150 in Denmark has been badly damaged landing. It is not known who will repair it.

**GERMANY**

The questions may have been asked as to why certain very good German Vintage Sailplanes were conspicuous by their absence at our International Rallies last August in France. We have endeavoured to discover why some of them were not there.

HABICHT with blue décor. This was exchanged for the OSC's REIHER 3 in the German Gliding Museum with Model flight on the Wasserkuppe. The OSC members, who had built it, thought that the Reiherr 3 was too heavy for them to handle on the ground. So now their HABICHT, which they also built, has been brought out of the museum for them to fly. Due to its long period hung up in the Museum, there was some structural deterioration, and so the OSC's members have to work on it to make it airworthy again. They are at this time having to fit out a new workshop.

The HABICHT with red décor. This could not be brought and flown due to Christoph Zahn, its pilot, having to study for further qualifications. His parents were with us at Angouleme. His Grandfather, Father and himself had built it. They had been expert sailplane model builders and so, they thought that the Habicht would be no problem for them to build. (just a large model)

REIHER 3 at Achmer. There were still details to be finished off on this new replica.

KRANICH 2. The political situation between its owners has at last been solved. It now only needs a trailer.

SWEDISH 1943 WEIUHE at Achmer. The problems with the LBA are at last solved and it at last has an LBA Zulassung (C of A.)

The MINIMOAS at Aventoft and Kirchheim. It was felt that the distance to Angouleme was too far to bring them.

HORTEN 1Va replica. As of late August 06, the Centre Section at last looks like the genuine article but there was clearly more work to do on it. The work is being undertaken free of charge by the Lufthansa Apprentices at Hamburg. Berndt Ewald has been kindly given by Peter Hanickel the mould which he used for his canopy, of the

Ho/1Va that is now restored in Oberschleissheim. A firm has offered to make a new one free of charge, if they could be given a mould. Bernd Ewald has had a trailer built by Kran Anhängers for the Ho 1Va and he has taken it to the Lufthansa apprentices in Hamburg to give them encouragement to put the Centre Section in it. It is a standard Kran Anhänger for two seaters with its sides slightly raised. As of mid August, 80% of the fittings to go on the front of the main plane main spars have been finished. These have to be installed on the leading edge of the spars before construction of the D-Boxes can begin. The fittings are to drive pushrods to operate the elevons etc and are themselves oper-

ated by the pilot in the Centre section through pushrods. When the fittings are complete, and installed, the way will be open for Sascha Heuser in Potsdam to assemble the wooden main planes, as the spars and ribs are already built and are with him.

GERHARD MALESHKA, who built the HOLS DER TEUFEL with JIRI LENIK, is working on a HUETTER H.17a, which he believes will be ready to fly in next year's International VGC Rallies. After the H.17a, he hopes to build a Huetter H.28-2. CW has sent him its plans. ARNO ANDERS at Eggendorf is dreaming of building a POPPENHAUSEN, a tandem 2-seater Hols der Teufel. One of these was flying with the

**PROJECT HORTEN IV. Latest news**

My visit at the VGC Rally at Angouleme was very pleasant and the close contact with so many friends who asked me "First of all, what is the Horten IV doing ?" encouraged me to proceed with the plane as quick as possible. So here are the latest news for all readers of the VGC News.

During the last days we travelled to Steesow, a very small village half-way between Hamburg and Berlin. There the SWAN Trailer Company has its factory and we picked up the brand new trailer for the Horten (already equipped with the VGC sticker!). It is the standard two-seater trailer of the company with the side board height increased by 10 cm. So it offers ample space for the Horten IV.

The next day we proudly towed the trailer to the Lufthansa Technik AG at Hamburg and parked it inside the company as a permanent reminder to finish the work on the center part of the plane and to load it on the trailer!

The progress of the center part at Lufthansa is encouraging. The center part now is about 70 % ready. The picture shows the center part from behind. The right person is Reinhard Freitag, the master of the apprentice shop, who



obviously is very proud of the work. In my own workshop I am very busy with those metal fittings, which must be installed to the main spar, before the ribs can be mounted on it. Sascha Heuser at Potsdam is impatiently waiting for these fittings to begin the final



assembly of the wings. As an example of all these fittings the picture shows the metal spar, with which the wing tips are attached to the main wing. For more informations on the project see also [www.horten-iv.org](http://www.horten-iv.org) . Bernd Ewald, 26 September 2006

London GC in 1932!! We wonder that its drawing plans can still exist!

CW has sent Arno on CD the plans for KRANICH 2B-1, and others, for the Kranich 2B-2, so that he can start the rebuild of the Kranich 2B-1, BGA 907, which came to him in very bad condition. The plans on the CD are acceptable.

ANTONOV A.15, There was only one 1959 designed A.15 in the Czech Republic. It had been originally taken there so that a production line could be started. In the event, the firm had to build jet fighters instead. The A15 has been bought by PETER OCKER, who flies from Oberschleissheim, near Munich. He has had the A.15 overhauled and polished up by AVEKO at Brno. Its colour is natural aluminium, as all A.15s originally were. Other A.15s exist in Hungary and in Norway. It is not known whether there are still any left in Russia or the Ukraine. 60, 18m wing span A15s were originally built in Kiev (Ukraine), but 200 all metal A.11s were built in 1957. They flew many National and International records before its place in the aeroclubs was taken by the A.15s. The A11s 16,5m span flapped wings could be quickly exchanged for the 12.1 m span wings of the fully aerobatic A.13. The A13, of which 200 were built, was cleared to fly up to 400kph. The max L/D for the A.11 was 1/33.8 and its economical circling speed was 98 kph. (wing loading 33.7 kg/sq.m, 5.46lbs/sq.in.) Max.L/D for the A13 is 1/26 and its economical circling speed was 95 kph. (its wing loading is 34.5 kg/sq.m, 5.6 lbs/sq.in.) The max.L/D of the A.15 is 1/39 and its best economical circling speed is 86 kph. (its wing loading is 35 kg/sq.m, 5.67 lbs/sq.in.)

OBERSCHLEISSHEIM: There was an Air Display during July. Many historic aeroplanes were on display but there was no mention of historic gliders, of which there are many on the site. Among ME 109G-10, ME 108, from the Messerschmitt Foundation, Bucker 181 Bestmann, Storch and Flamingo from our group at Bad Toelz, were two Swiss Ju 52s, which gave passengers joy rides. Suddenly the Starboard engine of one of them caught fire on the ground, and it was necessary to get passengers out in a hurry. Peter Ocker found a fire extinguisher near by, and extinguished the blaze before the Fire Brigade could arrive. All that was damaged was the engine cowling and the BMW engine ran again during the next day. Peter thus not only saved the engine but perhaps the Ju 52 as well. The reason for the fire was

*Peter Ocker not only saved the engine but perhaps the Ju 52 as well.*



probably the very hot weather of the time.

HANNOVER LAATZEN: Over one year ago, a KRANICH 3 was being transferred by air from a gliding club to the Freiburg in Breisgau airport. It did not get there and alighted on the town's rooftops. A team of men have repaired it for static exhibition only. It is now displayed, hung up, in the entrance hall of the Hannover Laatzen Airport and there was a considerable party to mark the event. It seems that not only do we have to fill museums with our aircraft but also the entry halls of airports as well. We have noticed how the RAF's Gate Guardian Spitfires and Hurricanes have disappeared from their gates because they are clearly worth a lot of money! They have been quickly replaced by fibreglass replicas and it is hard to tell the difference. (at least from far away) We wonder if this could not be done with old gliders as well so that great numbers of fibreglass Minimoas, or something similar, could adorn the Entry Halls of the airports of the world? Perhaps the Chinese could build them?

