



VGC News

No. 122 Winter 2007



International News

35th International VGC Rally

**The First International Gliding Contest—
Wasserkuppe 1937**



<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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Graham Saw. photo Zbigniew Jesierski

Back cover: Werner Roth's Spalinger S19.
photo Peter Selinger

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Photos will be returned.

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CLUB NEWS

Chairmans address Monitoring EASA developments

Winter is closing in, the nights are getting longer and there is time to recall our latest adventure this Summer to the airfields of Rana (Czech Republic) and Nitra (Slovakia). A long way to travel? Yes. Was it worth it? Definitely! Thank you both Rana and Nitra for providing us superb facilities and for your warm hospitality. Both the organisation and the weather smiled upon the VGC members and it was good to see fresh faces from Australia and USA this year. Next year we look forward to meeting again at Wels, Austria where I'm sure we will be offered the same levels of organisation and hospitality that we have come to expect at our International Rallies.

The AGM this year was well attended with over 100 members present. The meeting managed to get through a full agenda including; the introduction of VGC as a Limited Company. The membership Secretary's and Treasurers reports reflected a stable and healthy club (894 paid up members so far this year). Some non-members participating in the rally were persuaded to join and the issue of Family Membership was finally resolved. The Treasurer reported that financially we are in good shape but in meeting the legal fees relating to the change from 'private members Club' to 'Company Limited by Guarantee' and with far higher insurance, internet and magazine costs we have eaten into our 'reserves'. In addition with no permanent sales operation, income from sales had fallen significantly. Fortunately our former Treasurers have accumulated reserves for times such as these.

High on the agenda for the International Council meeting was the venue of the 2009 International Rally. After much lobbying and debate, the Council agreed by 7 votes to 5 for the Rally to be held at Achmer in Germany. The UK lost in their bid for the Norfolk Gliding Club (Tibbenham)

Currently of concern (for us Europeans at least) is of course how EASA is going to affect us. Some VGC members who own indigenous wood and fabric gliders not appearing in Annex II (gliders designed before 1955 and built before 1975, historically significance etc.) have expressed concern about having to comply with the transition to the new EASA airworthiness system. Jan Forster (VGC Technical Officer) and others on the committee are aware of these concerns and are in discussion with members whilst monitoring developments. Personally, one wonders whether this new legislation will in any way improve the safety of our sport, allow us more freedom, achieve a level playing field for pilots and gliders across Europe or simply become an additional burden on our recreation.

As we move toward another New Year there will be changes to the committee structure. The first of these is the election by the committee of Jan Forster as Deputy Chairman, a position required to meet our new legal obligations, and Bruce Stephenson as VGC Secretary. Bruce will take over from Austen Wood, who after many years as Secretary now believes it is time for him to stand down. Thank you, Austen.

Well, once again we have enjoyed preparing another issue of VGC News that we hope you will find interesting and enjoyable. Like many of you we are now preparing for a long Winter and will be working on our flying machines in preparation for next year.

Meanwhile both Margaret and I wish you a Merry Christmas and a Very Happy New Year!

David Shrimpton, Chairman

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Annual Dinner and Prize giving – Aviator Hotel Sywell

13th October 2007

The Annual Dinner provided the customary opportunity for members to meet, eat, drink and talk 'vintage' all evening! Welcome from across the Channel were some of our Dutch friends who, probably having had much to drink, were heard to offer to host the Dinner in 2008 on the other side of the Channel! Entertainment was provided by our Dutch Technical (?) Officer who

attempted to demonstrate his own design Black & Decker powered flying machine! With a low ceiling and having failed to charge the batteries in preparation for this demonstration, we were saved the embarrassment of witnessing an accident. However we understand that development of the prototype continues in anticipation of inclusion within EASA annex II (homebuilt).

We were especially pleased to welcome Colin and Alice Anson who, once again, supported the event with one of



Above: our Dutch technical officer attempts to demonstrate his own design flying machine. Flat batteries saved an accident

Alice's famous raffles.

After dinner, the prizes were awarded by Chris Wills as follows:

CLUB NEWS

Prize winners 2007

The Syd Davies Trophy (*Services to the VGC*) to Laurie Woodage for his work as VGC archivist.

International Challenge Trophy 2007 (*Best restoration*) to Axel Mitzscherlich (Oberschleisheim) for his superb restoration of Scheibe Specht D-5551.

Frank Reeks Trophy (*best Grunau Baby*) to Steven Van Loen & Rob Van Geffen, Belgium for Grunau IIIb OO-ZPR

Commendations:

St Auber (Belgium) Club Members for their *Restoration of M200 OO-ZHH* (photo Firmin Henrard))

Leigh Bunting, Australia, for his *restoration of Grunau Iib VH-GDN* (This glider won the Concour d'Elegance at the Australian National Rally, *see photo in International news*)
International Rally Best Achievement - Johannes Fischer (Germany) who flew his *Ka 6CR D-6290 for many long flights including a 340km triangle - Nitra, Vel-Javonna (Czech Republic), Prievidza, Komanno (Hungary) in 6hrs 40mins (C.W.)*



Left: Syd Davies Trophy
Above: Laurie Woodage, winner of the Syd Davies trophy
Below: Colin Anson and Ron Davidson's guest and Peter Underwood and Alice Anson



Left and below: International Challenge Trophy 2007 (Best restoration) to Axel Mitzscherlich (Oberschleisheim) for his superb restoration of Scheibe Specht D-5551.





Above: VGC Trophies (L to R). The Frank Reeks Award (silver salver), International Challenge Trophy (cup), Leigh Bunting's Commendation award (silver salver), International Rally Best Achievement Trophy (cup), St Auber Club Commendation (silver salver) together with winners' medallions. The glass tankard (centre front) is awarded to Jeri Lenik from 2006
 Below: Frank Reeks Trophy (best Grunau Baby) to Steven Van Loen & Rob Van Geffen, Belgium for Grunau Illb OO-ZPR
 Bottom: Belgian Club members at St Auber (photo Firmin Henrard)



Diary Dates for 2008

Saturday 17th May to Friday 23rd May
UK National Rally, Southdown Gliding Club, Ridge and Thermal site near Pulborough, West Sussex.

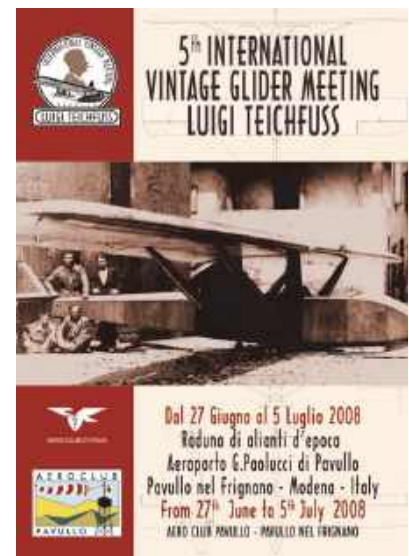
contacts: Southdown Gliding Club Office: 01903 742137, rally co-ordinator Andrew Jarvis ACJARVIS1@aol.com, web page www.sgc1.org

May 25th – June 1st
Grunau Baby Rally at Jesow (Grunau) Poland.

Contact Harald Kamper or Ulf Ewart at ulf.ewart@osnanet.de. (dates may not be exact – please check with contact – Ed)

27th June. to 5th July
PAVULLO MEETING

Contact: Vincenzo Pedrielli, via Tintoretto 7, 20033 Desio (MI), Italy. Tel: 0039 0362 630293. vincenzopedrielli@fastwebnet.it, www.vincenzopedrielli.it



23rd July to 31st July
VGC RENDEZ VOUS 2008
Gundelfingen (Bavaria.)

Contact: Wolfgang Schaeffler, Luftsportverein Gundelfingen e.V. Aesserer Auweg 3, D-89423 Gundelfingen, Germany. Tel: --0049- 90 73-7520. www.lsv-gundelfingen.de Wolfgangschaeffler@arcor.de

30th July to 10th August
36th VGC INTERNATIONAL Rally at WELS, AUSTRIA

www.wels2008.at. Address: Weisse Moewe Wels, Flugplatzstrasse 1, A-4600 Wels, Austria.

Australia

(When more details about the Australian events listed below are known, we'll put them on the website – Ed)

5th to 13th January
VGA Annual Rally, Boardertown.

This is the premier event of the Australian Calendar, with over 25 gliders participating last year. Next years event is expected to be just as successful with the much-anticipated arrival of the Condor from Japan.

during March or April
Old Mates Week, Benalla

March or April
Kookaburra Konvention, Wagga

AUSTRALIA

Taken from issue 107 of Vintage Times, Edited by David and Jenne Goldsmith and summarised by Bruce Stephenson

Ron Geake writes to tell of his adventures in his ES60 Boomerang at the Queensland Vintage Regatta held at the Barambah District Gliding Club at Wondai, and summed up the one memorable flight as Ron describes; *On Sunday 10 June I was soaring my ES60 Boomerang at 4,500 ft just to the south of the Airfield in company with a Grunau Baby 2, a Foka 5 and 2 Ka6s, truly a magic moment, all the dreams of having such an event had been realized and all the effort made worthwhile.*

With the strong crosswinds leading up to the Regatta, it was feared that this would hamper the Austers tow planes ability to launch, and arrangements were made to hire a Reverse Pulley System from the Boonah Gliding Centre Inc. The Launch Vehicle had to be transported over 300km, anchor points for the Pulley manufactured, holes dug to 2mtrs and the units concreted in place and 2,000 mtrs of 8mm rope laid out all within 3 weeks.

After some initial teething problems, success finally ensued, and the Grunau Baby 2 was launched to 2,100 ft using 1,800 mtrs of rope with almost perfect speed control within the 38kts to 42kts speed range of the Grunau. This System will now remain under hire at Wondai. The Auster was to in fact go on and give some excellent launches, however there were problems coping with the speed range of the GB2 so the Pulley System was a godsend. The irrepressible **Leigh Bunting** was again the star of the show in his **GB2**, coming all the way from South Australia to attend.

The weather problems curtailed any



organized tasks but every body had some enjoyable soaring flights, and was to hinder the hopes of the Vintage Aircraft and cars, however it is planned that these will be featured next year. The event saw a number of owners of vintage gliders, and it has given them the enthusiasm to proceed with restoration of the their gliders.

Special thanks go to Joyce Sefton, Secretary of the local Aero Club for catering for us, a tidy sum was raised for the Royal Flying Doctor Service due to

*Top: VGC members at Queensland Vintage Regatta held at the Barambah District Gliding Club at Wondai
Above: Leigh Bunting and his GB2. Photo: David Goldsmith*

her efforts to help commemorate their 78th anniversary.

Laurie Simkins reported on the Queensland T31, which is now back in the air after being mothballed for a second time in 1993. This glider started its flying days with the Royal Australian Navy gliding association in 1954 and went through Tamworth, Namoi and Amberly Gliding clubs before being swapped for an ES57 Kingfisher by Laurie's father.

It's been in the Simpkin family since, but was removed from service in 1975 for an overhaul, which lasted until 1983 but never, flew until 1991. It did 3 hours in the next 2 years and was mothballed again in 1993. Laurie reports that he flew the aircraft for the first time in 14 years on Sunday 17th June at Boonah Gliding club and it behaved well, but only stayed up for 15 mins as the varios

Left: the Simkins' T31 is now back in the air



refused to work.

Kenichi Ueyama also writes of the imminent arrival of a Condor to Australia;

Dear Alan

The Condor's container left shop in Yokohama last Saturday for Tocumwal. It will arrive at Mike's shop some time around 1st week of September.

We are hoping he will complete it before the next VGM at Bordertown!

I need to know exact schedule of the next years VGM because about ten people want to go with me! My guess is 7th thru 13th of January but not sure.

We all want to visit your museum shop too. Ken Ueyama

The Progress on the **VGA K4** was reported by **Alan Patching**. This K4 was gifted to the VGA in 1999 by the North Queensland Gliding Club, and has been under the careful watch of Dave Howse of the Bacchus Marsh club. It has been found that there are two broken ribs in the "D" leading edge of the wing, so repairs were needed, however it is now flying again.

The **Australian Gliding Museum** is about to build a workshop and storage hanger at Bacchus Marsh, however with the recent announcement on September 20 2007 by the Parliamentary Secretary to the Minister for Defence, the Honourable Peter Lindsay MP, harboured high hopes when he released a statement on the future use of RAAF Williams, Point Cook: "*RAAF Base Point Cook will be an open 'Working Heritage Base', capable of conducting [military] operations while preserving and displaying Air Force and Australian aviation heritage*".

The Australian Gliding Museum is currently in talks with authorities to be a part of an all-new Duigan Centre at Point Cook proposal, which would incorporate a civil and recreational museum. It is hoped that eventually the Australian Gliding Museum will be located here, and currently there are 25 gliders in various stages of preparation for display. Their website can be found at www.gfa.org.au/museum

Lastly, news of a **Cherokee** homebuilt glider, that now belongs to Ken Williams, who is a Bendigo Club member, and now keeps the Cherokee on his property at Kamarooka. It has not flown in recent years and was purchased from Gary Morgan in NSW who had spent some time restoring it. It was originally built by Reg Barrington of Renmark, South Australia, and had its first flight in January 1960.

And Finally...

BORDERTOWN DELIGHTS

By "Duffy" (Edna Nolan)

Have you ever been to Bordertown?
That's where the gliders fly,
You say you've never been there?
Well come along – give it a try

There's Leigh with his Grunau Baby,
No doubt his pride and joy
And Ian with his Kookaburra
Oh, those men do love their toy

There's Emilis with his Boomerang
John and Stan are with their Dart
Sad they left their Trophy,
But bushfires made them depart

Then there's Keith there with his Sapphire
To fly it makes his day,
But a bit of cosmetic surgery
Wouldn't go astray

Of course Bordertown wouldn't be complete,
Without our soulmate Ged,
Who would fly from sun up to sunset,
So long as he was fed

David with his Super Cub
No, that's not a baby lion
That's to launch them in the air
Just so they can go a fly-in

Caleb with his Kooka, and Dad there with his Foka
Windy days and heat – phew –let's have a game of poker
The ladies sewing circle, knitting and a talking
We don't fly of course but we do our share of walking

It's a lovely friendly atmosphere, with lots of cups of tea
And Xmas cake to go with it of course, Oh woe is me
I can't go without a word of our wonderful hosts,
They're a great bunch of fellas, to whom I raise a toast!!!

The meals we had each evening were a pleasure and delight,
I wasn't the only one whose slacks were far too tight
They made us all feel welcome, and nothing was too much trouble
So no-one, I mean no-one try and burst the bubble

We look forward to returning in 2008 gee,
As a place to call our permanent home,
With a reputation of renown,
Just pack your bags and head up north to Bordertown!

AUSTRIA

From Frits Ruth.