THE OLD SCHEIBE Flugzeugbau GmbH at Dachau has been closed since mid May. All the rights, customer support, parts and drawings for Scheibe's wood and steel tube gliders and motor-gliders have been taken over by the new SCHEIBE AIRCRAFT GmbH at

HEUBACH, East of Stuttgart, which is continuing Falke (towplane) production. See [www.scheibe-aircraft.de](http://www.scheibe-aircraft.de)

HERMANN BEIKER has been for many years been rebuilding an AISA built Spanish WEIHE, near Hamburg. He has almost finished the wings except for fabric covering. Jose Ignacio Garcia Colomo, who obtained for him the Spanish WEIHE some time ago, has presented him at our 34th International; Rally at Angouleme, an original COCKPIT COVER for a Spanish WEIHE, to encourage him further to rebuild his, as yet untouched, AISA WEIHE fuselage.

## HOLLAND

Concerning the MINIMOA mentioned above, this refers to the one being built by BOB PERSYN. All parts were finished and fuselage, tailplane, and rudder were complete, as were wing spars and ribs.

As the project had been going on for a long time, (and was being referred to as his life's work.!) He and others decided that it should be more quickly finished at Jezow and finance was gathered together, so that this could happen. The little firm at Jezow (Grunau) in Poland is very busy restoring old gliders (and probably also building new ones) but we still dare to hope that this new Dutch MINIMOA will be finished in 2007?

Note. Due to one Minimoa going to Japan, and another being in the German Gliding Museum, with Aeromodelling on the Wasserkuppe, we are now down to only two airworthy MINIMOAS although we once had five! (two in

*Below: Minimoa in Japan*



Britain, one in Germany, one in the Netherlands and one in Switzerland. The airworthy ones now are at Aventoft and at Kirchheim Teck. However, there has been a VGC counterattack (Gegen Angriff). A further four Minimoas should appear over Europe in the foreseeable future bringing our total up to six airworthy MINIMOAS, a hitherto never achieved before total in the history of the VGC. (these will be 2 more in Germany, one in the Netherlands and one in Britain !!!)

## HUNGARY

Laszlo Revy has told us that owing to the proximity of Budapest Airport (Ferihegy) and its increased air traffic, Airspace over the very historic gliding sites of FARKASHEGY and HARMASHATAR-HEGY (H-H-H) has had to be controlled down to hill top height and that only parascending can take place from them now, and no gliding. The main centres for gliding (information from Richard Moyses) in Hungary now are MISCOLC and SZOLNOK. The VGC should feel very privileged to have been allowed to hold international Rallies in the area of and at, Farkashegy as the site in the hills above our airfield was started in 1929 and is this the oldest gliding site in Hungary. The Farkashegy site is now used for a horse riding school although, when we first went there, gliding and working on vintage gliders did then take place there. HARMASHATAR-HEGY, which is a little bit further along the Buda hills, was where most of the great flights between 1941 and 43 started from. Laszlo Tasnadi in 1941 flew an M.22, 315 km to Banffyhungyad which was the first 300 km flown over Hungarian territory. Robert Meray-Horvath with Jenő Luxemburger flew one of the 7 Mraz built Kranich 2B-2s imported into Hungary, over 300kms from Budapest to Belgrade for the Hungarian 2-seat distance record. In 1943, he flew a Kranich 2B-2 from H-H-H to Kolozsvar in Transylvania, with its undercarriage in the back for ballast, 372km for the Hungarian single seat distance record. (Kolozsvar is now Kluj in Rumania). For us to experience flying from these two sites which are on the very edge of Budapest, (Farkashegy being not 3km from the Parliament Building by the Danube), was an unbelievable and unique experience. It will never happen again. Such is the cruel price for progress. We were lucky to have been to these Hungarian holy sites with

our gliders. There were many other height, distance and duration records flown from H-H-H. The Hungarian SACRED SITES HAVE BEEN BETRAYED IN THE NAME OF PROGRESS!

The Hungarian vintage gliders are still being well looked after and the Rubik 1938 designed VOCSOK is having new fabric.

## NORWAY

This year, there has been great progress in Norway. 15 vintage gliders are airworthy but it is hoped that 20-25 vintage gliders will be airworthy in two years time. 15 vintage gliders have flown this year. They have gone from 35-70 members in half a year. 100 members are expected next year. The central

town where this is happening is Elverum and Starmoen is the main centre- Nome -(Lund in Telemark.)

The gliders are: - LEHRMEISTER 17m span FES, PIK 3c, FOKA 4, Ka 8b (three of them.) BLANIK L-13, MUCHA 100, Slingsby PREFECT, Antonov A-15, (not airworthy). T.21b, SCHWEIZER 1-19, SCHWEIZER 2-22, EoN OLYMPIA, STANDARD AUSTRIA, GRUNAU 9 (built by our late member Bjarne Reier and it is now so far as we know in a museum) GRUNAU BABY, BERGFALKE 2/55. Their web site is: - [www.seilflyhistoriskforening.no](http://www.seilflyhistoriskforening.no)

CW has asked them if they have any news of the JACHT 71. This was an Ernst Jachtmann Amphibian that was built in the Lufthansa workshops in Berlin during the war, and was sent to the Norwegians as it was thought that they had plenty of water for it to operate from. Its wings and tailplane were mainly those of a Rhoensperber. CW.

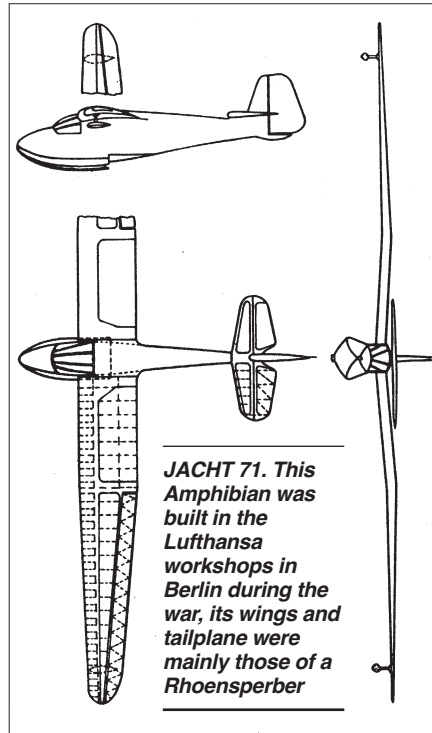
## POLAND

(from Zbigniew Jezierski at Angouleme)

The Polish Frontier with the Czech Republic has been open this year during weekends. Next year, it should be open all the time. This will allow long distances to be flown of 800km etc and great heights to be reached in waves. One of these waves would be the celebrated MOZAGOTL of legend.

Last July, Zbigniew flew his 300km for his Gold C and Diamond, in his JASKOLKA. It took the form of a quadrilateral. As he had previously reached GOLD C height at JESSENIK, in wave last winter, in a BLANIK on the Czech side of the frontier, Zbigniew has now completed his GOLD C. Congratulations to Zbigniew from the VGC!!!!

He reports that the new SALAMAN-



DRA at GLIWICE will be ready to fly at our International Rallies in 2007. The T.21b at Gliwice is coming on well and has a new nose built on to it. The PROJECT TO BUILD A NEW PWS 101 is coming on well. It is planned to build it half at Gliwice, and half at JEZOW. It is hoped that after this project a 1936 Antoni Kocjan designed two seater MEWA will be built. The building plans for this do exist in Poland. However, this is some way ahead as estimated finishing date for the PWS 101 is 7 years time. The pre-war National Centre at BECMIECHOWA is now owned by the RZESZOW Technical University which will supply most of its members.

On the top of the mountain is a new Hotel for about 50 persons, with a restaurant. It also has a large room for Briefings etc. There is also a large hangar for about 15 gliders.

The South Slope is now operational and all launches to the South are by Gravity!! i.e., the gliders are just pushed over the edge, but aerotows are also available. Launches in the other direction are by winch, with the winch on top of the hill. The North side of the hill is not yet active, but it will be later.

Not far away, the Ukrainian Frontier is still closed, cutting Becmiechowa off from its source of pre-war membership the Lwow Technical School. (Lwow is now L'viv and was Lemberg in the Austro Hungarian Empire).

JEZOW now has so many vintage gliders to restore and one wonders when there will be time to finish off their SALAMANDRA (which only needs about two weeks to finish off.) Apart from the Belgian/Swiss SPALINGER S.15K, it now has a MINIMOA to finish building).

## SWEDEN.

**R**OLF ALGOTSON has written recently saying that last year he was ill, almost blind and likely to get worse nor was he allowed to drive a car or fly gliders, and he was very unhappy. However, we are more than glad to report that he has been to see specialists in Stockholm, and they have given him treatment, which has enabled him to see, and he is now driving his car and flying gliders again. Photographs showing the KRANICH 2B-1, ex BGA 964 and now SE-STN, shows that it is looking very fine in its new black and cream décor and everyone loves it. Many old and veteran Swedish pilots have been renewing their acquaintance with the air in the Kranich 2, which they flew in their youth. When they are not flying it, it is exhibited rigged in the Swedish Gliding Museum, at Alleberg, where it is referred to as Her Majesty, the Queen, of the collection. It is a pity that some of the others of the Museum's collection, which includes a Swedish WEIHE, can not be flown also. SE-STN received this year a Swedish C of A without problems, It was decided to move its C of G further aft as it was nose heavy. A small steel tube filled with lead has been inserted in to the base of the rudder's leading edge. This is apparently the recognised place to put ballast in the rear of a Kranich 2B-1, which has no elevator trim tab. CW would have liked to have done this but was not allowed to by British and German inspectors. He did not know that this was a standard procedure for this type of Kranich 2b-1. Its British Trailer, which had no documentation or Chassis Number, as also managed to become

“Swedish” for £140-00. Alleberg must be a very fine gliding site with slopes and a bungee launching ramp.

## SWITZERLAND

from Daniel Steffen

**T**he 18th National Meeting of the Swiss Vintage Glider Association (OSV) was held from 21st to 24th June 2006, on invitation of the local ‘Skylark’ GC at the airfield Buttwil situated on a hill (Lindenberg) in a lovely countryside 20 kilometres westerly of Zurich. It was for the first time that 12 of our vintage gliders together with a nearly historic tug plane met at this place. The weather conditions were not excellent but fair and three out of four days were flyable, allowing 42 take-offs and 37 flight hours. Three local middle-aged gliders came along and their pilots were keen to join the OSV meeting.

The SZD-22B Standard Mucha HB-693 was recently restored by Christian Schmid and Hans Ruedi Frey. It took them two years. As the fuselage had been in poor condition most of the time had to be spent into this. The painting scheme is now (almost) original.

15 Standard Muchas have been supplied by the manufacturer in Bielsko-Biala, Poland between 1959 and 1966 to Switzerland. It must be said that 9 of them were later destroyed by accidents.

Today there are still three SZD-22 Standard Muchas registered in Switzerland but the HB-693 is the only one in airworthy condition.

The yellow K8B HB-752 is owned by the ‘Skylark’ GC and does not any longer suit their impressive ‘fiberglass-

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## INTERNATIONAL NEWS

fleet'. An insignificant damage could mean the end of this 43 year old glider. Fortunately Anton Fessler, chief of the workshop, likes this last wooden glider, fitted recently a FLARM-system and flew it successfully at the meeting.

The Schleicher Ka 2B Rhönschwalbe HB 535 was christened by his owners 'Bazillus'. This two-seater will celebrate 50 years in 2007. Our expert Peter F. Selinger refers to the HB 535 in his Schleicher-standard book 'Rhönadler' as this glider was the first Ka 2 with a span of 16 meters, but still with the old fuselage. The Bazillus became a photo subject in August 1985, when it took part on the 3rd International glider Meeting on the Jungfrauoch. 110 Ka2 have been produced, 11 of them exported to Switzerland and today 6 Ka2 are still registered.

At the final dinner everyone was delighted when OSV-president Willy Fahrni presented each pilot with a wonderful self-made wooden folding chair. The happiness increased later in the evening when the Swiss National football team became group winner on the Word Championship in Germany. This caused a chaos on the roads and the way home was perilous and long for many of us.

## USA

**B**OB GAINES is building two new canopies for his PETREL. One will be like the 1938 built original. The other one will be like the one, which Graham Saw, built for his Petrel. He reports that two RHOENBUSSARDS should be flying next year in the USA

One of them will be the copy of the one that came from England (from Dunstable). The other one is presumably the one, which was found in an Argentinean cafe, found by Jochen Kruse, suspended from the ceiling. It is being restored by Bob. There have been successful VSA Meets round the USA in 2006. The little HUETTER H.17 A, built by the sadly missed late John Lee, has been a great success and favourite, wherever it has flown. So far as is known, the other of John Lee's two H.17a's is still airworthy in North Italy, owned by Wil Stoney, the Irish airline pilot.

The American European participation in 2006 took place at Pavullo where the Vincenzo Pedrielli superbly organised 4th International Luigi Teichfuss Inter-

*Right: the Huetter H.17A has been a favourite. Note Wurtsboro Ridge in background. Photo Credit: Lee Cowie*



*Top: SZD-22B Standard Mucha restored by Christian Schmid and Hans Ruedi Frey  
Right: Schleicher Ka 2B Rhönschwalbe HB 535 will celebrate 50 years in 2007  
Below: yellow K8B HB-752 is owned by the 'Skylark' GC*



national Vintage Glider Rally took place. It had 17 entries and included Vincenzo's recently restored two seater URENDO, the HUETTER H.28-2 of Werner Kaluza and the early glass fibre MISTRAL C, of AI Uster. Ken Maeda and Osho San represented Japan. We hope that the former may one day be able to persuade someone to build a replica of his father's superb, gull or straight winged (i.e. there were two versions), little sailplane of 1938. The Rally

had good weather on every day.

Jan Scott has his CAPSTAN and trailer, up for sale, as also has Bob Gaines, his Schleicher Ka-3, 10 metre span, sailplane.

EVENTS FOR 2007. TBE May 2007. 4th Historic Soaring Symposium. To be held at the National Soaring Museum. For more information, contact the NSM, 51 Soaring Hill Drive, Elmira, New York 14903. Tel:- (607) 734-3128. E-mail :- nsm(S)soaringmuseum.org ■