The first Huetter H.28 was registered before WW-2 (in 1934 CW?) in the name of the President of the Austrian Aero Club, Graf (Count) Ulrich R. KINSKY, who was well known among European Sporting Aviation's pilots because he had represented his country at many contests and flying events. There might have been some connection between the Huetter and the Kinsky families, but the main reason for Graf Kinsky's name being given to the little sailplane was to honour Kinsky for his great engagement concerning the Austrian gliding movement. During the economic depression of the early 1930s, as also in many other countries, unemployment was a real plague. Also, gliding was stagnating and, in 1934, the number of gliders in Austria was not more than 27! Graf Kinsky initiated the building of gliders by the "Volunteer Labour Service", an organisation founded by President Dollfuss to combat the misery of the unemployed. Within two months, workshops were installed and soon the unemployed showed great enthusiasm. After having overcome problems with unqualified personnel, produc-

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tion started well. The workers who earned only half a Schilling a day, were quartered in barracks but also received their food free. After working for two years, a free Gliding Course was promised.

During the first year, the Viennese workers had built 10 ZOEGLINGS, 8 FALKES, 7 RHOENBUSSARDS (of which one was built during their spare time), 16 CONDOR 1s, 7 GRUNAU BABY 2As, so the "workmaster" reported. 70-80 people were working here. A Group of twenty workers near the Gaisberg (Salzburg) built during 1934, 6 ZOEGLINGS, 5 FALKES, and 4 HUETTER H.17As. At the end of 1936, there were about 500 gliders in Austria. We can suppose that at many other places, similar activities took place.

CW adds that in the very early 1930s, Peter Riedel had the very first 19m span RHOENADLER single seater aerotowed to the Gaisberg. Also in 1934, Graf Kinsky made available an ideal workshop for the building of the prototype H.28, and it was built and finished in an incredibly short time.

BELGIUM

The current edition of 'Les Cahiers des Faucheurs de Marguerites', the newsletter of the Belgian Veteran Glider Club, includes an extensive report on the Belgian participation in the VGC 2007 Rendezvous and Rally. It also includes an article, submitted by Roland Stoffel, about the life and career of Ken Mead who, on joining the RAF was posted to the 21st Elementary Flying Training School, based at Booker. After going solo in a Tiger Moth, he was then transferred

to the 5th Glider Training School based at Shobden where he flew the GAL Hotspur. The article goes on to describe Ken Mead's prestigious career in some detail, including his participation in significant wartime operations including 'Operation Mallard', the prelude to 'Overlord' and of course 'Market Garden'. *(However, your editor's grasp of French isn't good enough to do justice to the whole article, but notes that it was credited to the May 2004 edition of Aeroplane- Ed)*

Quoique cette saison fut mediocre pour le vol a voile, nous vous invitons toutefois a rentrer vos points de la coupe Charron soit a Jacques Dumont ou a moi-meme.

Rentrez vos 6 meilleurs vols, qu'ils soient de duree ou de distance dans les meilleurs delais. Meme si votre derniere epreuve ne consiste qu'en un vol de 60 minutes, rentrez le. A vrai dire, vous etes tenu de le faire.

Le planeur club sera demonte prochainement en vue d'une economic sur les hangars, et en principe durant l'hiver, je voudrais peindre les ailes comme le fuselage.

Nous sommes pries egalement de faire parvenir a la federation de vol a voile la liste de nos planeurs. en principe pour le 5 Octobre done ne tardez pas!

Assemblee generale du club et souper annuel a Mohiville le 1 Decembre 2007. Venez nombreux et invitez vos amis. Notre ami et membre, le traiteur Guy Verhulst nous fera comme d'habitude un repas de tres haut niveau et a prix democratique. Merci et au plaisir de vous revoir.

Meilleures salutations velivoles.
Firmin Henrard

BRITAIN

Weather conditions in May were sometimes hardly suitable for vintage glider flying as it was so cold. (The coldest May since records were taken) although there were occasionally days good for gliding. In June, parts of North and West England were flooded by torrential rain to such an extent that survival for some people came before thoughts of gliding. If this was our summer, how will the winter be? It was the wettest June (midsummer) since records have been taken. The bad weather over Britain was caused by a depression which stopped over the country. After it left to the east, a further area of low pressure and rain was following it in from the Atlantic to the west, which would last well into July. (The weather in the Stuttgart area and over the Czech Republic was good for gliding during June).

HUETTER H.28 2/3, MOSWEY 3 and an EoN OLYMPIA (Keith Nurcombe) are standing ready to fly in the hangar of the North Devon Club at Eaglescott. The MOSWEY 3 and HUETTER 28 2/3 have been obtained by Barry Pearson.

RICHARD ERNSHAW FRETWELL at Bannerdown GC is restoring the GEIER 1 to flying condition. CW first saw this sailplane being flown by KLAUS DITTMAR, the oldest son of EDGAR DITTMAR (who was the oldest of the three Dittmar brothers) taking part in the 1955 German National Gliding Contest at Oerlinghausen. It had been designed as an improvement on the WEIHE by JOSEF ALLGEIER from Algau in Bavaria. Its wings had the same profile as those of the Weihe BGA 549,

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but were of higher Aspect Ratio and were shoulder mounted. Thus it may have had a Max. L/D of 1:31 but its rigging and de-rigging might not have been so easy as that of the Weihe. Klaus Dittmar had unfortunately ground looped it and damaged one of its wing tips. Josef Algeier said that this would be no problem to repair and that he would have it done by the morning. Klaus Dittmar later became ill and died. The GEIER 2 had laminar profiled section wings.

THE 1935 PROTOTYPE KITE 1 is residing in Peter Underwood's shed at Eton Bray near Dunstable. It has been allowed by its previous owners to get wet over a long period and thus it requires a long term repair. We believe that it is important that this historic aircraft should be saved.

SPALINGER S.21 h tandem seated two seater. This is a high performance strutted two seater which was designed before the war and therefore it is part of Swiss gliding's history. One is said to exist airworthy in Switzerland. Another is on view in the Swiss Transport Museum in Lucern. It has been stored for the RUSSAVIA COLLECTION for many years by David Braham in Henlow, Bedfordshire.

We are very happy to announce that after 35 years of restoration, THE MINIMOIA BGA 1639 had its first test flights over Dunstable Downs on Saturday 8th September, looking superb in cream paint. Although there was an excellent weather forecast, there was no sun but it was possible to fly it in not the best hill lift over the Downs after a rigging that took 5 hours ! Francis Russell had the first flight. On the next day, Sunday 9th September, the sun gave a tremulous indication of coming through, the MINIMOIA was rigged rather more quickly than on the day before and had another four flights, the first one with Francis Russel again flying it. PETER UNDERWOOD, who did most of the restoration work on it, was in attendance for the whole day. We would like to congratulate him for bringing the Minimioa BGA 1639 back. Without him, it might never have happened. It had formerly been PH-390 in perfect condition in the Netherlands. After negotiations by Les Moulster, it was brought to Britain at great speed by a Dutch pilot in 1968 by aero tow. It received its first BGA CofA in March 1972 after it had been regarded with some suspicion. (see further article on this Minimioa's first flight in this edition – Ed).

When CW had sent some Minimioa 36 drawings, another MINIMOIA has been built by BOB PERSYN in the Netherlands. This one is being completed at JEZOW in Poland and so we hope that, by the end of the year, the Dutch will have a new one.

SIR GEORGE CAYLEY WEEKEND AT LASHAM. September 29th and 30th 2007. This would be the 150th Anniversary of his death in December and it was thought that, as he had been the Father of Aeronautics in the UK, he should be remembered. A talk was scheduled for the Saturday by Derek Piggott and Allan MacWhirter and the film of the Cayley Replica built in the 80s and flown by Derek Piggott. A second replica was built during 2003 and flown by Allan prior to Richard Branson (more publicity). The original Cayley glider was first flown (in 1851) by his Chauffeur!!! The VGC was to be very much involved on display on the ground and in the air during the weekend subject to suitable weather.

CZECH REPUBLIC

Information from Zpravodaj Plachtarkeho Oldtimer Klub, the Czech Republic's official bulletin No.33 2007. Recently officially registered as old gliders this year are those shown in the table below

On the rear page of the magazine are two magnificent photographs of an airworthy replica of Lilienthal's "Normal Segelapparat" which is at Stoelln Rhinow, near Berlin, where Lilienthal used to fly. The other photo is of the HOLS DER TEUFEL OK-A415 at the ancient Austrian Gliding centre of the Spitze-

berg almost within sight of Bratislava, with many of our members around it where there was a bungee launch meeting in 2006. There was also an Oldtimer meeting at Stoelln –Rhinow in 2006.

DENMARK

Since our last VGC NEWS, Danish SVGC members have built the rear fuselage bulkheads for their broken MRAZ KRANICH 2B-2. From photos, it is possible to imagine that the two parts of the fuselage will soon be joined up. At Nitra, Niels Ebbe Gjoerup told us that he had built one of the fuselage's nose bulkheads. This is good progress indeed. Both canopies survived the accident.

FINLAND

from Göran Bruun

We are pleased to welcome Göran Bruun, from Finland who has sent us the first, I hope, of many articles on what's happening in Vintage Gliding in Finland. He tells us that he has been connected to flying and gliders since 1956 when he his mother used to take him to Turku Air Club where his father was an instructor - Ed

The first news from Finland is that we had a meeting on Saturday 22 September 2007) at Selänpää airfield near Kouvola in eastern Finland. We founded a new association with the name Oldtimer Finland. The issue is to keep veteran gliders registered in Finland airworthy and to fly with them. We will also help owners with technical and other support and collect history of veteran gliders.

Type	Reg.	Year	Built	Owner	Club
1 HOLS DER TEUFEL	OK-A415	1929	2004.	MALESCHKA/ KERN	Germany.
2 LF-107 LUNAK	OK-0829	1948	1950.	Radim HANZL	C.Budejovice
3 LF-109 PIONYR	OK-2276	1950/52		Oldrich ROSECKY	Hronov.
4 LF109 PIONYR.	OK3903	1950/53		JaromirPISCATEK	Bubovice.
5. LG-125 SOHAJ .	OK-1765	1948/51		Petr HANACEK	Jesenik.
6 LG-125-SOHAJ	OK-5399	1955/55		MEZERA/LENIK. Rana.	
7 L-SPATZ 55.	OE- 5089	1955		Gottfried BALGA,	Austria.
8 VSM 40 DEMANT.	OK-9902.	1956/59		Martinak,PASZINA	Sumperk.
9 VT-16 ORLIK	OK-2415.	1959/62		Skutec	
10 VT-16 ORLIK	OK-3902.	1959/63		Vilem KOLOVRATNIK	Chrudim.
11 VT-16 ORLIK ,	OK-3403.	1959/63		Svatopluk VITEK	Zbrahe.
12 VT-16 ORLIK	OK-3405	1959/63		Bohumil RIKAL	Hronov.
13 VT-116 ORLIK.	OK-4310.	1963/64		Emil SLIVA	Hronov.
14 VT-116. ORLIK	OK-4314.	1963/64		Miroslav STREDA	Vrchlabi.
15 VT-116 ORLIK	OK-6922.	1963/66		Vladimir DOSTAL	Hronov.
16 VT-116 ORLIK	OK- 7402	1963/67		Janeckova/Lajer	Broumov.
17 SZD-24 FOKA 4,	D-9357			Frank & Max LEMKE	Germany



The president of the new association is Pekka Hänninen. I (Göran Bruun) was elected vice president. I will also act as contact towards the VGC (*Welcome Göran! – Ed*). Esko Heikkinen was elected secretary. Jussi Huuskonen is the fourth member of the committee. Taisto Saarinen is acting as reserve member in the committee.

We hope to be able to get the veteran gliding in Finland to be even more active than before.

Contact info for me and Esko Heikkinen:
 bruun.goran@gmail.com and
 esko.heikkinen@pp4.inet.fi

The second news is that there was a Roll Out at Menkijärvi airfield, east of Vaasa on the 4th of August 2007. A Fauvel AV-36 C1 with c/n 315, owned by Mr Björn Björklund had been completed to the stage that a Roll Out could be performed. The glider had been manufactured in Germany in 1958 by Mr Rolf Spänig with the German registration D-5030. The Fauvel was sold to Sweden and was owned by Mr Claes-Göran Bask & Co. The glider was never registered in Sweden and it only made one flight in Sweden. After many years, Björn Björklund



Chris Wills, Joseph Ott, Ingvar Hyllander and his wife, during the visit to the Kranich factory in Nitra



The Roll Out at Menkijärvi (EFME) airfield. The persons from left to right, Raimo Uusihauta, Atte Hosiasluoma behind the tail and Björn Björklund.



Top left: Logo of Oldtimer Finland
 Left: Atte Hosiasluoma and the Fauvel OH-951X
 Below: Björn Björklund is laying under the Fauvel. You can see the airbrake on underside of the wing. All the pictures were taken by Mr Jari Pakkanen.





Front cover of *Ilmailu*, the official magazine of the Finnish Aviation Association, which features Göran's article about the VGC rally at Nitra.

lund bought it from Älleberg Glider Museum and it came to Finland on the 12th of December 2003. The total flying time of the glider is 25 hours 40 minutes. The Fauvel had got 1 meter longer wing span than the original (11 m + 1 m). The version is called AV-36 C 1. The Finnish registration is OH-951X and Björn owns it together with his grandson Atte Hosi-asluoma. Atte is on one of the attached pictures with his model glider in his hand. Mr Raimo Uusihauta has made the most of the job on the Fauvel and Björn hopes that the Fauvel will fly again next summer. Due to the new Finnish rules concerning glider inspections, it is better to postpone the inspection until next spring.

FRANCE

Taken from the Summer issue of *Dedale's 'Lettre D'Information*.

YVES SOUDIT from ASPAC (Association la Patrimoine Aeronatique en Charolais), Paray le Monial, has reported that a NORD 1300, GRUNAU BABY 2B built in 1947 in FRANCE, has flown with its upper surfaces decorated in 1945 German camouflage paint to hide it from possible Jabo attention.

The metamorphosis of a peaceful NORD 1300, no 88 F-CRXH, which was probably built in 1947, into a redoubtable German Grunau Baby 2b was finished and ready to have it's first flight last



spring. The work was started on the 10th August 2006 and was finished on 6th August 2007. It's new markings, LH-XH, are from the June 1944 NSFK security directive (particularly paragraph no 6) which orders the camouflaging of gliders with paints RLM-81 Brown-violet and RLM-82 Olive-green. The basic colour of plywood covered parts is RLM 05 – Ivory green. The cockpit interior is RLM-02 Grey. The black registration LH-XH has been painted according to the directive L.Dv521.1 and 521.2 of 1943. The coloured Grunau Baby 2b on page 93 of *Matin Simon's* book 'Sailplanes of 1920-1945' was used as a reference. Not all the NSFK and WL gliders were camouflaged at that time.

The possibility of ground attack by low flying allied fighters was becoming a reality in 1944-1945. The NSFK training system was still continuing at full speed during 1944 - 45. It was thought the 15,000 boys, who had done a total 100,000 tests and 3,500,000 launches and who had passed out in 1944 alone (according to *Georg Coerd't's* book 'Junge Adler') might be able to fly the new ME 163B and HE162 rocket and jet fighters to save the situation.

Also reported is that due to the deplorable summer weather, Jean-Michel Ginestet's *Bocian* was only flown 50 hours in 2007 compared to the 63 hours for 2006. Until the 25th of last August, their WA22, Ka6 and *Bocian* had flown 130 hours.

GERMANY

from JUNE 2007.

THE OLDTIMER CLUB WASSER KUPPE, after 25 years, has changed its **PRESIDENT JOSEF KURZ** to **KARL-HEINZ KELLERMANN**. After such a long service to the club, **JOSEF** felt that he ought to resign. The club flies a small number of old gliders from the

Wasserkuppe, where it has a little hangar. These gliders are 2 SG.38s, 2 GRUNAU BABY 2Bs, a Ka-2b, a RHOENBUS-SARD imported from England where it was BGA 394, a HABICHT (which was built new by OSC members led by Josef) and an UDET FLAMINGO aeroplane (which was built by Josef.) The OSC and Josef Kurz have also built or restored other gliders and aeroplanes, some of which are exhibited static in the recently increased in size, German Gliding Museum with Model Flight, on the Wasserkuppe.

AALEN ELSCHINGEN. Many of our members fly from this site. Their aircraft include 4 T21bs, a WEIHE, an A15, Ka-3, WOLF etc..

Recently, sadly, our most skilled pilot **WERNER TSCHORN**, has decided to retire from gliding, on account of his age. After a last ceremonial cross country, accompanied by another WEIHE and **WERNER KALUZA'S HUETTER H.28-2**, Werner has sold his WEIHE to the *Oldtimerfreunde Donauwirth Stillebergerhof*, which are flying the only **KRANICH 23B-2** (Spanish built) in Germany and a **CONDOR IV** etc. This Group is also engaged with building no less than two **MINIMOAS**. One of them is that started by the late **WILLI BERGMANN**. The second one is completely new and has been worked on by **SASCHA HEUSER** in Potsdam. Thus, we believe that there will be as many as five airworthy **MINIMOAS** in Germany, I hope some of us will live long enough to see them! At present, there are two airworthy **MINIMOAS** in Germany, at **Aventoft** and **Kirchheim Teck** (**Tilo Hoelighaus**). New ones may appear at **Landsberg** (it is almost finished) and two more may appear at **Donauwirth Stillberghof** (**Michael Diller's** Group). **Aalen Elschingen** has now one hangar full of vintage gliders. These are two **WEIHES**, two **KRANICH 3s**, a **Ka-3**, **LEHRMEISTER**, and also a **GOEVIER 3** which was previously in Holland.

We are sad that **WERNER TSCORN** has decided to give up gliding but we realize that there has to come a time when all of us will have to do this. Werner repaired and rebuilt his WEIHE himself. He has flown it at nearly all our International Rallies, almost since our beginning, carrying out exemplary cross country flights and putting us all to



Left: front cover of the *Wasserkuppe chronicle*

shame. He was our best cross country pilot. We hope that he still be with us at our Rallies, and will fly in two seaters. It is unthinkable that our Rallies in future will be without Werner and his family.

GUENTER BRODERSEN from Hamburg has had, as a long term project, the building of a new HUETTER H.28-2, but he has very limited work space. Because of this, the already not large components of the H.28-2 have had to be built in halves. Each wing is in two parts as also is the fuselage. He is now working on the metal fittings for its control surfaces.

The burning of the Fritz Ulmer collection some years ago was done by bored teenagers who knew not what they were doing. Thus, the world lost MINIMOA No 100, which had been obtained from the Austrian club at Salzburg Max Glane. Before that, it may have escaped from Czechoslovakia (one of five there after the war). Also in the Collection were a KRANICH 2, RHOENSPERBER, RHOENBUSSARD and other rare gliders.

HOLLAND

PETER DEEGE has organized the repair of a Dutch BAULING BABY at JEZOW in Poland. It is now flying in Holland. FOKKER built 24 Grunau Babies in 1947 and at Den Helde are PH-152 and PH-153. The Slingsby T.21C, which was broken during a less than safe winch launch, should fly again during 2008. Its starboard wing is finished but there are some small details to be finished on its Port wing.

New restorations in the Netherlands by Neelco Osinga

Grunau 8, PH-70

After so many years waiting for restoration the famous Grunau 8, PH-70 is being restored. Bob van Aalst told me that he is as an apprentice working on this old glider under the supervision of Hans Regeer in Oss. In 1961 this Grunau 8 flew its last flight. You can compare the Grunau 8 with the BAC 7 of the Maufe family or with the Hungarian Cimborá. It was from this year on a part of the collection of the Aviodome museum at Schiphol. Alas, the glider was not so long a part of the airplane exhibition, but was soon stored in a warehouse, damp and wet. So the glider suffered from the water and from savage transport. In 1985 the owner, Hein Schwing decided the glider to be removed from the destruction. From one

of the wings only the fittings could have been saved. Dick Funcke and Hans Regeer became the new parents of this glider.

Just today I spoke with the director, Arno van der Holst, of the Aviodrome museum at Lelystad. The Aviodrome is the successor of the Aviodome. He told me that the warehouse, the Grunau 8 stood in, was absolutely dry, so not damp, nor wet. He did not know anything about savage transport, so this part of the story cannot be denied, nor affirmed. The Grunau 8 must have been in a poor condition, due to the casein glue. Arnold told me that twenty years ago the museum treated the pieces in the warehouse carefully. He thinks that there must have been other reasons to take away the Grunau 8.

Now Bob van Aalst wants to become a technician and this piece of history is a magnificent piece of work. We hope that Bob will become a good technician and the Grunau 8 will become a glider to be proud of.

The Grunau 8 PH- 32 was introduced in the Netherlands in 1935. It was not the first two seat glider in this country. This honour was for the Hoekstra 1, not a successful glider. The Grunau 8 was the first two seat glider suitable for instruction flights. The second Grunau 8 was the



PH-66. This was also a training glider for aero tows at Amsterdam Schiphol. The machine was developed by Edmund Schneider at Grunau, famous for his Schulgleiter and the Grunau Baby.

The PH-70 was made with drawings that have been made by mr. H. Bus. assisted by the great engineer ir C.W.A. Oyens, measuring the first two Grunaus 8. This glider was made by the N.V. Vliegtuigbouw Deventer, director A. Bauling. In this country the Bauling Babies are famous. Three pre war Bauling Babies are flying now again in the Netherlands: the PH-58, PH-101, better known as PH-190 and the PH-102. Toon Frishert, Peter Deege and Ewald Janssen Groesbeek made these great jobs of restoration, the PH-101 (190) has just been finished by our Polish friends in Jelenia Gora, of the old Schneider factory.

The Grunau 8, PH-70 made its maiden flight on July 20th 1937 at Teuge. During the war the glider was hidden in the textile factories of Ankersmit in Deventer. In 1952 the glider got a gravity hook. The glider became from that time a popular training machine.

When it stopped activities the glider had almost 3000 launches.

Nico Baby will be restored

Nico Baby is the Grunau Baby PH-213, made in 1955 by Schleicher. It is one of a series of ten Babies, specially made for the Netherlands. In 1975 the Baby suffered from a big crash. Nico Hoencamp, technician of the Eerste Zeeuws-Vlaamse Aeroclub repaired this Baby. The baby got Nico's name. In 1986 the club Vrienden van Nico Baby (Friends of Nico Baby) was founded. This club



Above left: the Grunau 8 being restored, Photo: Bob van Aalst. Above: Nico Baby in better times. Left: Grunau 8 used here as a trainer

saved the Baby, adopting the Baby from the gliding club EZAC.

Some years ago a glider, hanging from the roof of the hangar fell down, just on the Nico Baby below. Now Bob and Hans will restore the wounded Baby.

HUNGARY

We have heard from Hungary that since the 10th MAY, there was the possibility of flying from the sacred historical sites of FARKASHEGY and HARMASHATARHEGY (H-H-H), near Budapest. Nandor Liptai and Laszlo Revi are keeping their FOKA 5 and CIMBORO there. These sites had previously been banned for gliding because of their proximity to Budapest and its Airport. It was from FARKASHEGY that we have had three international Rallies and a number of old Hungarian records had been flown from H-H-H. (This information was obtained from GABOR FECECS who visited Nitra). Gabor has a large gliding historical archive and was largely responsible for organising our first International Rally in Hungary at Farkashegy during the Communist time. (CW)

POLAND

Given by ZBIGNIEW JEZERSKI at Nitra.

The drawings for the PWS 101's wings are ready and construction of wing ribs was due to start in September 2007. The SALAMANDRA at GLIWICE stands ready for installation of cables. It should be possible to bring it to WELS. Their T.21b, which was brought in bits on a lorry from England is coming on well. It may be finished in time to bring it to WELS. We have not received any news concerning SALAMANDRA at JEZOW, which was ready for its fabric two years ago nor of other vintage glider restorations there.

SWITZERLAND

By Werner Rüegg, Daniel Steffen and Willi Schwarzenbach.

Spalinger S 10 'Zürivogel' - A piece of Swiss gliding history

The early years of gliding in Switzerland were not very spectacular. Pilots and gliders stood in the shadow of their German colleagues. The first soaring flight of one hour took place only on the



1st September 1930 (8 years after Arthur Martens in Germany). One problem was the poor and inefficient training-method of the gliding students. Too often the primaries were damaged or even broken on landings.

This reduced or stopped any progress. Many beginners gave up gliding even before they had experienced the real control of their machines.

Some members of the OVL (Ostschweizer Verein für Luftschiffahrt) had then, 1927, the remarkable idea for a two-seater with double command allowing a safe and efficient basic training. Immediately they called for projects. This was of course against the world-

Above: Fritz Müller and Jakob Spalinger (instructor in the back seat) are ready for take off. Photo: Archives Ruedi Sägesser

wide conviction that only the training single seaters (primaries) were to produce real glider pilots.

Out of three proposals, preference was given to the "S-10", a project from the desks of Jakob Spalinger (designer of the Spalinger gliders) and August Hug (designer of the Spyr's). The design work started straight away and the drawings were handed to the workshop. F.Müller, H. Zollinger, H. Aecherli, A. Hug, J. Spalinger and other members spent 2'100 work hours to build S 10,



Der „Zürivogel“ landet in prächtigem Gleitflug.

A new book about gliding in Switzerland:

The gliding club Olten celebrated the 75-year-anniversary. This is not an extraordinary event because many Swiss gliding clubs were founded in the early thirties of the last century. However extraordinary are the immense jubilee activities of the gliding club Olten. The members organised an international air show, initiated an exhibition in the local museum of history and wrote a book. The coloured, bounded hardcover book con-



Above: the cover of the new book '75 Jahre Segelfluggruppe Olten' shows the winch launch of a Ka4 Rhönerleche.

tains 144 pages and 143 pictures (some are historical). Subjects of the humorous stories are cross country flights, women, fashion wear, acrobatics, instructors, students, comics, apples, air shows, winches, management systems and more. The book is written in German and can be ordered on following homepage: www.sgolten.ch.

LILLY GRUNDBACHER is having to move her premises owing to neighbours contesting her ownership of them. She has found another building in French speaking Switzerland which she wishes to convert into a glider workshop and her living quarters. She will then have to move her gliders, tools, machines, equipment and her living quarters over there. During winters, she has been going to NEPAL to aid the Nepalese street children. Fitting all this in is going to take longer and will delay the restoration of the Swiss prewar built HUETTER H. 28-2, HB-223, that she has been storing (see also Errata – Ed). She had been working in the late Rudi Saegesser's workshop, which she thought he had given her. Now all this has come to an end, and we hope that there will be a new beginning for her. The second of the two Swiss built H.28-2s HB-321 was sold to someone in Rhodesia, where it was flown on a 300 km triangle by an inexperienced pilot. We do not know what happened to it after that. □

Schulen im Doppelsitzer des OVL auf der Forch.



Geräuschlos durchschneidet das motorlose Flugzeug die Lüfte.

'Zürivogel' (bird of Zurich). This was a biplane with a built in wheel. It was the heaviest (flying weight 350 kg) Swiss glider at the time. The OVL had spent SFR 1000 on the project.

The first launch of the S10 'Zürivogel' took place on 4th November 1928 (passenger Fritz Müller) from 20m high hill near Dübendorf. Everything went fine. After some more testflights, the new gliding training on 2-seater, with student and instructor came to life!

On Easter Sunday 1929, Jakob Spalinger with August Hug took off on the Hochwacht/ Bachtel (1100m) for the first, long passenger flight. From summer 1929 on, training programs were worked out and courses organized. The

Above: the 2-seater and biplane glider Spalinger S 10 Zürichvogel did 756 successful flights from 1928 to 1932

Left: the Spalinger S 10 Zürichvogel in the air over the Forch. The flying weight was 350 kg. Span 12 metres. Photos: Archives Ruedi Sägesser

Below: the Spalinger S 10 Zürichvogel from 1928 was the first glider to be registered in Switzerland (HB-10)



new instruction method was obviously a success. 756 flights on S-10 were done without any serious crash within three years.

Due to photographs we assume that a final crash was the end of the flying activities with the Spalinger S 10 'Zürivogel' in 1932.

We do not understand neither we know why this new successful training method, considered as a shot into the future was not continued in Switzerland!

We know that August Hug, due to internal quarrel and his calling the 2-seater-training as nonsense was forced to leave the group in 1930. He joined the Ikarus group (Zürich) and developed there another model of a primary.

PROJECT HORTEN IV

LATEST NEWS FROM SEPTEMBER 2007, Bernd Ewald



I had a firm plan to drive to Nitra and to see all my friends there. Unfortunately I caught a severe cold and so I spent all the Nitra time in my bed and nobody asked me "First of all, what is the Horten IV doing ?"

In the meantime I am OK again and I proceeded with the Horten adventure. On August 24th I was at Hamburg and with a small ceremony the Board of directors of the Lufthansa Technik AG handed over the new Horten IV centre section to me! The complicated steel tube structure is shown in the picture. Far right in the picture is Mr. Henningsen, the chairman of the board of Lufthansa Technik AG and the sec-ond person from the right is Mr Freitag, the proud master of the apprentice shop, who was responsible for this fine work.. Installed in the centre section is an apprentice, who demonstrates, that a person 1,83 m tall fits comfortably in this ship. At the same afternoon the centre section was carefully stowed in the Horten trailer and on the 27th of August I towed the trailer with the precious content to Darmstadt.

Clearly a lot of residual activities have to be done at this thing and so at the moment the centre section is in a



little workshop in the Darmstadt University and I try to fix these minor things. Then the total centre section will be painted with primer and lacquer. Finally I will construct a device for loading the centre section in the trailer. The centre section has to be rotated by 90 degrees because the span of the centre section with 1,6 m is too wide for the trailer.