# No 33

## *a piece of gliding history*

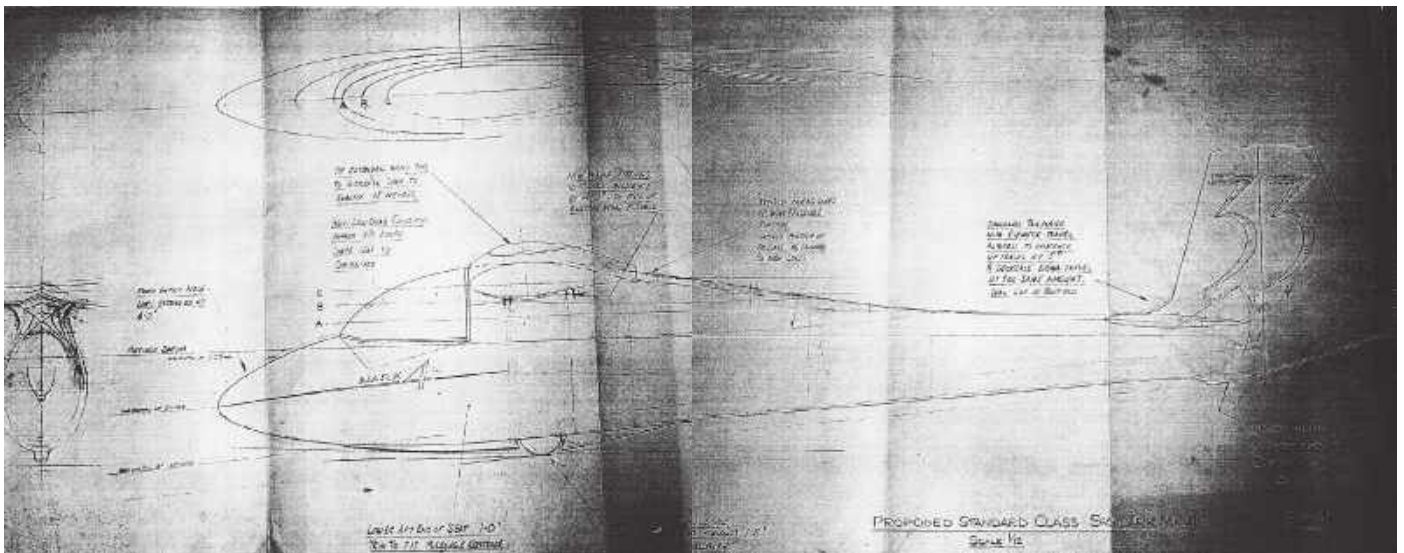


During a serious move around at North Wales GC, an old glider no 33, was found languishing in an equally old trailer hidden at the back of a lot of unused equipment. Nobody really knew anything about it and the make was unknown. I managed to trace the owner who had retired and now lives in Spain. I purchased the aircraft and a very interesting story unfolded.

A complete recover and repaint to original was undertaken and I frequently asked myself during the 12 months it took, whether I had bitten off more than I could chew. I got to know Denis Corrick's son Martin and various other members of the modifying syndicate and realised that no 33 was a real piece of gliding history. Dennis unfortunately has passed on but I'm sure he would have been thrilled to see his brainchild flying once more in 2005 at NWGC, Sttin Bank and Camphill rallies. *Tony Cummins.*



Top: first flight flown by guinea pig duty instructor Ken Payne, above. S&G article overleaf



# 33: A Small Project in 1960

by Martin Corrick & Ken Brown

**A**fter the recent death of my father, Denis Corrick, I had a long conversation with Ken Brown, his former syndicate-partner and one of his closest friends. This story is the result.

The post-war gliding clubs were established by enthusiasts who had to overcome considerable obstacles in order to go gliding. Denis Corrick was one of them. He, and other members of the original Bristol Gliding Club were of a similar mind. As they struggled to establish the club, they developed a proud and pioneering spirit and became, as a social group, very closely bonded. To be the child of one of these people was, in effect, to have an extended family of a rather odd and delightful sort. The club was a place of tolerance and humour, which had room for all kinds of people. Looking back, it seems that its ethos was based simply upon the expectation of engagement: 'get stuck in!'

Some part of Denis's nature always required him to be engaged in a demanding project, usually as part of a team. Sometimes the team was the whole club, sometimes a working party, sometimes a syndicate, sometimes his family (we will refrain from discussion

of such matters as the 'Collapsing Garage Roof'). Something about Denis made him always eager to improve the status quo.

One of the best illustrations of this tendency is the project Denis embarked upon, some forty years ago, to improve the performance of his syndicate Skylark 2, competition number 33. The Skylark 2 was one of the best standard-class gliders of the time, with a claimed lift/drag ratio of about 30:1. As a 'press-on' pilot, Denis was surprised to find that the Skylark had been designed to minimise fuselage and elevator drag at an airspeed of about 43mph (68kph), and at the speeds at which he took between thermals it flew nose down with a lot of down-elevator and up-tab, all of which caused drag. Clearly, something had to be done.

Denis's solution was typically radical. By re-aligning the wing to fuselage attachments, he reduced the wing rigging incidence by 4°, thereby lining up the fuselage, elevator and tab at a more respectable 62.5mph (100kph).

Realising that this modification would transfer the fuselage/elevator

drag problem to the low-speed range, he undertook a drag analysis of the whole glider. His aim was to recover the low-speed performance and, in addition, to eliminate any drag sources that could reasonably be tackled.

The main modification was to increase the span of the glider from 48' (14.6m) to the full 15m allowed in the standard class (about an extra 14"). This alteration would reduce the induced drag. Another important change was to redesign the wing fuselage joint.

The span was increased by replacing the tip pieces with aerodynamically designed tips, not unlike those of the K6. The original wing/fuselage joint, with its acute angle between wing and fuselage, was a particular source of drag, especially as the trailing-edge flow formed vortices as it spilled over the flat top of the fuselage behind the wing. Denis's answer to this was an expanding fillet built onto the fuselage under and behind the wing, and a spine on the top of the fuselage behind the wing. This spine was continued some way forward onto the centre section of the three piece wing.

The change of wing incidence required the midpoint of the elevator travel to be moved upwards by 5°. This allowed the gap between the elevator and rear fuselage to be eliminated by extending the elevators inwards and thickening the adjacent fuselage. The aerodynamic design of the far rear end was cleaned up by fairing the fuselage into a low drag tail-skid and extending the base of the rudder to match. The fin fuselage joint was also improved.

At the front, the change in angle of the wing had lowered its leading edge by about an inch, resulting in the need for a different canopy, a lowered seat and a new route for the elevator cables.

While he was about it, Denis sank the wheel 2" further into the fuselage and added a low profile skid and a fairing behind. Various excrescences such as the total-energy venturi and the handling



Denis Corrick.



33: a model and drawings.



bar were removed. The cable hook was retracted into the fuselage and the hole faired off with a rubber sheet with a slit cut into it for the rings to pass through.

Before work started, Denis sent copies of his proposals to Slingsby and the BGA, supported by flight measurement to validate aspects of the changes. He built an accurate scale model of the modified glider from solid balsa, and managed to wangle some wind-tunnel tests at Filton.

This gives some idea of the magnitude of the work which Denis undertook. Most of it was done by himself and the syndicate members, particularly Ted Chubb, in Denis's front room with general support from the other members of the syndicate and (mostly) amused tolerance from the family. Denis made a mould for the new canopy bubble, which was pulled by the Bristol Aeroplane Company, and the wing tips

(ready to be flown in the Nationals in May). The rest of the work was finished the following year. After each phase the handling was checked and reported to the BGA Technical Committee and an experimental C of A was issued. Eventually a full C of A was granted.

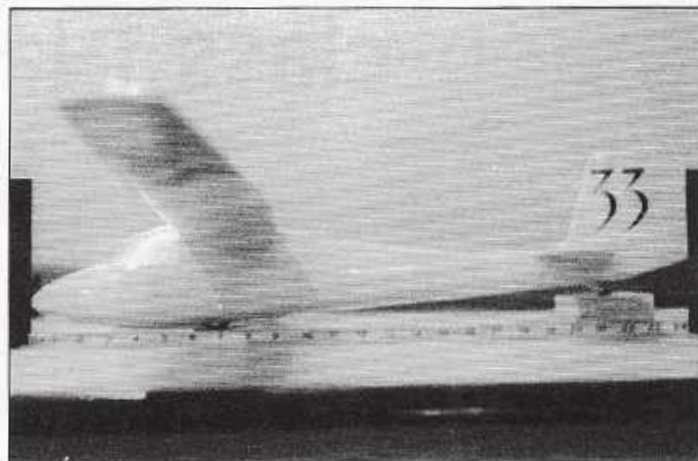
Accurate performance measurements are notoriously difficult to make and, in fact, none were attempted. However, several flights were made to compare the new performance with an unmodified Skylark 2.