The Plexiglas canopy will be ready soon. Basic flight instruments have been delivered by the Winter company and a parachute has been donated by the Mertens company. Finally I will tow the Trailer and the centre section to Potsdam, where Sascha Heuser will do the final assembly.

At Potsdam Sascha Heuser started the assembly of the main wing parts, see also <http://holzleicht-flugzeugbau.de/>.

The bottom photo shows the main spars with all nose ribs erected. The next step will be the application of the plywood D-tube.

In the outer wing the cross section of the D-tube is rather small and for sufficient torsional stiffness the plywood nose is glued together from two layers. The gluing of the nose is possible only over a shaped block. Fortunately the DLR gave us again a very valuable help (Please remember, they manufactured already the complete set of ribs for this great plane!). They produced the rib shaped blocks from wood by numerical milling! So we got excellent blocks with similar accuracy as the ribs.

So you see, that good progress is achieved in the last months and weeks and hopefully in a not to distant future we will have a flying Horten IV ! □

First Flight



by *Peter Underwood*

Icarus was long before my time, I wasn't around for Monseur Mongolfier or Mr Caley's coachman. Allcock and Brown preceded me, as did –just, Lindberg's flight across the pond. Daddy didn't take me to Mildenhall to see Scott and Campbell Black set off for Australia. Balbo didn't come my way and Wrong Way Corrigan went, well, the wrong way for me. To Jean Batten, Amy Johnson (there is a lovely statue to Amy in Hull, parachute and all), Amelia and Hanna, I

lost my young heart but, never did I see one of them. I did not witness the first flight of the Comet airliner, or the 747, or Concorde.

But never mind, on September 8th 2007 I witnessed a flight so epic, so momentous, that it must surely surpass them all. At precisely 14.15 hrs (or was it 15.15?) intrepid test pilot "Lofty" Russell - after what must rank as one of the longest restorations in aviation history – eased into the air, for its first flight since 1978, the long awaited1 Minimoa, BGA 1639. And - I WAS THERE!

*Photos: minimoa in flight – taken from tug on first flight: Paul Rackham
Other photos: Paul Underwood*





How dare they have called it –no “her”- the “Dunstable Disgrace”. How dare they have mocked and scoffed, “will it ever fly?” May they look at her now, this gorgeous “Cream Puff” of a glider, and may they choke on their ill considered words.

Yes, I was there. I saw each second of that memorable flight. I saw the first moment of her rebirth as she lifted majestically from mother Earth. On tow, her modest demeanour belies her longing to be loose. And now, the umbilical cast, her gull winged form, as a bird at last set free, she pirouettes this way and that, each tip-toe turn to perfection balanced. I saw her, coquettish, flirt with lift, a promise of love to be fulfilled - another day. (crumbs!). Her wide circuit above, and then, banking towards us to show her upper curves, her graceful swoop to kiss again the Earth. And in reflection we remembered, all of us I am sure, our dear departed and much missed friend, Terry McGee, whose name she bears, and who did so much to bring this day.

“Leave her as she is”, said test pilot “Lofty”. “No adjustments necessary, she flies better than ever she did”. So, all was well, all was success. No more the “Dunstable Disgrace”, but surely she is the most delicious, scrumptious “Dunstable Crème Delight”.

“One day”, I mused, “ I shall sit my grandson Paul upon my knee and tell him ‘I was there’”. I looked up then, and there he was, all six foot of him - taking the photographs you see here. Had it really been that long?? □



The 35th International VGC Rally NITRA SLOVAKIA



26th July-5th August 2007

The 35th International VGC Rally was this year held at Nitra, Slovakia, hosted by the Nitra Aeros Club and organised by Josef OTT and team. There have been three Nitra airfields, progressively moving out from the built up area that was the town. The first airfield was created in 1913 but was burnt down in 1947. Our Rally took place on the third Nitra airfield. This was created in 1960 but its installations, including hangars, were not finished until 1963. In 1943, aero tows of FOUR KRANICH 2s were undertaken behind single JU 52s, to train pilots for GOTHA 242 troop carrying gliders. These 4 glider aero tows were necessary because of the extreme shortage of fuel for aero tows. It was also thought that there was a GIGANT on the airfield at that time. After the second airfield burnt down in 1947, it was still possible to build 26 Kranich 2s, from no doubt remaining parts, in 1946.

The following pilots hired L-13 BLANIKS to fly at NITRA.

Eberhard Jauer.Sweden. Deli Otto, Stig Karlson Sweden, Lasse Fredricksson, Bruno Larsson, Leif Nilsson, Peter Svensson and Rolf Algotson, all from Sweden; 'Taisto Saarinen and P. Saaristo & Co Finland.

The Rally also attracted the attendance of the following visitors; Martin Simons (Aus), David Goldsmith (Aus), Herb Robins (USA), Gabor Fececs, Laszlo Mezaros, Ervin Rotter (all from Hungary), Michael Gaisbacher, and the entire team from the Wels- "White Seagull" Club in Austria. Ian and Pat Dunkerley (Uk & NZ), Ignacio Garcia Colomo (Spain) and Francis Humblet (France).

As will be noticed, we are very honoured to have had our first LITHUANIAN entry. They had to come a long way to get to Nitra. We hope that more will

come in future. We were happy to have been able to supply them with the drawings for the HUETTER H.17a which they hope to build. A H.17a was in Lithuania in the old days.

We arrived at Nitra almost two days early in glorious weather to find the town sparkling in evening sunshine, which lit up the beautiful buildings of the ancient Austro-Hungarian Empire. The last touches of the brilliant organisation which was master minded by Josef and Mrs Ott and by their son Igor, and by the Aero club of Nitra, were going into place. When we saw the great Polish Tent, which was present at our Rallies at Gliwice and Eggersdorf, we felt at home. The KRAJANEK had not been brought from Rana perhaps because it was felt that this aircraft had been restored by JIRI LENIK, who was still in hospital at Fulda, and that it should not be flown at Nitra without him. The machine is owned by the Prague Technical Museum and is a masterpiece of restoration.

*Below left: the AGM held in the main tent
Below right: Chris Wills gets a flight in the Cimbara*





Already on the first day, the weather was good. There was absolutely no humidity in the air. The temperature was still rising to 42 degrees in Rumania. On this day the HOLS DER TEUFEL broke its record again by being kept up for 4 hours 50 minutes and rising to 2,000 metres. David Goldsmith from Australia flew a KA-8 for 3 1/2 hours getting to

1,700 metres. The last hour was flown in straight flight.

Friday 27th July The day of the first 'Briefing'. We were under a high pressure area this day with a small cold front coming in from the Czech Republic and Austria. It would influence us during the afternoon with probably more clouds and perhaps some showers. There was a possibility of thunder near the showers. We currently had a South wind but this would change to the West with a max speed of 10metres / sec; thermals would go to 2,000 – 2,300 metres height with the arrival of the front. There was a possibility of slope soaring along the Sobor Slope above Nitra. GABOR FECECS, who visited the rally, and who was largely responsible for organising our first International Rally in Hungary at Farkashegy during the communist time, had a flight in the CIMBORA with Laszlo Revi and flew it himself to 2,000 metres.

On Friday the 27th July, JOERG ZILLER flew his MEISE for 4 hours and rose to 2,300 metres under the front. He told us that the German Museum at Munich has a number of old German gliders. Sometimes, there are two of each (for example, there are two MEIS-

ES). The Museum is prepared to give them to people who wish to restore them.

On Saturday 28th July, 2007, Zbigniew flew his JASKOLKA for 6 hours. During the evening of this day we held THE INTERNATIONAL EVENING which was its usual tremendous success.

On Sunday, Zbigniew flew the JASKOLKA for 4 hours, rising to 1,900 metres above Nitra. On Tuesday the 31st of July, and during bad weather, we were visited by JIRI HEVELKA and his daughter, who gave us (what was at least for C.Wills), a most interesting lecture on KRANICH 2B-2 production at NITRA from 1942 to 1946 where he had been sent as a 23 year old to lead KRANICH 2 production, from MRAZ CHOTZEN in Bohemia, which had too much other work. They are known specially for having built the MRAZ CAP (Fieseler Storch). (See Features for whole text on history of Nitra factory)

On the 29th July, KIMMO TIHULA, (Finland) flew for 7 hrs 20 minutes in his Ka 6E. On this day ERVIN ROTTER, one of the 4 sons of LUDWIG ROTTER, who flew his NEMERE from BERLIN TO KIEL during the Berlin Olympic Games in 1936, visited us from



*Left: C.W.'s personal transport
Right: C.W. joins the ladies for accordion practice
Below: Love is ..your own Habicht?
Below right: don't slip or there will be an International incident!*



RALLY ROUNDUP

BUDAPEST. He and his brother LAJOS ROTTER and their mother, have founded a Trust to build again an airworthy example of their Father's super sailplane, the NEMERE, of 1936.

Tuesday 31st of July. This was the best weather that the VGC has ever had at one of its Rallies. There were cumuli with high bases everywhere. IGOR OTT

said that in such weather in modern sailplanes, flights of 600 –700 km could be made. Two flights of over 300 km flights were flown by Johannes Fischer in a Ka 6CR and by Ruediger Hein in the SB-5. The former flight visited Hungary, the Czech Republic and Poland. Milan Svoboda flew his PHEOEBUS for 300

km. Thomas van der Ven flew the cheese decorated Ka 6CR for 7 hours and was the last to land. There were longer duration flights of 8 hours.

Wednesday 1st August. 2,200 metre cloudbases were forecast but bases could rise to 2,600 m over the TATRA mountains in the



Anti-clockwise from the top: Werner Kalusza's H28, Juergen Dopplebauers Fauvette, Norwegian friends in celebratory mood, The young members of the dance band, the International evening, Danish Mucha.



North. On this day, HUGO ORDING flew his Ka 6E PH-1223 for 210 km in 4.5 hours. His turning point was MARTIN to the North. RUEDIGER HEIN flew his SB 5E 300 km in nearly 8 hours. JOHANNES FISCHER (Germany. Aero Klub Weissenberg) KA-6CR D-6290 flew a 340 km triangle Nitra Vel, Javonna (Czech Republic), Priedvidza, Komarno (Hungary) in 6 hours 40 minutes. Take off was at 11.40. Landing was at 18.21 minutes. Best height was 2,100 m. (+ 5 degrees C) above Nitra. HANS DISMA flew 215 km in 4 hrs 30 minutes with his PHOENIX T.

WERNER RUEGG Switzerland flew his KA-2 (HB 724) 220 km NITRA- MARTIN and return.

On this day, the latest restoration from KEIHEUVEL in Belgium, where we once held an excellent International Rally, was flown 120 km. It has been

allowed to keep its original restoration OO-KEI. It was Keiheuvel's first glider, being imported from Germany in 1959. Its pilots on this day were Patrik Govers and his Father. We feel that OO-KEI had adequately celebrated its first flight after its lengthy restoration. It was so old that it had been allowed to have its old registration number, i.e. not preceded by Z. PETER OCKER flew the HABICHT to 2,400m height in a 2 hr flight. Then he



Above: The popular Danish G2 Primary; Right: Ka 4 from Keiheuvel, Far right: David Goldsmith tries out Hols de Teufel

Glider types attending the Rally

Type/Reg.	Entrant
BERGFALKE 4 .PH-1368	Ben Schenck Netherlands
BREGUET 905 FAUVETTE.	Juergen Doppelbauer
CIMBORA. H-5035	Laszlo Revi- Hungary
DG-100 D-7000	Rainer Karch. Germany
ELFE S.4A 1974.	Lilly Grundbacher. Switzerland
2G	Niels Poulson, Denmark
GRUNAU BABY 2B	Ove Hillersborg .Denmark
GRUNAU BABY 2B D-5-457	Germany
GRUNAU BABY 3 D-1977.	Hermann Beiker Germany
HUETTER H.17A BGA 490.	Nick Newton Britain
HUETTER H.28-2. D-8223.	Werner Kalusza Germany
HOLS DER TEUFEL OK-A 415.	Gerhard Maleschka. Germany
HABICHT E, D-1901	Christoph Zahn Germany
JASKOLKA SP- 3675	Zbigniew Jezierski. Poland
HONZA. Zlin 23.	Josef Ott. Slovakia
KRANICH 2B-2 PH-103.	Neelco and Marja Osinga Netherlands
KRANICH 3. D-6044	Harald Kaemper. Germany
KA-2b Karl-Heniz Kellermann & Dieter Domning.	Germany
KA-2B D-9163	Walter Hoekstra. Netherlands
KA-2B HB- 724	Werner Ruegg ,Switzerland
KA-4 OO-KEI.	Patrik Govers. Belgium

Type/Reg.	Entrant
Mucha Std OY-XAI	Neils Ebb Gjoerup Denmark
KA-4 PH-247	George Slot. The Netherlands
KA-6CR	Pauline Morant, Ian Smith. Britain
KA-6CR D-6290	Johannes Schmidt Germany
KA 6CR D-5705	Thomas van der Ven
KA-6E	Tihula Kimmo Finland
KA-6E	Pierre Pochet. Belgium
KA 6E OH-892	Jyrski Vitasari Finland
KA-6E BGA 3158.	Ray Whitaker. Britain
KA-6CR	Ian Smith and Pauline Maurant, Britain
KA-7 D-	Klaus Vey. Germany
Ka-7	Volker Skrzypek Germany
KA 8 D-5250	Hugo Ording. Netherlands
LUNAK LF-107 BGA 4286	Graham Saw, Britain
LUNAK LF-107 OM- 0901	Peter Luzak. Slovakia
L-SPATZ OE-	Franz Havlicek. Austria
L-SPATZ 55 LY-NK	Benvenutas Ivanauskas Lithuania
MOSWEY 3 HB-374	Hans Peter. Switzerland
MUCHA STD BGA 3776	Richard Ershaw Fretwell, Britain
MUCHA STD OE- 0898	Gottfried Balga, Austria
MEISE. D-1420	Joerg Ziller. Germany

Type/Reg.	Entrant
M.200 F-	Maurice Renard France
M 200 F-	Didier Pataille. France
M.200 OO-ZHH.	Firmnin Henrard. Belgium
NORD 2000 Meise	Hans Dijkstra. Netherlands
Fs 29 Phoenix T PH-999	Hans Disma. Netherlands
PHOEBUS	Milan Svoboda Czech Republic
SB-5 E D-2013	Ruediger Heins. Germany
TANDEM FALKE SF 28 G-BYEJ.	Margaret and David Shrimpton. Britain.
TUTOR Slingsby. BGA 483	Wim van Aalst. Netherlands
Slingsby T.21b BGA 3195.	Klaus Schickling. Germany
Slingsby T30 PREFECT PH-198	Netherlands.
Slingsby T.31 FDQ	Jan Foerster. Netherlands.
Slingsby T.31 HB-	Beat Huber.. Switzerland
SOHAJ LG-425.	Igor Ott. Slovakia
SPECHT	Axel Mitzscherlich Germany
WEIHE 50 D-3654.	Gerd Herm-Jacob. Germany
WOLF D-9026.	Uli Grau.. Germany

CW knows that the above lists are incomplete. He apologises and says that he will correct it next time, if someone feels that she or he should have been included.



flew the 2G from a winch launch to 1,300 m height cloud base and then to 2,400m QFE. Niels Poulsen then flew the same machine from a winch launch 1,550 m during a 51min flight. On this day, THOMAS van der VEN flew his cheese painted KA-6CR D-5705 into the High Tatra, reaching 2,400 metres, getting back at 8 0 clock. PETER URSCHELLER flew the HOLS to 1,800 metres but was brought down by the cold. The Danish 2G Primary was twice at 1,300mtrs from winch launches. This was nearly its record.

That evening, there was a fantastic SLOVAK EVENING. At first, it seemed confused, but finally everyone had had more than enough to eat and the music was fantastic, particularly that from the High Tatras.

THURSDAY 2nd AUGUST, there was a weak cold front approaching and there

was still High Pressure. Today would be very hot but not many cumuli. There was a 5-10 knot wind. Tomorrow would be rather cooler. On this day, JOHANNES FISCHER flew his KA-6CR D-6290 190 km and visited Eztergom and Komarom in Hungary. The wind was terrible. At over 1,500 m above ground, it was about 50 knots. Richard Ernschaw Fretwell flew his Mucha Std for several hours. Margaret Shrimpton flew the parachute towed by a motorbike with 2,000 m. of cable.

FRIDAY 3rd AUGUST. The cold front has passed us to the East. There was a damp air mass following it. There was cloudy weather with a wind strength of 5-6 m/sec from the North West. There was a possibility of rain storms. The next day would be influenced by Low Pressure. There would perhaps be better weather on Sunday. HANS DISMA flew his Phoenix T 220 kms in 5 hrs. INGVAR HYLLENDER (Sweden) reached 2,200m. in the KRANICH 2B-2, staying

up for 5 hours. MICHAEL GAISBACHER, head of the Austrian Aero Club's Gliding Section, visited us by Motorfalkte today. His Mother is FAI representative for Austria. He slept in our camp site and promised to bring a Ka-6 to our next International Rally at WELS, Austria, in 2008.

SATURDAY 4th AUGUST. We were influenced by the aftermath of the Cold Front. Winch launches to 500m. were given to children in Neelco's KRANICH



Top: The Habicht, left, Wolfe and below, Lehrmiester



Top right: VGC Technical Officer explains? Above: Council Member Didier Fulchiron.





Above: Traditional Slovakian music and singing; Top right: Geri Tischler T31 Tutor

controlled scale aeroplane models. CW thought that the Machi FOLGORE was the best. There was also a fantastic display of vintage cars and motorcycles before the 'Polish' tent. It was thought that perhaps there would be too much wind and that owners should stay with their gliders. These displays were rounded off with superb aerobatics by Christoph Zahn in his HABICHT and GRAHAM SAW in his LUNAK before the FINAL PARTY and PRIZE GIVING AT 1900 hrs. On the previous day, the 2G Primary had been damaged on its trailer in Bratislava and the FAUVETTE had been damaged by a car on the airfield.

IT HAD BEEN A FANTASTIC INTERNATIONAL RALLY IN EVERY WAY thanks to the good weather and the organisation of JOSEF, IGOR and ANNA OTT and the AERO CLUB NITRA. Thanks also to its CFI DOMINIK, who was even able to continue training and send some of his pupils solo during the RALLY. SLOVA-



KIA, WE SALUTE YOU !

It is clearly a paradise. Everyone was content and will come, we hope, to future rallies. The Finnish Team had flown more than 50 hours during the week. Representatives of the AERO-CLUB of WELS (Upper Austria) who are to be hosts, with the OSC Wasserkuppe, at our next International Rally in 2008, did visit us to see how the Rally was organised. (CW)

Photos by Rob Tempel, Lilly Grunbacher, Zbigniew Jesierski, Niels Ebb Gjoerup Axel Mitzscherlich ☐

2. There was a mass photograph taken of all of us before the hangar and visits were made to the EUROFOX Factory on the airfield, as well as to the last parts of the ancient MRAZ KRANICH 2B-2 factory in Nitra.

At 15.00 hrs there was a show of radio



Below left: CW opens the Rally by ringing the VGC Bell; Below: Winning Scheibe Specht Bottom: Sohaj, Igor Ott.



INTERNATIONAL RENDEZVOUS RALLY 2007 RANA near LOUNY CZECH REPUBLIC

JULY 15th - JULY 25th



If one can imagine descending into 34 degrees C and cloud bases of sometimes 10,000 ft from the almost continuous wet and stormy weather prevailing over Britain for almost the entire summer, there you have the unlikely scenario. Furthermore, a week previously it had been even hotter over the Czech Republic and still was 42 degrees over Rumania. The VGC had never experienced before such good weather and for the first time we were able to see the unlikely sight of the HOLS DER TEUFEL, HUTTER H.17a, HUTTER.28-2, KRAJANEK and others, soaring

at over 2,000 metres (6,000 ft) on almost every day above Rana and beyond. It might have been hot on the ground but it was decidedly cooler at 2,000 metres. Our pilots were often sharing the airspace with hang gliders but our gliders could penetrate better than them except for a German registered ULF, which is an ultra light glider from the new time.

The RALLY was run by the Aero Club of Rana and Louny which was the near by town. Josef and his son, Thomas and his wife, Mezera, and club members ran the Rally very well and there was a most

hospitable atmosphere about the whole operation. The gliders taking part are shown in the table opposite.

Bureacratic interference

The OSC.s HABICHT could not be brought, as the LBA had taken seven weeks to confirm its C of A. It had needed 700 hours work to make it airworthy after it had been for years a static exhibit in the German Gliding Museum with Model flight on the Wasserkuppe. The

Below: Pilots view Rana airfield



OSC had had to substitute it with their KA-2B.

Likewise, The Danish Air Office had delayed sending confirmation of the C of A for the Danish Vintage Gliding Club's HUETTER H.17A, which it had had for years (or at least for months). The H.17A also could not be brought to our Rallies. This is yet another reason why the organization of Gliding in various countries should be in the hands of the glider pilots of those countries who are fully in touch with what is going on concerning gliding in their countries. We have had this for many years in Britain. MILAN SVOBODA obtained a LUNAK in bad condition but had it restored for about £10,000. Graham Saw said that it was the finest Lunak restoration that he had ever seen. As is well known, Lunaks can not be cleared for aerobatics in the Czech Republic. Milan then decided to try to fly aerobatics with the Lunak in the Czech Republic under a BGA C of A. Unfortunately, the BGA has decided that it can no longer allow any more foreign gliders to fly over their native countries under their C of A. Therefore, Milan is trying to sell his Lunak in Britain and hopes to obtain a SPARTAK from the Czech Science Museum in Prague where it is kept in store. The only snag is that the Museum according to its rules, must retain ownership of the SPARTAK. Which means that its restorers would never be its owners although they would be spending large amounts of money restoring it. It is hoped that the



Museum might be persuaded to change its rules. The Museum already has an example of this wonderful sailplane, which Milan flew in the Czech National Team at Leszno in Poland in 1958, on exhibition. Milan also flew a VSB VEGA in the Czech National Team but this is a very heavy sailplane and one of them is already restored and airworthy. These two types and the DEMANTS were the last wooden super ships that were built in Czechoslovakia. One wonders how an earth they could be called vintage, but they certainly would make great impressions at our Rallies, and would give us good publicity.

On the 18th of JULY at RANA. Traces of the previous day's Cold Front lasted until about 1800 hours. Some winch

Mucha, Niels Ebb Gjoerup

launches were experienced by the pilots of the ULF and the HOLS DER TEUFEL. Winch cables were retrieved by a 125-cc two stroke motorcycle. So many interesting people were present and more of them keep arriving including San TATASHI MAEDA, who must be the son of the designer of Japan's beautiful prewar MAEDA sailplanes who wishes to build an H.28-2. He is general Manager of the West Japan Aeronautical Association. Another visitor was HELMUTH KULLMANN who is 78 years old. He saw Werner Kaluza's H.28-2 last year and in one year, has almost finished building a new H.28-2.

Gliders and owners present

Type		Owner
BERGFALKE 4	PH-1368	Ben Schenck
DG-100 .	D-7000.	Rainer Karch
ELFE. built in 1974.	Hb-1189	Lilly Grundbacher
FOKA 4..	D-6373	Ulfe Ewert
FS 24 PHOENIX T	PH-999	Hans Disma
HOLS DER TEUFEL	OK- A415	Gerhard Maleshka
HUETTER H.17A	BGA 490	Nick Newton
HUETTER H.28-2	D-8223.	Werner Kalusza
KA-2 b..	D-9163	Walter Hoekstra
KA-2b	D-7039	Karl-Heinz Kellermann
KA-2	HB-724	Joerg Baer Switzerland
KA- 4 RHOENLERCHE	OK-A210	Karel Hahn
KA-4 RHOENLERCHE	PH-247	George Slot
KA-4 RHOENLERCHE .	D-4116	Didier Fulchiron
Ka 6 CR	D-9163	Walter Hoekstra
KA-6E	BGA 3158	Ray Whitaker. Britain
KA-6CR	OE-0600	Eric Taler. Austria
KA-7	D-5250	VolkerSkrzypek
KRAJANEK	OK-8560	Karel Hahn
KRANICH 2B-2	PH-103	Neelco Osinga

Type		Owner
LUNAK	BGA 4286	Graham Saw
L-SPATZ 55	D-8049	Rolf Bornheber
MEISE	D-1420	Joerg Ziller
MOSWEY 3	HB-374	Hans Peter
MUCHA STD	OE-0898	Gotfried Balga
ORLIK VT-16	OK-2427.	Milan Benes
ORLIK VT-116	OK-4314	Miroslav Sredy
PIONYR	OK-3903	Rana
Slingsby PREFECT	PH-198	Bob van Aalst
SOHAJ	OK-1765	Emil Sliva
SG.38 (1953)	D-7738	Alexander Goernitz
SF 27A	OO-ZMN	Jorm Hansens
SF 27 (1965)	D-1426	(CZ) Petr Hanacek
Slingsby T.21b	BGA 3195	Klaus Schickling
T.31	FDQ	Jan Foerster
T.31 .	BGA 4258	Martin en Astrid Hoegenbosch
T.31 1952)	HB- 557	Beat Huber
TANDEM FALKE SF 28	G-BYEJ.	Margaret and David Shrimpton
ULF (1974)	HB-1189 D-NGEV	Ulf Kern
WEIHE 50	D-3654	Gerd Herm-Jacob



Apparently, his son owns a business nearby, which was able to make its metal fittings. A friend of Helmut has permission to build yet another H.28 -2.

A report from the Fulda hospital said that Jiri was being brought out of his artificial coma and that family members were allowed to see him. Come on JIRKA, we are with you in spirit. We were able to see the SG.38 "Erwin" that was broken on the Wasserkuppe. Each wing had about a metre off each root

gone. Tailplane, elevator and rudder were intact. Fuselage and nacelle were severely damaged. There is the intention to repair it. Alexander Goernitz left a spare landing skid off his SG.38 for it, which was signed by all members present at Rana and there was a financial col-

lection to help pay for the repair.

"SEDY VLK". (GREY WOLF). This replica was seen at Rana during the morning of Friday 20th July. Rudder, tailplane, and elevator are built but are without fabric. All wing ribs and fuselage bulkheads are built. Wing spars are being built in a workshop in a small village near by. It should be finished in two years' time but Jiri is badly needed to lead the work. The Sedy VLK is a small light tandem seated two seater, similar in

**Top: Hans Disma lands the Phoenix
Below: Briefing C.W. and Thomas Mezera;
Below left: VGC organiser Josef Mezera
with the signed skid for Jeri Lenik**



lay-out to a T.31. We believe that about six were built from 1933 and some of them were powered. It is of great Czech historical interest.

RANA. THURSDAY 19th JULY. It was going to be really hot to day. Cold and unstable air from Moravia. A SE. wind was forecast and there would be no more thunderstorms. Good thermals. 4 knots wind. Pressure 1013 degrees. There was a very good Ka-7 present D-5230. It is 44 years old and its nose is 15 cms longer. There was also a very fine BERGFALKE 4 PH-1368 belonging to Ben Schenck present. It was he who restored the Kranich 2 PH-103.

FRIDAY 20th The morning was very hot but another cold front was scheduled to arrive in the evening or during the night. The weather before and after it was good.

SATURDAY 14th July, Heights reached above RANA were 1,750 metres. There was an inversion at

**Right: Local soaring, Niels Ebb Gjoerup
Bottom: Orlik, Miroslav Sredy**



TEPLICA 20 kms from Rana, but the inversion here would be perhaps at 2,000 metres. Gottfried BALGA (Austria, flying his Mucha STD) flying above Teplica saw for the first time in his life, clouds from above. "Everything became dark below, like soup. There was lift outside the clouds". During **FRIDAY** the 21st July's evening, at about 1700 hrs, another Cold Front arrived and there was a terrific storm connected with the front. Luckily, most gliders were in the hangar but people had to throw themselves upon the wings of two BLANIKS which had their starboard wings tied down. Many tents were blown down or destroyed, so that they had to be thrown away. EMIL SLIVA had to go suddenly to hospital for major operation. He, who owns a

magnificently restored SOHAJ, is one of the Czech Vintage Gliding Club's best cross country pilots, as well as a highly skilled aeroplane pilot. He brought the Czech party to our International Rally at Tibbenham in a vintage Morava fast light twin aeroplane. He was missed very much at our Nitra rally. He flies his SOHAJ from Hronov. The cold front was divided into two parts leaving very unstable air over Rana but no wind, on Saturday. Probably there would be some brief thermal flights and showers during the afternoon. On **FRIDAY**, 20th **JULY**, ULF KERN took the Hols to 1,800 m during a 5 hour flight, clad in little more than a bathing costume. This was its height record. When asked if he had

been cold, his answer was " yes...., but I did not mind"! On **SATURDAY**, the 21st of **JULY**, there was very unstable air over Rana from a Cold Front that was divided in to three parts. There was a Czech Inspection of our operation on this day. This did not go well but we don't know why.

SUNDAY 22nd JULY. We were under the influence of a cold front. There were showers in our area. Tomorrow, we should have good weather under a ridge of High Pressure. On the 22nd, there should be some hill soaring and there would be another briefing at 13.30 hrs. At least winch launching would be possible.

MONDAY 23rd JULY. The weather was not so good as was expected on the





Left: KrajaneK, Karel Hahn

THOMAS MEZERA was awarded a VGC Prive for the AERO CLUB OF RANA AND LOUN. A Concours d' Elegance prize was awarded to JUERGEN DOPPELBAUER for his Breguet 905 FAUVETTE.