These showed an all-round improvement, especially at the higher speed end, and the glider was subsequently flown in many competitions. It had no difficulty in keeping up with the 18m Skylark 3 between thermals, and lost nothing in circling flight. In thermals the nose-up attitude caused strangers to keep their distance from a glider apparently on the verge of the stall! The launch

speed was increased, of course, and the glider was normally airborne just before the tug. On landing, the tail skid always touched first, usefully eliminating any possibility of bouncing.

Fred Slingsby took a great interest in the project, which he designated the 2c. When the Skylark 4 was unveiled, in May 1962, many of the Denis's ideas were featured in it.

Harry Johnson, the current owner of the yellow Skylark, reports that its performance is still remarkable.



A wind tunnel model of the Skylark 2c.

Immediately after purchasing the aircraft he completed his Silver C and flew his first Diamond.

The major modification of a glider, including the necessary theoretical and design work, and flight testing, is not something many people would wish to undertake. Indeed (to use one of his own phrases) Denis was something of a 'one-off', but the story does illustrate, albeit in extreme form, that gliding can provide an enormous range of opportunities for theoretical and practical work of a highly satisfying kind.

Gliding is often presented as a solitary and rather 'technical' sport, but that is only true for some people for some of the time. Gliding is also a social affair, concerned with people working together towards aims that they have defined and agreed. When there is concern about the number of members, it might be useful to remember that high levels of personal and collective achievement are immensely rewarding. These achievements encourage the development of lasting comradeship which binds us to the gliding world.



Dennis Corrick, with his son Martin, pictured in 1948.

were made in fibreglass by BAC apprentices. The stylish lettering of the competition number 33 had earlier been contributed by Peter Scott (at the time an active member of the BGC).

Otherwise, the whole thing was a do-it-yourself job. Generally, fairings were made by gluing balsa blocks, supported by ply formers, onto the structure, and covering them with thin birch ply. Both main frames had to be modified to take the new wing attachment fittings, and the top decking had to be remade completely. Denis also experimented with moulding synthetic foam rubbers as support and springing for the main skid and for the fairing behind the main wheel.

The work took two winters. The wing incidence and wing fairing work, together with the canopy and seat revision, was completed between mid December and the end of April 1961



Dennis photographed with Lucy Chubb in 33.

## Black Diamond

Dear Editor

In the Summer issue of *VGC News* you carried an article "Black Diamond goes North." Whilst the essence of the story is correct, (but at the risk of being labelled pedantic) for the sake of historical accuracy I would like to record the following facts.

Grunau baby BGA 277-ABZ has indeed gone north to Perthshire. It has been bought by Neil Gregory and Professor James Furnell.

It gained its name Black Diamond not to its colour, but to the large black diamond painted on each side of the fuselage. Contemporary photographs confirm this.

The correct sequence of locations and ownership's were, the purchase by the Oxford Gliding Club from Camphill. Thence to the RAFGSA at Bicester and then to the Upward Bound Trust at Haddenham. (not Camphill, RAFGSA, OGC, Upward Bound Trust).

The Grunau was flown at both Kidlington and Weston on the green when owned by the OGC, and I would disagree that it was in a 'sorry state'. Whilst at the RAFGSA at Bicester very effective spoilers were fitted, and after going to Haddenham it was blown over for the second time in its career. The first time at the OGC.

This is where John Smoker and I come into the story. We bought Black Diamond for repair, but upon inspection we decided a complete rebuild was required if it was to have a long lease of life. So, John and I built a new fuselage, fin and rudder plus new wings with single one-piece spars. With sufficient room to build the wings in one piece there was no longer the need to build them in two pieces and bolted together with two large metal plates.

A diagonal frame was fitted in the neck of the fuselage as per the plans for a GBIIA fuselage. Some how, up to this point this item had not been part of its structure. Perhaps this accounted for its creaking like a sailing ship when circling in thermals. 277 was painted (and still is) Green and white in the proportions of 50/50 leading to it often being referred to as the Green Grunau.

After 60 years of continuous flying, 1943-2003 I decided at 80 to cease flying, and John with other gliders to fly left the Grunau (as many 'orphaned' glider do) sitting unloved in its trailer in the trailer park.

Neil and Jamie have now become the custodians of this unique machine and I sincerely hope they have as much enjoyable soaring as John and I did.

*Yours sincerely, Ken Harris*

## Austen Wood also writes about the 'Black Diamond':

After reading the UK. report on page A seven of the current issue of *VGC News* it is perhaps of interest to members to know that BGA 277 was exhibited at the former Free Trade Hall in Manchester in about 1937 when the Grunau was completed but not covered. A photograph clearly shows the four piece wing. At the time Fred Coleman the builder, was a member of the DLGC. living in the Manchester area. Here are some photographs of mine showing "Black Diamond" at the exhibition and in the completed state flying at Camphill.



## Rana

Dear Editor,

I was very interested in the feature About Rana. In February 1945 three pupils (aged fifteen) – Harald Juhnke (later the famous actor and entertainer), another boy and me – travelled to the Gliding-Training-Camp at Ranay. We were members of the KLV Camp (Children from Berlin) in Caslav Czech. We stayed for three weeks in Rana and learned to fly with SG38 without a "boat" – some days in snow flurry.

My instructor was a friendly young woman; M. Schmidt, my log dated 22.2.1945 records a flight from the ridge on the West side of 1hour and 20mins.

Today, 61 years later, I still fly, now with a Ka6e, each summer at a very fine airfield for Alp gliding in Austria; Mauterndorf.

*Many happy landings, Yours Klaus Czesny*

PS Excuse me please, it is 60 years ago I learned English at school.

*Above: 'Black Diamond' behind BSA front-wheel-drive tow car. Below: launching at Camphill. Bottom: on display at the former Free Trade Hall in Manchester in about 1937, the Grunau completed but not covered. The four piece wing is in the foreground*



## Colditz cock replica

Dear Editor,

As it is over a year now since I last dropped you a line, thought I should make an effort! "Many thanks" for the last issue of VGC news, another very interesting issue, I am forever picking it up and re-reading many of the articles. I was pleased to meet (for the first time) Martin Simons last month when he visited Camphill during our Vintage Rally.

My 'Colditz Cock' project continues to slowly progress, though it seems to have 'bogged down' somewhat in recent months, mainly the result of my stress-man Julian Mills being very busy (including getting married!); I too have had a number of commitments which have kept me away from the workshop.

I've enclosed a couple of photographs



(below) from which you will see that the tailplane is now virtually completed and the elevator is presently in work. I've started the tailplane steel fittings and, as soon as these are ready, I will set up the tailplane on the rear fuselage section and complete the tailplane mountings.

The forward section of the fuselage is not yet built, but I've made several of the components in readiness; further design work is still required in that area.

No further work has been done on the wing struts but I have built a mock up which is currently residing with Julian awaiting further assessment.

Hope to send you more news soon  
*Best wishes, Martin Francis VGC No.1914*

## New Zealand Weihe

*Error in VGC News No.118. British/ NZ news*

The JS WEIHE that has been taken by Ian Dunkley to New Zealand was BGA 1230, and not BGA 1021. BGA 1230 was indeed a German built JS Weihe and was one of those flown by the RAF in Germany and had been at RAF Laarbruch. BGA 1230 has the JS Werk Nr. 000238 and received its first BGA CofA in May 1965. It was probably one of those German sailplanes that Andy Gough in the RAF received the order to bring in to Britain for sale to British Civilians, who were only allowed to have 6 German gliders in 1946, when they were able to fly gliders again after Easter 1940. These gliders to arrive in 1963 and later were: - Rheinland, 4 Kranich 2s, 2 Goevier 2s and many Grunau Baby 2bs.etc. BGA 1230 was sold to a syndicate in the Dorset club. A landing in a cornfield broke the fuselage in front of the stern post, which is a well-known Weihe weak point, which breaks during cornfield landings and ground loops etc. Instead of repairing it, the syndicate installed the wings off a Swedish Weihe, which had been severely broken in Scotland,

(believed to have been BGA 999 ex FV 8314, and SE-SNH. AB Flyindustri Works No. 233, built in 1943, which its first BGA C of A in April 1961 (its BGA C of A was withdrawn in June 1966.). At some stage, the wings of the German built BGA 1230 had the inboard parts of their ailerons built into its main planes. This gave it short span ailerons as are some of those more recently built of FW Weihe 50 s. According to its owner in Britain Barry Briggs, the short span ailerons did not make any difference to its flight handling. Barry is still keeping in flying condition his Swedish AB-Flyindustri built Works No. 231 in 1943? Weihe BGA 1021. which received its first BGA CofA in March 1961. This was ex- Fv8312, SE-SNE. All these Swedish Weihees took part in the 1950 World Gliding Championships at Orebro Sweden. Although we can not trace the pilots at once of the above sailplanes and their finishing positions at Orebro, we know that SE-SHU, which came second flown by the American Paul McCready, is airworthy and well looked after at Lasham. However, SE-SCM, which won two World Championships, Samedan in 1948 flown by Person and Orebro, flown by Nilsson in Sweden is somewhere unknown to us in the USA. The departure to New Zealand of BGA 1230 leaves Britain with two airworthy Weihees, and another, which could be made airworthy. CW

## The True Facts (2)

Dear Editor

I must apologise to Mr Vic Ginn ("The True facts", VGC News No. 118) for having put pen to paper, relying only on memory and hearsay. As there has obviously been a conflict of memories, I contacted Joan Cloke, President of the Southdown G C for archive information, and George Constable, who joined the Southdown in 1947, and the following is based on Club records, personal and glider log books, as well as memories. The Southdown hangar collapsed onto the Club fleet on the night of Saturday 7th August '48. It had been dismantled, brought from its original site at the Devil's Dyke, and was being rebuilt by Club members at Friston. At the time, it was necessary to rig and de-rig the gliders each day, but on that fateful evening, it was decided to put the gliders into the partially completed hangar to be ready for flying the following day. Unfortunately, it only needed a "strong blow" and not a "terrible storm" for the hangar to collapse sideways. All the gliders were damaged to some extent, and it was

decided to concentrate initially on the T21b. I had joined the Club at the end of July, and spent my first six weekends of membership helping Ray Brigden and others repair the several damaged sections of the T21b's leading edge. It eventually flew again on Saturday 18th September, the Cadet was flying by the end of November, and records show that the Grunau flew again on Saturday, 5th Feb-

ruary, '49. The accident to the Grunau occurred on Sunday 5th June, '49. George, who had flown it earlier in the day, and was witness to the event, says that the Grunau, yes, flown by Mr V Ginn, after trying to soar the cliffs, returned too low, did a low final left hand turn, caught one wing on a fence and, yes, cartwheeled over the fence. George says that "our Mr Ginn was

lucky that he had only a number of cuts and bruises". As I had been promoted to the Grunau only a week before the accident, was I bitter? Oh no, of course not! Incidentally, it was another 6 years before the Club moved from Friston to Firlie in March '55. Memories can play funny tricks.

*Best wishes, Chris Hughes* ■

## MODELS

## A 1/4-scale Max Holste H20-P1



Dear Sirs

Have read the last two editions of the VGC I felt that I should make contact to shown a model I made of the Holste mentioned. I have attached a photo and an article I wrote sometime ago which I hope our members would find interesting, particularly as its one of those gliders we are unlikely to see in the air again.

Regards, Glyn Fonteneau mem no 1282

**M**y model of the Max Holste 20-P1 is built from scratch to 1/4-scale. Most of the information on the full-size glider was destroyed during WWII, so documentation was scarce and details of the full-size aircraft were difficult to find. The model was built with my standard construction method for scale gliders. The fuselage was made in two halves (left and right), that were then joined together. The fuselage, wings and tail are of conventional built-up (former and stringer, rib and spar) construction, and are all covered in 1/64 inch plywood.

Of course, the Holste is not a conventional aircraft configuration. The center section of the Holste incorporates the tail-booms Elevator and Rudders, making for quite a large piece to handle. The wings attach using steel joiners, while the fuselage is bolted to the centre section of the wing. The entire model is covered in lightweight fiber-glass cloth and epoxy resin while the control surfaces (rudders, elevator and ailerons) are covered in Solartex.

The unique twin-tail configuration of this model called for a slightly different radio installation. The rudders are operated by a closed-loop (pull-pull) system, with one servo placed in the end of each tail-boom. The elevator is operated by a servo mounted in the centre of the stabilizer with its leads passing down one of the booms and to the receiver, while the

other boom has the receiver antenna passing down it. The receiver is mounted in the center section, with connections to the aileron servos and airbrake servos being made by a 9-pin electrical connector. In addition, a tow-release is mounted in the nose of the model for aerotowing.

A canopy plug was made so that a clear vacuum-formed canopy could be made for the model. Making the plug took some time — only to have the vacuum forming company destroy it during molding. Luckily, they were able to salvage enough of it to make a new plug and to produce a nice clear canopy for my H20-P1 model.

I used acrylic paint for the first time on this model and was pleasantly surprised. Ready-to-fly, the Holste came in at 15 pounds — a light wing loading for a model of this size, just 16 oz/ft<sup>2</sup>.

### Flying

So far the performance of the Holste has surprised me, it has a very good roll rate and it thermals very well. The airbrakes tend to slow the aircraft (so much so that it will stall the aircraft and put into a spin) rather than steepen the glide. I have subsequently reduced the throw of the airbrakes to reduce effectiveness. However, the rudders are not very effective and the elevator is a bit slow. Maintaining thermal turns takes plenty of concen-

tration because it tends to slide in the turn and when prompted, the model shows a surprising turn of speed.

Designing, building and flying this 1/4-scale model of the Holste 20-P1 has been a rewarding endeavor. The model always attracts attention at the flying site and is a joy to see in the air. The Holste is unlikely to be mistaken for anything else in the air and despite opinions about the colour, in the air the metallic colour scheme is not a problem with orientation, but makes taking a good photo very difficult.

### History

*Extract from Les Anions de Max Holste by Jacques Delarue. Translated by Anthony Guay*

**M**ax Holste developed innovative ideas on light metal aircraft construction for both gliders and powered aircraft. He began designing gliders in 1940.

### The Holste 20-PE1 Glider (Training Glider)

In 1940, Max Holste designed the H20-PE1 glider for soaring performance and aerobatics. Constructed with the use of light metal, the H20-PE1 had a wingspan of 15 meters (in) and a surface area of 15 in 2. At the time, it was a remarkable technical achievement that surpassed German and American understandings of glider design.

### The Holste 20-P1

The Vichy General Commission of Sports and its delegation in Paris had the goal of creating a training glider with a high level of performance. After examining the Holste 20-PE1 glider, the General Commission of Sports asked Max Holste to design an aircraft to achieve even better performance for a single-seat glider. Max Holste started his revolutionary design with the goals of producing a practical aircraft for a wide range of atmospheric and climatic conditions, without compromising on construction materials. The

result was the H20-P1, designed with twin tail-booms, twin fins and a metal cockpit. The General Commission of Sports ordered the prototype in 1941.