Details of more of Rana's history. From Neelco Osinga. During the NSFK Period from 1938-1945, 70,000 GG.38 bungee launches were carried out. On May 8th 1945, Soviet Tanks rolled on to the site. Previous to this, the German commander had handed the hangar keys to the mayor of Hradek, suggesting that if the Czechs could paint Czech registrations and markings on the almost new 40 SG.38 s in the hangar, the Soviets would go on allowing them to be flown. A further 135 German gliders arrived by permission of the Soviet Marshal Koniev from GRUNAU. These, which may have included a Rheinland, were then distributed to other Czech Aero Clubs. Because of the kind German gesture, the Czechs allowed Germans to hold gliding courses at Rana during the bleak period after 1945. *Photos by Lilly Grunbacher, Niels Ebb Gjoerup and Jan Das* □

previous day. We were under the influence of an occluded front during the afternoon. Good soaring was expected only during Monday's morning when there would be 24-27 degrees temp and cloud bases at 6-7,000 ft.

TUESDAY 23rd JULY. There was an occluded front and a damp airstream after the front. 5-6,000 ft level of development. The 20 knot wind still not prevent ULF from soaring the HOLS for 6 mins from a winch launch.

GRAHAM SAW aerobated his LUNAK. A large storm arrived during the afternoon to cause quick de rigs. It was announced during final briefing and prizegiving that the 2008 INTERNATIONAL RENDEZ VOUS RALLY would be held at GUNDELFINGEN and would be organized by WOLFGANG SCHAEFFLER. During the final Prizegiving, JASEF MEZERA was awarded the GRAND VGC PRIZE for the Successful RendezVous 2007 Rally and

THE CAMPHILL RALLY

This year, there were not so many entrants as last year. Between 12 and 15 gliders were entered. Both Ian Dunkley, the initiator of the event, and Martin Simons were present. It was a good week socially. On SATURDAY 23rd June, there was a little flying. On SUNDAY

24th, it rained. On MONDAY 25th, a party visited the RAF Museum at Cosford and were able to see the wonderful new hangar. On TUESDAY 26th weather allowed good flying. On WEDNESDAY 27th, the weather was all right until 4.30 pm. On THURSDAY 28th June, the

weather allowed flying until 1600 hrs. Rain did hinder flying for the rest of the week.

The above was written by CW. after a telephone conversation with TED HULL, who was there flying his 1935 SCUD 3. BGA 283 but he had to go home on Friday. □

BABY BOOM AT ACHMER

The Annual GRUNAU BABY RALLY took place on the airfield at Achmer presumably as usual during the Whitsun Weekend. It was run by Harald Kaemper and Ulf Ewert. Entered were two GB-2s, 4 GB-2Bs and a BABY 5 two seater. The latter was the "Belle of the Ball" and is unique. It is still cleared for aerobatics. The Baby 5 two seater has nothing to do with Edmund Schneider was designed by Herbert Gomolzig in 1955 and has a similar fuselage and canopy to a Rhoenlerche. It is believed that at least one BABY 5 came to Britain. The one at Achmer was built in 1957. Taking part also was a Slingsby T.30B PREFECT. All of the GBs at

Achmer were built shortly after the war (the older ones are probably all in Britain having been arranged to be brought in by And Gough after they had been RAF property in Germany since 1945). 25 year old Christoph Kroll was the youngest entrant. In 1960 were almost 400 GBs still registered in West Germany. Also taking part in this year's Baby Boom were two T.21bs, one Habicht, one Cumulus, a Doppelraab 5, (Marijka Waalkens) and a Weihe. On one day of this year's Rally, the weather was so bad that even the crows remained on the ground ! Many other vintage gliders are owned by our members at Achmer. CW □



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SLINGSBY VINTAGE GLIDER RALLY 2007

by Geoff Moore

The annual SLINGSBY RALLY lived up to its name this year, open to all types of vintage and classic gliders held over a seven day period from 26th August 2007 at Sutton Bank, home of the Yorkshire Gliding Club in the North Yorkshire Moors. It once again proved extremely popular as the largest gathering of its kind in the UK this year together with visitors from Germany and with pilots flying 26 gliders ranging from two early 1930's Kirby Kite 1 to a Slingsby Kestrel 22 first of the glass fibre ships made at the Kirbymoorside factory. High pressure weather dominated the whole week with warm temperatures enabling flying each day, although during two days the wind got slightly stronger for the lighter type machines to be not rigged.

The meeting was opened on Sunday by Steven Brown Chairman and Director of Slingsby Composite Materials who gave an insight as to what is now manufactured at the old factory site including two man deep water submarines, flight helmets with 360° sensor vision and high tech specialist panels for space satellites. Mr Brown admitted to be an interested glider follower and has flown on a number of occasions in a second seat at Sutton Bank. At daily morning briefings it was a pleasure to welcome Moira Johnson the Yorkshire Gliding Club President who first flew her solo flight as a young girl in a primary glider at the club in 1934 who performed with a high degree of humour giving short stories from those early days of flying. During the week she was again thrilled to be airborne and have flown in a Slingsby T21 two seater as P2 with Mike Woods.

SUNDAY proved to be a high cloud base classic day in Yorkshire with many good flights. An excellent evening meal feast was provided by local girl YGC member Ann Silver and visiting pilot Tim Wilkinson who both excelled themselves again as cordon bleu chefs with sheppards pie/fresh whole salmon and sherry trifle with perhaps a touch of something else to add a strong alcohol favour. Andy Wilson Skylark 2b achieved best cross country flight to Bedale, Ripon and back to Sutton Bank under a points system to favour the older gliders and was awarded next morning with a prize bottle of wine.

It fell to two Pawnee tugs during the

early part of the day to tow launch on MONDAY as the club Piper Club had gone down with engine failure, due to a prearrangement with Tim Wilkinson a Grob 109 motor glider demonstrator with 130hp engine suitable to tow slow gliders from 40 knots arrived in the nick of time piloted by Deta Steffen from Germany. Graham Hayes Skylark 4 won prize for best flight 2 hours.

TUESDAY high pressure remained with few weak thermals, Mike Woods T21 was aloft for 55 minutes together with Tony Maufe's Kirby Kite flown by Andy the CFI for his 54th type who won the prize of the day for his brilliant instructive weather and briefings presented.

WEDNESDAY the day proved cloudy to 7/10 cover with good convection with northerly drift with thermals 5/6 knots... 71 launches were achieved on this day with the greatest satisfaction to view two Slingsby T31's soaring together. Best flight by Dave Cornelius K6 4 hours 27 minutes who won the day prize together with best Slingsby glider Peter Wilkins Swallow 2 hours 5 minutes. A superb mouth watering evening meal was provided by Ann and Tim. During this lively evening a limerick verse competition was won by Ted Hull.

THURSDAY Moira this morning reflected upon a story concerning cross country pilots of the 30's from Sutton Bank who took with them homing pigeons to be released on land outs, so giving their positions for field rescues. Good wave prospects were given today, Bod Boyd's Kirby Kite went first with an early launch and was straight into wave at 4600ft. Rose Saunders from the Lakes GC flew her first 50k in a nice K6 as a dog leg to land at Pocklington so winning prize of the day. Len Cross and Lloyd Dunhanley in their K7 were very unfortunate to land out on first flight not too far away. Deta Steffen received an award today for flying the Grob here and coming furthest distance to the rally from Germany.

FRIDAY North West wind 25 knots winch and aero tow proved popular for pilots soaring thermals over the tops of the hills with long flights and spectacular colourful views of the purple red heather covered moorlands out in flower. Dave Cornelius K6 flew 7 hours 30 minutes but only to win a bottle of beer which he probably needed to quench his thirst. Andy Wilson gaining the prize for

the day flying his Skylark 2b coming second with 5 hours. The day ended with a great social evening and excellent Thai meal cooked by a good wife of local YGC club member.

SATURDAY proved another nice flying day for everybody to enjoy with many total hours again flown, the day ending (if they really ever do end at Sutton Bank) with another very popular evening meal cooked again by Ann and Tim for which then Ann was presented with a huge bouquet of flowers for her untiring work during the week in making visitors most welcome, cooking foods, recording logging take offs and landing. The briefing ended with thanks to Andy CFI and a great applaud of thanks to Phil Lazenby for his usual humorous Yorkshire wit at daily morning briefings and for organising the rally. Moira Johnson closed the event by stating another magnificent Slingsby Vintage Glider Week was now history and than she again looked forward to another popular Slingsby Week in 2008. □

Participating pilots and gliders

Peter Pollard-Wilkins-	Swallow-East Sussex
Jim Brimfield -	T31 - London GC
Peter Concannon -	T31 - Upward Bound Trust Haddenham GC
Brian Griffen -	Skylark 2b - Kirtin Lindsay GC
Derek Phillips -	Oly 463 - Startford GC
Geoff Moore -	MU13 - London GC
Chris Raine -	Kite 2a - Upward Bound Trust GC
The Chipping Chaps -	Skylark 3f - Bowland GC
Bob Boyd -	Kirby Kite - Shalborne GC
Ted Hull -	ME7 - London GC
Phil Lazenby -	K6e Yorkshire GC
Tim Wilkinson -	Kestrel 22 - Sackville Farm Vintage GC
Andy Wilson -	Skylark 2b - Yorkshire GC
Graham Robertson -	Skylark 4 - Lasham GC
Graham (Mac) Mclean -	Elfe PM3 - Yorkshire GC
Adrian Oliver -	Swallow - Kent GC
Graham Haynes -	Skylark 4 - Kent Gc
Tony Maufe -	Kirby Kite - Yorkshire GC
David (Corny) Cornelius -	K6 cr - London GC
Mike Woods -	T21 - Yorkshire GC
Rose Suanders -	K6e - Lakes GC
Rick Morris -	K6cr - London GC
Lena Jakuba -	Oly 2b - Yorkshire GC
Lloyd Duhany / Len Cross -	K7 London GC
Duncan Stewart -	K6 - Parham GC
David Weeks -	Skylark 4b - Oxford GC

Club Loreta - Vintage Glider Rally

By Malcolm and Carol Wilton-Jones

This was held at Santo Tome del Puerto airfield in the Castilla y Leon Region, Segovia province, north of Madrid. The airfield lies at the foot of the north-western edge of the Somosierra at an altitude of around 1,100 metres (3,664') and is about 100 kilometres (60 miles) north of Madrid. The highest point of this mountain range is 2,262 metres (7,421') and is only some 7 kilometres from the airfield. Even closer is a slightly lower summit of 2,129 metres (6,985') just over 2 kilometres away. To the south-west is the Sierra de Guadarrama and this rises to a peak of 2,430 metres (7,972') near Segovia. To the north-west are the gentle rolling Spanish plains with heights



of 900-1,200 metres. Much of the plain in this area is set aside for agriculture and with most of the crops now harvested there are plenty of fields available for outlanding and the area has far fewer large stones and rocks scattered about than other parts of Spain. Soaring conditions and times in Spain differ from those in the UK, as although thermals start in the late morning they are often weak and narrow and only reach 2-3,000' agl.



Good conditions may not start until 2-3 pm but will then continue through to 7-8 pm.

Thursday 19th July. Left home (Valencia) around 11 am, arrived Santo Tome around 5 pm.

Weather was fine but with a gusty north west wind. Alan Sands was waiting to fly his Grunau 3 when the wind eased. He took off around 7 pm but released early in what he thought was lift and was back on the ground in 15 minutes. Other gliders were soaring the ridge and picking up passing thermals. The T-21 was in the hangar undergoing minor repairs.

Friday 20th July. A good day but only one serviceable tug and with 50 club and visiting gliders waiting to go cross-country it was decided to hold the vintage flying until around 4 pm. Later Carlos



decided to go to Ocana, 30 miles south of Madrid, to try and borrow another tug. He had planned to be back by 6:30 so we could fly the T-21 but this was not to be. Alan in the Grunau and Ignacio in the

*Above left: the vintage launch queue
Above: the vintage gliders parked up
Above right: Alan Sands Grunau 3
Below left: Santo Tome del Puerto airfield
Below right: the club Loreta vintage group*

Bergfalke flew later in the afternoon and were soaring together with a flock of vultures over the Somosierra, both having good flights.

Saturday 21st July. Another good day and we got the T-21 out in the morning and put it at the front of the queue. Two motor gliders had taken off and although the vultures were circling the motor gliders reported no lift. I suggested that if the vultures could stay airborne without flapping then so could the T-21. 10 minutes later I was airborne in the T-21 with Encarnita and we released over the Somosierra pass at around 6,000' asl and headed to the mountain of the same name, arriving just above the tree line. After several beats without gaining much height we saw some vultures heading across the airfield and followed them. Sure enough, they led us to a thermal which gave a climb of around 2 fps on the cosim. This petered out after a few hundred feet and we headed south-



west gradually losing height, only flying through scraps of lift and no vultures in sight. Suddenly, around 1,400' agl there was a violent gust - I turned into it and we were soon climbing at 5-10 fps and vultures were coming at us from all directions, one of them literally head-on, then folding his wings and doing a u-turn right in front of the nose then carrying on soaring with us. This climb started to decay around 6,200' and it was



time to return for the next person as there was a long queue for the T-21.

Sunday 22nd July. Woke to see low cloud on some of the mountains and a forecast of a front moving through. By mid-morning the cloud had thickened and lowered and there were showers all around, one of these crossing the airfield. Although a clearance could be seen to the north there would be no flying until later in the afternoon. We decided to drive north to the lake I had flown to the previous day to see it from a little closer. It turned out to be a popular picnic area and boating lake for the locals and we also had some superb close-up views of Griffon and Egyptian Vultures trying to soar just above the ground. When we returned to the airfield the T-21 and Bergkalke were being prepared for a photographic trip but by the time they landed again the wind was getting quite strong so they were taken back to the hangar and after more photography



with the Grunau 3 and a Ka-6 everything was put away as the wind continued to increase. Even the wave clouds were having trouble staying in one position for more than a few minutes.

Monday 23rd July. Although the cloud had all but gone the wind was even stronger today and was not forecast to abate until evening so it was declared a 'tourist day' and an offer was made to stay on for a few days as the forecast was good for the rest of the week. We visited the National Park near Sepulveda, a few miles to the north-west, where there is the Spanish version of the Grand Canyon, not quite the size of its American cousin but nevertheless quite spectacular. When we returned it was time to de-rig the Bergfalke ready for its return to its Barcelona home. This turned out to be a marathon lasting nearly 3 hours.