**H20-P1 SPECIFICATIONS**

Wingspan	17.5 meters
Length	7.2 meters
Height	1.87 meters
Surface area	18rn2
Aspect ratio	17:1
Weight	200 kg
Max weight	287 kg
Wing loading	16 kg/rn2
Glide angle	0.6 m/s
Best glide	65 km/h

The technical innovations of the H20-P1 offered a reduction in wetted surface, material costs and construction time. Aerodynamically, its construction

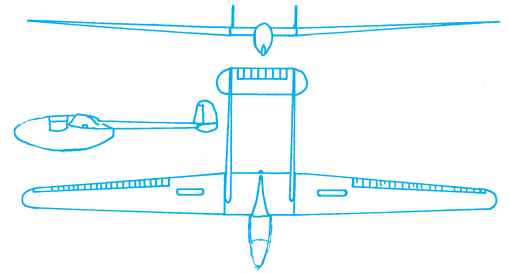
ensured efficiency of flight even at great angles of attack. The twin tail-booms provided increased strength, and the horizontal double tail provided suppression of a flat spin.

Max Holste was committed to seeing the completion of the double-tailed H20-P1. Completed at the beginning of 1943, the H20-P1 was a masterpiece of craftsmanship thanks to the panel beater, "Behert" Boissard a faithful team member. The flight trials were dictated by conditions during WWII: despite this, there were many spectators.

**Construction of the H20.P1**

The wing of the H20-P1 was constructed in two parts that slotted together. The outer wing panels featured dihedral, and the ailerons could be used as flaps or ailerons (flaperons). The ailerons were covered with cloth. Air-

brakes (spoilers) were fitted top and bottom of the wing. The center section of the wing supported the two tail-booms and the fuselage, all three of which were a perfect oval in cross-section. The pilot was seated in front of the wing with access gained by lifting the Plexiglas canopy to one side. Inside, the pilot seat was adjustable. The fins were made as metal casings covered with sheet metal, while the moving sur-faces (rudders and elevator) were covered with cloth. ■



**Obituaries**



**Harry Geoffrey Richardson**

1914 – 2006

*A pioneer of Australian gliding.*

Geoff Richardson was born into a family of architects and builders and became at ease with draughting and calculations. As with most boys of that era he was very interested in aviation and began by building model aircraft. In 1928 he joined the Gliding Club of Victoria and learned to fly at Coode Island in a Primary glider. This meant he was solo on the very first flight as primaries were single seat machines and the instructor gave advice before and sometimes during the flight, however the pupil started with ground slides. He first built another primary for which he made his own Casein glue from chemicals but soon decided that higher performance was required and set about designing and building a

sailplane using a text book from the University of London. The glider named 'The Golden Eagle' took him three years to build and he flew it at Laverton on 26th September 1937 – a fine effort for someone whose education level was the Brighton Technical College. Geoff joined the Commonwealth Aircraft Corporation early in World War 2 and soon became an Inspector in the aircraft factory. Following an incident with incorrect assembly of controls it was found that he was the only inspector who knew how the controls should be connected. Even to this day the drawings do not show which way the controls move with respect to those in the cockpit of an aeroplane! He was a founding member of the Victorian Motorless Flight Group and not only was an Instructor but kept the club gliders air-worthy He went on to play a major role in establishing the Gliding Federation of Australia which was delegated authority by the then Department of Civil Aviation to control gliding in this country and this situation still prevails.

Following a period as Chief Inspector at CAC he was moved into sales which took him overseas and away from gliding, however on retirement he became CEO for the GFA and continued negotiating with the Civil Aviation Authorities. These efforts were recognised internationally with him being awarded The Paul Tissander Diploma by the Federation Aeronautique Internationale in 1980.

The Golden Eagle is still airworthy after almost 70 years and is flown on special occasions and at vintage glider rallies.

Geoff in recent years had been providing technical support to the Australian Gliding Museum which is restoring and preserving gliders for our gliding heritage which will be sadly missed.

*Prepared by Alan Patching.*

**Henryk Doctor**

We are more than sad to have to report the death of HENRYK DOCTOR . For years he was the CFI of the Yorkshire Gliding Club at Sutton Bank. He had had a hard and adventurous life which started in Poland. He was an incredible character with a dry humour and we believe that the Yorkshire GC gave him happiness. We send our sympathies to his wife and Family and to the Yorkshire Club.

**Bengt Michrander**

We regret to report that Bengt Michrander, who managed during the early 1960s, to arrange the sales of these Swedish sailplanes to Britain, Southern Ireland and to the USA, to save them from destruction by bureaucracy, has died. We send our heartfelt sympathies to his Scottish wife and to all his relations and friends.

Part of his gliding training took place at Lasham. He flew his 5 hour Silver C duration in the Swedish Kranich 2B-1, BGA 907, in Sweden. The flight lasted 8 hours, as he had no watch! BGA 907 is now with Arno Anders at Eggersdorf under long term restoration. ■

# Huetter H.17 (1934-1952)



It is possible that some of our members May not know the differences between the H.17a and the H.17b. The H.17B was designed by Ulrich Huetter in 1952 in Germany, when his brother Wolfgang may still have been in Argentina. The little H.17a, later known as the H.17a, was a very small sailplane of the class of the Grunau Baby. It was designed, built and flight tested in 1934 and was named "Trainer". Wolfgang Huetter, who being skiing champion, was not large of stature and therefore could comfortably fit into the H.17's cockpit. The glider was small so that it could manoeuvre well close against mountain walls in Austria etc. This it clearly did, with its very effective ailerons, and it climbed quickly in thermals. It was so successful and relatively easy to build, using a minimum of materials, that it was built by enthusiasts in Austria, Germany, Switzerland, Denmark, France, Australia, Britain, the Netherlands, etc and some of them are still airworthy now. The type was built during the war in Germany by Schempp Hirth where Ulrich and Wolfgang Huetter were working, and it was known as the Goepfingen 5. This version, according to drawings and photographs, seems to have had a modified fuselage nose, with a built in landing wheel, and longer span ailerons. The HUETTER H.17 B was very much changed with an enclosed cockpit and generally increased

dimensions and weight. Its major difference was airbrakes, which entailed part of the wing trailing edge inboard of the ailerons lowering. It is known that the Huetter brothers were engaged with speed limiting, to a safe VNE, airbrake design from 1938. These became known as Schempp Hirth Dive Brakes which were fitted to most NSFK and WL sailplanes from 1939, almost certainly after orders from the RLM. There were even two firms turning out kits for these Brakes so that gliders could have them built in. Their Air Brake design continued during the war (with upper and lower wing surface paddle brakes) and after the war, when the H.17B's wing trailing edge (part of them) was lowered as drag flaps. These could cause the H.17b to stall and crash if lowered with insufficient air speed. So the LBA was

only prepared to issue the type with a C of A if it was fitted with the 1938 Huetter developed

Schempp Hirth brakes. From 13th April 1954, it was recommended that the fuselage length should be increased by 600 mm to improve the type's yaw stability, 2./ an increase in the pilots "feel" of the ailerons by deeper ailerons. 3./ The building-in of airbrakes. 4./ An increase in wingspan and a lowering of the fuselage's height to allow an improvement of cockpit accessibility for pilots. A general simplification and reduction of weight, without loss of strength. We believe that one H.17b has been restored and also flown in Belgium. We wish its owner/pilot the very best of luck. Other H.17bs have been noticed on display in the German Gliding Museum with Model flight on the Wasserkuppe, in the Hermeskeil Aviation Museum and in the Austrian Flugmuseum Aiaticum at Wiener Neustadt, as reported in VGC News (No 117), on pages 48 and 49.