Tuesday 24th July. Carlos had to return the second tug to Ocana this morning so the vintage flying would have to wait until after all the glass gliders had been launched. This was not going to be soon as it was a blue day and even the vultures

were noticeable by their absence. I had booked another flight in the T-21 and would be second as the other guy had still not flown! We launched at around 5:50 pm and I released at 1,600' in a very strong thermal and climbed quickly to 10,000'. We set off northwards but found absolutely nothing and eventually turned back and headed for the ridge where we suddenly saw the Grunau 3. The ridge was still kicking off thermals and we both climbed back to 10,000', then set off towards Segovia along the ridge. We had no trouble staying above 9,000' but decided not to stray out of range of the airfield so we turned north east and flew to the far end of the Somosierra where we took yet another climb to 10,000'. We then headed north again as far as we dared, then took a final climb in a weak thermal before returning to land around 8:15 pm. Another excellent flight and a good many kilometres covered in the T-21.



Above: 10,000' over Segovia

Wednesday 25th July .We started packing up ready to go home in the morning but the Grunau 3 and Ka-6 were staying on to enjoy more of these excellent conditions.

A similar rally is going to be arranged next year but will be a little earlier, in late June or early July to avoid clashing with the International rally in the hope that more foreign visitors will come. There is plenty of room for camping on the airfield, with electricity and water supplied, and there is an excellent reasonably priced hotel close to the airfield entrance off the north-bound slip road for junction 99 of the A-1 Madrid - Burgos motorway.

More details on the club website: <http://www.clubloreto.com/>

In conclusion I would like to thank Carlos and Encarnita for their kind hospitality and all the hard work they put in making the arrangements for this rally. □

CLASSIFIED ADVERTS

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

FOR SALE

A move to Gransden necessitates the sale of my share in the Kent Vintage Group. Details from Shane.guy@btinternet.com or 01223 236618.

BLANIK 2 SEATER in use till expiry of CofA this year. Now redundant due to other purchases. **Ka8** complete but requires mandatory spar inspection, nice glider – again now redundant.

SKYLARK 3, wing tips – need recovering. Complete tailplane, rudder plus some metal fittings.

Offers on any of the above, to Tony Cummins. 01824 780409. North Wales.

RHOENBUSSARD BGA 337 built in 1937 with C of A and Trailer. To a good owner please. Reasonable offers to C.Wills, 01491 839245. Wings, The Street Ewelme, Oxon. OX10 6HQ.

For Sale in Belgium. 9 gliders and 8 trailers. **HUETTER H17B** built in 1963 and restored in Jesow.

Ka2b, built 1956; **ASK-14**, motor glider built 1969; **LCA 11 Topaz** (SF-27 of 1966); **Slinsby T45 Swallow** of 1996; **Phoebus B1** of 1968; **Caudron C800** of 1946 (previously F-CAVC); **M200 Foehn** of 1967; **M100 Mesange** of 1970. Also for sale are **BOOKS** and reviews. Contact for photos and information: Bruno de Wouters, Rue Tilette 15, B-5537 Denee, Belgium. Tel: 32-475-856565; email: bruno.dewouters@skynet.be.

SPALINGER S21 2-seater. UK based. Contact Chris Wills.

Assistance with restoration of all kinds of wooden gliders; well experienced in many projects (Weihe, Minimoa, Moswey etc.) call Karl Heinz Bienas, Schlehenweg 11, D-48351 Everswinkel b. Munster, Germany. tel ++ 02582 / 7845 or contact Dr. Gerd Hermjacob VGC member No 470

*By Ted Hull,
from London Gliding Club, Dunstable*

*"There was a young man with a Scud
Who fell to the earth with a thud!
The collapse of the structure
Played hell with his rupture
And he declared that the flight 'was a dud'*

7th Bungee-launch event held at Champagne/Mauborget

14th to 16th September 2007



From the OSV = Swiss Vintage Glider Association

The 19th National Vintage Glider Meeting from 21st to 24th June 2007 at Grenchen- airfield was the shortest one we ever lived. Just upon the first morning briefing a powerful dark thunderstorm followed by heavy rain crossed the country and set the airfield under water. Consequently the tower declared the glider-airstrip as closed for the next three days and subsequently that meant the end of our meet!

But the deception lasted not for long and was widely compensated by the success of the 7th Bungee-launch event held at Champagne/Mauborget from 14th to 16th September 2007. This time the weather was perfect, like every weekend from end of July until mid October had been, letting us forget the wet summer.

The bungee launch began Friday afternoon, on a convenient field at Champagne, near the Lake of Neuchâtel. The village is well known for the excellent "vin de Champagne" produced there and also for their current diplomatic dispute with the French government considering

as illegal the competition with the French Champagne!

All participants of the event were present, fortunately they were enough to handle the operations. Remember that a minimum of 20 solid people is required for the safe take-off of a pilot in his glider! Most of the pilots took advantage of the opportunity to update their experience in bungee launches. Within hardly two and a half hours 19 launches were produced. Some flights reached remarkable heights and were followed by glides as far as 250 meters.

Saturday morning, loose clouds gently

Scheibe L Spatz 55 HB-737. In the background one part of the Gummihunde (bungee hounds = bungee crew) Peter F. Selinger



cial trailer containing the bungee-cord and the launching equipment, photographer's friends from France and Germany and visitors. After the usual instructions and recommendations it was decided to wait until the cloudbase would be clearly overhead and then, in the early afternoon expect moderate lift. Meantime the gliders were rigged: a Grunau- and a Karpf-Baby, the Spalinger S-19, Moswey III, Fauvel AV 36, L-Spatz 55, the 2 Fauconnets brought by our French members, Lilly's K8B and the ULF 1. The launching equipment was expertly installed and as some time was left, a sandwich/beverage lunch was held on the grass. The clouds passed by, and as soon as the parawings from the nearby center caught lift, the Fauvel AV 36 HB 568 was aligned on the track and hooked to the cord. The 18 "Gummihunde" (rope-dogs) went to action, drawing out the bungee to full length, Willy Fahrni released the groundhook and the Fauvel-wing under the command of Pierre-Louis Ruffieux shot into the air. As the thermals were too weak for this glider Pierre -Louis was to land safely, half an hour later, on the field near Champagne. Then Lilly Grundbacher took off with the Ka8 and after hard struggle she managed to climb, step by step up to the upper levels.

Then followed the others. The lightweight ULF1, Flädy (the bat) with open cockpit and the openings provided



lifting developed half way up and along the mountain. Mauborget, the "balcony of the Jura" and our temporary airfield near the village were still in slight haze when Pierre-Alain Ruffieux called for the morning briefing. Everybody had arrived in time, the pilots, their 10 gliders and teams, the Fahrni's with the spe-

Right: the ULF 1 from 1977 (empty weight 55 kilograms) was launched by a weaker bungee cord.

Above right: Silvio Polla controls the ULF 1, Flädi', which was constructed by Egon Polla. Photos: Peter F. Selinger



RALLY ROUNDUP



Perfect launch of the flying wing Fauvel AV 36 HB-568. In the background is the Lake of Neuchâtel. Peter F. Selinger

The Grunau Baby IIb soars over the launching point. Peter F. Selinger



for long-legged pilot-self-launching was flown by the tall Silvio Polla who preferred to take-off using a small elastic rope.

Once all gliders were in the air, an exciting mixed ballet of colourful parawings and vintage gliders, like a moving cloud, brought spectacular life into Mauborget's heaven and forced admiration – there was great flying.

Elegant "Plasticliners", towed up from Yverdon airfield passed by, greeting, wondering and then disappearing downwards, it was a sympathetic meet of two generations!

As the winds were reasonably calm and the platform cleared, the pilots were allowed to land into the take-off area. The four or five of them produced perfect spot landings. This allowed a second flight for the gliders.

Later in the afternoon the trailers left for Champagne to await and collect the fleet on "our" field and bring them up again to the mountain. Some of pilots had achieved flights of more than 3 hours. Pascal Liautey in the Fauconnet and Jürg Wälty with the Spatz 55 had both flown "on top" at 1900m MSL after a gain of 800 meters. That must be considered as an excellent performance. The evening finished late after an excellent dinner-party!

Sunday, 16th September was again a great day, the thermals developed a bit later than the day before. Andy Fahrni acted as launch-master. He managed to throw all gliders into lift. Again it was

*Werner Roth starts on Spalinger S 19
HB-225, which is the oldest Swiss
performance glider still flying (1937).
Peter F. Selinger*



enjoyable flying. Peter Selinger with his wife Fritzi, from Stuttgart, was with us all three days and shot then the last of 2,681 pictures of the event. Thank you, Peter.

The debriefing was held on the landing field, Willy Fahrni added figures from the log: 37 launches and 35 flight hours from the mountain, plus 18 training launches. Neither incident nor accident whatsoever. P.A. Ruffieux resumed the performance of the event, pointed out the excellent teamwork and closed the meet.

The trailers left for the long way home – a great and memorable weekend came to end. □

THE FIRST INTERNATIONAL RHÔNE GLIDING CONTEST FOR PRIMARY GLIDERS

*Wasserkuppe, the last week
in June.
Report from Peter Ocker*

The contest attracted the following entries:-

SG 38 D-9062 from AUSTRIA (Josef Egger and Crew from WELS.)

SG 38 D-7038 from Baden- Wuerttemberg (It was built in 1999 by the youth of four gliding Clubs in Baden-Wuerttemberg under the watchful eyes of Alfred Lohmeyer. This SG (Schulgleiter) belongs to the BWLV (Baden-Wuerttembergische Luftsport Verein ? CW) , but the crew for this Meeting was Guenther Bertsch, Dietmut Schultz and me (P.Ocker).

Nacelled SG 38 of Jiri Lenik OK-A910 from CzechRepublic. ie Rana.

SG.38 of the OSC Wasserkuppe (Old-timer gliding Club Wasserkuppe.

HOLS DER TEUFEL of Gerhard Maleschka.

Unfortunately the weather was not that good, so we did some flying from the South Slope on Sunday, on Monday and on early Thursday. Then clouds and fog appeared and it became horribly cold. ("Knofe"). This was the name of the police captain from Dresden. Whenever he was on the Wasserkuppe in 1931, the weather became like this. (*Information from CW.*) Then there were two launches on Friday on the West Slope (not too successful. I will go into details later, and then there were some launches on Saturday. Longest flights were flown in

the HOLS DER TEUFEL on Sunday. With two flights of 54 seconds by Dietmut Schultz (this report was written before Dietmut's untimely and tragic death – Ed)) and myself. We were the lightest pilots and as Dietmut weighs only 50 kgs, she flew one metre further than I did (Peter Ocker). So in fact she won the competition. The superiority of the HOLS DER TEUFEL was obvious. Even the nacelled SG 38 could not stay with it!

I have to get the exact numbers from Karl-Heinz Kellermann. I remember that we did some 90 bungee launches for about one hour 7 minutes of flying time altogether. Hundreds of visitors saw our launches and some helped as bungee crews (Gummihunde... rubber dogs) and we told them about gliding and especially about vintage gliding. A lot of young people had contact with gliding for the first time! There was good organisation by the OSC and all participants appreciated that. We hope to be able to repeat the event next year.

On Friday, there was a terrible accident. I was not there at the time. After the more or less successful launch of the HOLS, the nacelled SG 38 of Jiri Lenik took off, and suddenly he lost speed as he was in the lee of a small forest.. Then he hit the ground at a steep angle , from a height of approximately 30 metres (100 ft). Jiri had both ankles broken as well as injuries to his back and lungs. Although he was conscious after the crash and was fully aware about what had happened, he was put in to an artifi-

cial coma. He was taken to hospital by an ambulance helicopter. The SG 38 was very badly broken. He had largely rebuilt it himself at Rana and had christened it "ERWIN" after the German member of the Akaflieg Prague, Erwin Primavesi, who had founded the Rana Gliding Site in 1932. The SG 38 "ERWIN" has been flown by very many pilots from many countries, who it has brought together in international comradeship. Therefore it is much loved and we hope it can be saved. We hope also that JIRI can recover quickly and will be soon back with us. Jiri has also restored to flying condition other gliders, especially his beautiful KRAJANEK. He is one of our best members, especially in the Czech Republic. Reason for the SG.38 was severe turbulence in the lee of a small forest. This lee turbulence also brought about the downfall of the Mraz built Kranich 2B-2 D-0031, which is now being repaired in Denmark. (We should all be careful of this lee turbulence - CW.). On Saturday, there was the evening celebration of 25 years OSC, with Karl-Heinz Kellermann as its President. He is back in the Government of the OSC after some internal changes. Its former President, Josef Kurz could not attend the celebration, as he was ill at home.

During the next week, there was to be the traditional bungee launch week on the Wasserkuppe. The weather was forecast to be horrible and a steel tube ZOEGLING from Germany was to have taken part. (It was built in 2002). □

The First International Gliding Contest-Wasserkuppe 1937

(Part II) – by Chris Wills *Continued from VGC News 121*

MONDAY JULY 5th. The Wasserkuppe was in cloud until the afternoon when the mists cleared and launches were commenced from the north slope in a very light northerly wind. First off was the “test” MINIMOA piloted by Peters to see what conditions were like for the competitors. The amusing thing about this machine was that although not a competitor at the meeting, it often gave the impression of having a better performance than any of the real participants. On days when pilots could not make up their minds whether thermals were good enough yet to be worth trying, the MINIMOA would be taken up by Peters and soared all over the place as if the air was thick with up-currents. Then off would go one or two of the competitors to sink to the bottom. One up for Peters! The ground at the bottom of the north slope seemed to be particularly good for thermals. Today resembled many of the days at the 1935 Rhoen meeting, in that pilots were able to pick up a thermal a few hundred feet above the ground, far below the top of the Wasserkuppe, and soar up in it all the way to cloud. The FALCON 3 did particularly well at this game, in the hands of both of its pilots in turn, flying it solo. A thunderstorm, visible all the afternoon to the east, invaded the Rhoen Mountains in the evening. Spate’s Minimoa and Neilan’s KING KITE were got out and made ready with their pilots in them, but although several pieces of the front wandered around in the offing, none came near enough to be worth trying for. Ludwig Hofmann managed a cross country flight of 34 km which scored contest points.

TUESDAY JULY 6th. Again there was thunder in the afternoon. Both Schmidt and Spate managed short cross country flights of 9 and 3 miles. Nielan was launched against Professor Brunt’s, the British Team Captain’s advice, as there was little wind. He could not get enough speed and ground looped the KING KITE to avoid some trees, and broke its fuselage in half. It was taken to the workshop where the German repair team simply stretched the fuselage to the length of its elevator cables, and joined it up. They would accept no payment but John Sproule ably kept them supplied with beer. The repair took just over a day. A Polish machine also broke its back on this day during an up-hill landing and was likewise quickly repaired thanks to the untiring energy of the German workshop staff.

WEDNESDAY JULY 7th. A warm front gradually spread over the sky. When it had passed over, the sky cleared; then, late in the evening, came another thunderstorm. But the daily prize for the best height above 1000 m. went “begging”.