Much of this information has come from Peter Sellinger's very good new book "Segelflugzeug-Geschichten", which concerns the gliders in the German Gliding Museum with Model Flight on the Wasserkuppe. CW ■



*Top and below left: one of the first tests in Austria of the Huetter H.17b.*

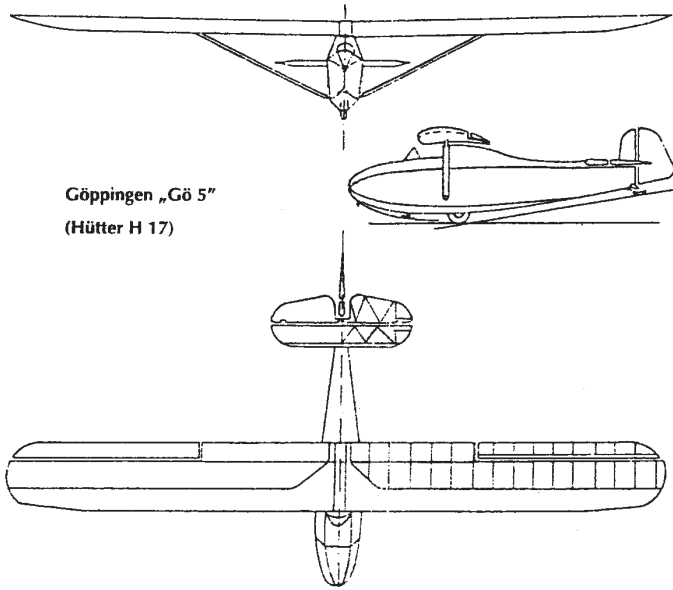
*Left: Wolfgang Huetter in 1947*

*Below: the H.17B's wing trailing edge drag flaps could cause the H.17b to stall and crash if lowered with insufficient air speed, as appears to have happened to this H17B in Austria*



# Hütter 17

Blatt-Nr.:  
**26**

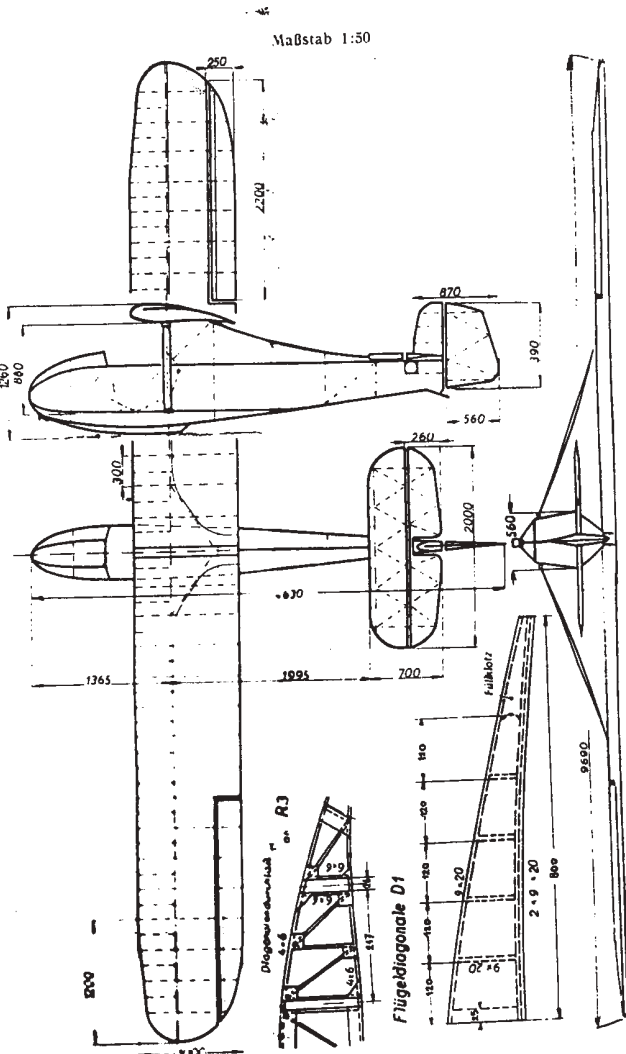


Göppingen „Gö 5“  
(Hütter H 17)

## Göppingen GÖ 5 (H 17)

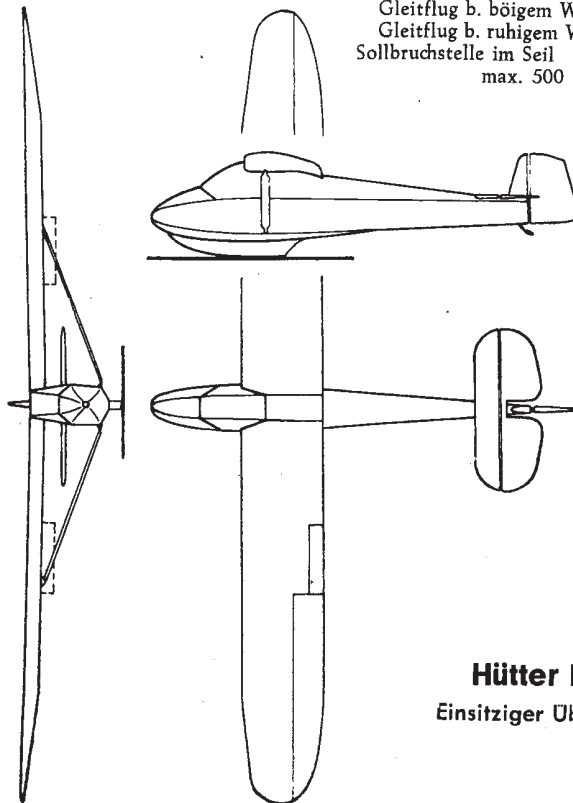
Spannweite/Wing span/Envergure	9,70 m
Flügelfläche/Wing area/Surface alaire	9,20 m <sup>2</sup>
Flügelstreckung/Aspect ratio/Allongement	1:10
Länge/Length/Longeur	4,67 m
Breite/Width/Largeur	0,56 m
Zuladung/Load/ Charge utile	90,00 kg
Leergewicht/Empty weight/ Masse à vide	65,00kg
Max. Fluggewicht/Maximum take off weight/	
Masse maxi en ordre de vol	155,00 kg
Max. Flächenbelastung/Maximum wing loading/	
Charge alaire maxi	16,80 kg/m <sup>2</sup>
Normalgeschwindigkeit/Normal speed/Vitesse normal	54 km/h
Beste Gleitzahl/Best glide speed/Finesse maxi	17
Geringstes Sinken/Minimum sink speed/Vitesse mini	0,88 m/sec

Hersteller/Producer/Producteur: Brüder Hütter und Sportflugzeugbau  
Göppingen Martin Schempff - Lizenzbau



Österr. Segelflugzeug Hütter H 17.

Gleitwinkel bei 73 km/h 1:18  
Sinkgeschw. bei 56 km/h 0,98 m/sec  
höchstzulässige Geschwindigkeiten:  
  Auto- und Windschlepp 80 km/h  
  Flugzeugschlepp 100 km/h  
  Gleitflug b. böigem Wetter 100 km/h  
  Gleitflug b. ruhigem Wetter 160 km/h  
Sollbruchstelle im Seil  
  max. 500 kg, min. 350 kg



**Hütter H-17 b**  
Einsitziger Übungssegler

### Technische Daten:

Spannweite	9,96 m
Länge	5,18 m
Flügelfläche	9,47 m <sup>2</sup>
Seitenverhältnis	1:10,5
Höchstzulässige Gewichte:	
Zuladung	100 kg
Fluggewicht	210 kg
nichttragende Teile	
(einschl. Zuladung)	158 kg
Flächenbelastung	21,6 kg/m <sup>2</sup>

Nachbau: unbeschränkt zugelassen.

Einschränkung: nicht zugelassen für Wolkenflug und Anfängerschulung.



Amboara



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1929 10014



HA-5035

R11b