THURSDAY JULY 8th. To-day, for the first time, points were awarded for duration. The Daily Prize was offered for the longest duration by a non “Silver C” pilot. The FALCON 111 was fetched out by its team before anyone else was ready, and was the first to get in to the air, with Murray flying it solo at 12.26. Of his rivals, Frena was next off at 12.35; Fiedler, another Austrian, at 12.44 and the Swiss Mueller (Moswey 2), at

12.54. There was a west wind of 5 mph, and if only it could have continued as strong until the evening, Murray would have secured the prize automatically since all flights had to end officially a quarter of an hour before sunset. But actually, the wind faded out gradually, so that the machines were let down, one by one, the FACON 111 first. The rule about leaving the site within an hour was not much to worry about in a good west wind since there is an even better soaring slope, about 4 miles away, overlooking the Ulster Valley, down wind from the Wasserkuppe. The slope is many miles long, and is slightly curved, so that Murray spent his time at the northern end until the wind veered. The air got so hazy after a while that the officials on the observation tower lost sight of him, and sent off an aeroplane to discover whether he was still in the air. Professor Brunt went off by car on the same mission. Meanwhile, there was some good distance flying. The Swiss pilot Sandmeier got furthest with 125 miles. Spate went almost as far, and on the way, climbed to 7,366 feet above the start, a height which remained unbeaten until nearly the end of the meeting. The only injury to a pilot happened today when the Czech pilot Chlup crashed while landing down in the valley and broke his leg.

FRIDAY, JULY 9th. This, at last was a really good day for the British team, also



for the KING KITE, which retrieved its reputation. Flt. Lt. Watt, after landing in the valley, returned to the top and caught a 3 ft/sec thermal. The flight finished at Jena, 80 miles away. During it, he made a climb to 7,644 ft above the previous lowest point of the flight (which had been somewhere down below the Wasserkuppe's west slope. Although this was a greater climb than that of Spaete the day before, the absolute height was not quite so much, so this prodigious climb would not have counted for the chief height prize. It did however, earn the Daily Prize though only by a narrow margin, for Dittmar, as was determined from his barograph three days later, got within 82 feet of it. Watt's achievement was done by blind flying in cloud continuously for 11/2 hours! He even "blind flew" for longer than he need have done,

for it was a rain cloud, and not only did the water leak in to the cockpit and soak him, but it made the view inside the cockpit cover look like the inside of the cloud for perhaps ten minutes after he had come out in to the open. Once, during the climb, he rose at 1000 ft per minute. While in his biggest thermal, Watt had the pleasure of seeing another sailplane pilot being aero towed home 2,000 ft below. Three times during the flight, he got so low that he prepared to land. Finally. He reached Jena at 6.30 p.m. with 4,000 ft in hand, saw an airfield and landed on it. It turned out to be a training school for the German Air Force and he was given a most hos-

pitable reception, well dined, and then taken to see the sights of Jena. McMurdoo, with Professor Brunt on board, took off in his AVRO CADET in the hope of giving the KING KITE a tow home, but had to return without it (the King Kite) owing to poor visibility. So retrieving it was done by road, and took all night. The five longest distances on this day were flown by the Germans, of which Spaete landed in Czechoslovakia. Sandmeier was sixth, and then came Watt and Wills, the latter went 75 miles which included some blind flying, and landed on the grounds of a very friendly farmer, who

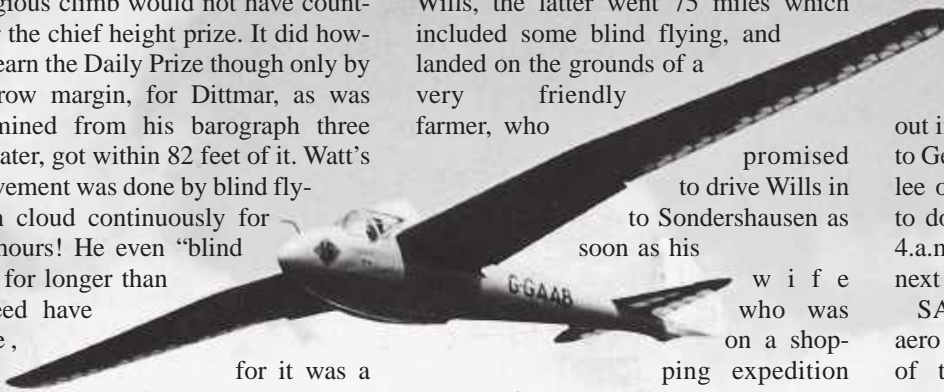
promised to drive Wills in to Sondershausen as soon as his wife who was on a shopping expedition returned from there with the car. She was expected at any minute, but wives on shopping expeditions are the same the world over, and they had to wait three hours for her return. Spate's flight started directly down wind, to the ENE over the Thuringian Forest. He then turned S.E by E. to the Fichtel Mountains, then SE by S along the German Czech frontier- which lies along the Bohemian Forest. His idea was that when the lift gave

Successful bungee launch of King Kite by Hitler Youth. Photo - German Aero Club

out in the evening, he would slip back in to Germany, but he got too far east, in the lee of large mountains, and was unable to do so. His retrieving team arrived at 4.a.m. but he could not get back until the next evening.

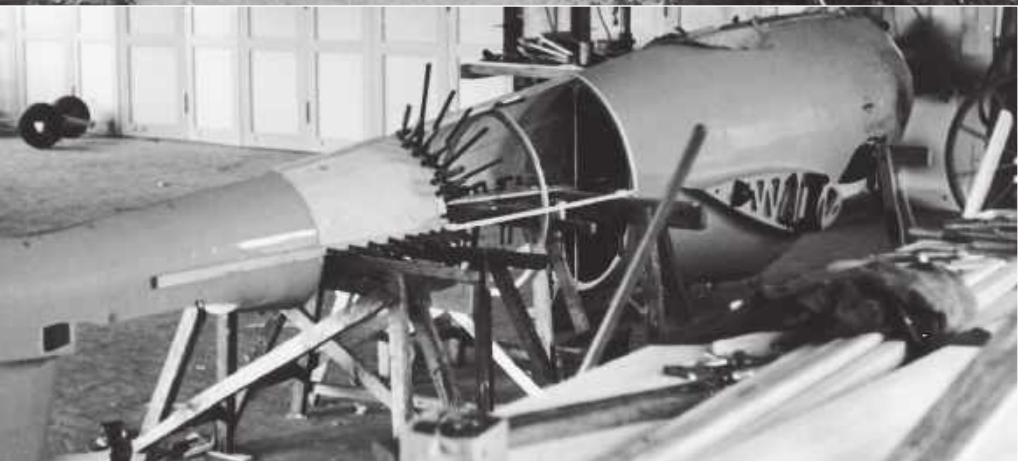
SATURDAY. JULY 10th. Dittmar, aero towed back after his distance flight of the day before, landed on the Wasserkuppe aerodrome at 1.15 p.m. Half an hour later, he was launched again and crossed the Ulster Valley, and soared along its far side while waiting for something to turn up. Something did. At 1.40 a front had been noticed far off to the WNW. At 2.45 it was close on the

Photos: - from the Chris Wills collection unless otherwise stated.





*Main photo: waiting for wind.
CW5, Mu13 Atalante, Rhoenadler,
Rhonsperber, Falcon 3, Spyr 3,
Condor 2, King Kite, PWS101,
Tulak (Wanderer).
Inset top: PM Watt in King Kite
Inset below: another broken King Kite,
after a ground loop by Neilen.
Photo: A.E Slater*





Left: John Sproule, John Neilen in King Kite cockpit, with Joan Price and Jill Lawrence, photo A.E Slater.

Wasserkuppe, and at 3 pm it had passed over it. Dittmar picked up a "front", presumably this one, went up inside the clouds and then darted on at 95 mph. To another "front" further down wind. He rose up in this at 33 ft/sec., being now over the Thuringian Forest, and then went on ahead to a third "front", which took him nearly to Leipzig. Nobody else got away at all. Frena made a valiant attempt to connect with the front, he went into a thick looking wall of cloud, which turned out to be quite narrow, rose 2,000 ft and was up for an hour- winning the Daily Prize, which was for duration, for the second time. Dittmar's flight, described above, was, more than for any other of his flights, responsible for him winning the first International Gliding Contest. Dittmar flew Sao Paulo 177 km to Meuselwitz. This flight won him the contest. There were 8 other cross country flights that did not score points.

MONDAY, JULY 12th. After a day's rain throughout Sunday, Monday dawned with a strong and turbulent west wind, and as the Daily Prize was again for duration, it was decided to launch the FALCON III with both pilots aboard. The machine became air born at 9.50 with Fox at the controls and Murray waving farewell to an appreciative audience. They were soon off over the Ulster Valley, and spent the rest of the day above the usual slope for duration flights, which is conveniently just outside the 5 km limit from the Wasserkuppe. For the first four hours, they took an hour each at the controls; this was then reduced to half hour shifts. The going was rough for the first seven hours of the flight, after which it

smoothed down. Their sustenance was biscuits, chocolate and malted milk tablets but nothing liquid. They did not want for company, three other machines were out for duration, while others were birds of passage. Using the slope as a stepping stone to higher things, however, the FALCON'S chief rival, the Austrian RHOENSPERBER, flown by Frena, had got into the air sooner, and as the wind was strong enough to keep everybody up until the official closing time at 8.15 p.m., he automatically won the prize. He soared for 10 hours 2 minutes whereas the Falcon III had only managed 9 hours 48 minutes! But the FALCON had other glories to console itself with - it had put up an INTERNATIONAL DURATION RECORD FOR TWO SEATER SAILPLANES. How so? Because the F.A.I. had only decided to recognise such records early in 1937 - and this one was the first one to qualify. For the distance flyers, when they got as far as Meiningen, found clouds right down on the Thuringian Forest. Few could get round this obstacle, and those who did appeared to have gone round it to the SE. Both Schmidt and Spaete, after making a poor first attempt, got back to the Wasserkuppe in time to start again and put up quite respectable distances. Wills was unable to try again as his tow bar was found to be cracked. (Herr Ursinus had remarked as Wills took off, "he won't do anything today, he's wearing a different hat"). Distances flown on this day: Dittmar - Sao Paulo. 102km; Reitsch - Reiher. 115 km; Baranowski - Orlik. 104 km; Hofmann - Moazagotl. 218 km; Sandmeier - Spyr 3. 197 km; Schmidt - Mu 13.117 km. There were 4

more flights of less than 100 km, and 17 more flights which did not score.

Duration flights were:- Frena - Rhoensperber. 10 hrs 2mins; Fox and Murray - Falcon 3. 9 hrs 48 mins; Prachar - VSB 35. 4 hrs-16mins, Baur - Spyr 3. 8 hrs 26mins; Crynjanski - not in contest. 5 hrs 17 mins.

TUESDAY, JULY 13th. International Records are made to be beaten, and at 6.30 am. Fox and Murray were off again in the two-seater. But the wind wasn't like yesterday, and it let them down. Prachar of Czechoslovakia, who started even earlier at 6.16, suffered the same fate. So there was nothing else to do except to go all out for the prize for Total Duration. And the FALCON proceeded to circulate between the bottom and top of the mountain. Down by air, and Up, by road - flown solo by each pilot in turn. Meanwhile the "Daily DESPATCH", which had generously paid for the machine's expenses, rang up twice during the day from their London Office, to learn how it was getting on, and promised to phone again on the morrow. But the wind would not oblige. Watt, who landed 111 miles away at Cheb (German Egger), put up the longest distance flight by a British pilot. He started at about 1 p.m. and landed at 5. 25. For the last hour, he said, the sky was overcast; but before that he had encountered to large areas of clear sky. The first one he got round, but had to go through the second, being saved by a small cloud which, however, disappeared before he got up to it. Some of the thermals he used were very rough. Approaching his destination, Watt saw people running about all over the market place- then suddenly everything stopped dead; they were all looking up at him. Still 2,000 ft up, he saw an aerodrome, so he thought that it would be the best place to land on. An hour later, he had induced them to telephone his whereabouts to the Wasserkuppe, and someone called the Captain gave him a lift in to the town. The retrieving team reached the frontier at 3. a.m. passed through the German side, and then lay down to sleep, until the Czech side opened to traffic two hours later. All had an excellent breakfast at the hotel in the town for 9p. at 6 p.m. went to the aerodrome to fetch the KING KITE. But found that the hangar would not officially open until 8 p.m. So they had to sleep for another two hours.

They finally got back at 2 p.m. on Wednesday, handed the KING KITE over to Hiscox, and went to bed. Wills on Tuesday went 82 miles to Bayreuth aerodrome. Baur arrived there also, five minutes later. The HJORDIS was flying from 11.30 to 5.10, and with a loose aileron horn. Two hours were spent over the Ulster Valley slope waiting for thermals. During the flight, Wills went up inside a cloud street, then came out at the side, without realising that he had changed direction until he had got half way to the next street. Having realised this, it took him half an hour to get back up to cloud base. Conditions looked "sticky" beyond Bayreuth. His retrieving team arrived at midnight, and the party got back at 5 a.m. There is a story from Willi Baur here. Before leaving the Wasserkuppe, both he and Philip Wills asked Prof. Georgii for advice on which would be the best direction for a cross-country flight. Prof. Georgii answered "I should try in the Bayreuth direction". Whereupon Baur said, if we both get there I will buy you a beer. Baur apparently got there with considerable height, and decided to throw it all away to buy Philip Wills that beer. Such was the cavalier attitude of that time!! Then Joan Price in a KING KITE had the time of her life. She followed the Main Valley which was full of castles. Finally finding



the altimeter reading only 400 ft, she decided that it was time to seek a landing field. Remembering too late that zero on the altimeter meant the top of the Wasserkuppe. The landing was made by the tiny Bavarian villager of Schwuerbitz. All the village turned out to have their first look at a foreigner, the men were set to work dismantling the machine, after which the women escorted Miss Price to the Village Inn

There were two disappointed pilots. Hanna Reitsch damaged her REIHER V.1 in the morning and could not get it mended in time to fly, and Sandmeier

Top: Austrian Rhoenadler, OE-Floriau Gener.

Above: L-R. Hanna Reitsch shows details of Reier's wing tip to Philip Wills, Professor Brunt (British Team Captain) and John Fox. Rhoenrater Ursinus can be seen in background, between Brunt and Fox. Left: Fox and Murray about to start on another duration flight in a Falcon 3.

(SPYR 3) put in for the triangular course, didn't quite get round it, and then found it too late to try anything else.

Distances flown: Spaete. Minimoa - 265km; Dittmar. Sao Paulo -244km; Baranowski. Orlik -247km; Zabski. CW 5/bis -258 km; Hofmann. Mozagotl - 300 km; Schmidt. Mu 13 -275 km; Brzezina. Orlik - 102 km; Wills. Hjordis - 132 km; Godinat. S.18 - 183 km; Mueller. Moswey 2 - 147 km; Watt. King Kite -179 km; Price. King Kite -92km; von Lerch. Condor 2 - 155 km; Baur. Spyr 3 - 132 km. Also, there were 17 cross country flights that did not earn points. Minimum Scoring distance 50 km.

WEDNESDAY JULY 14th. Moderate distance flights, except Hofmann (MOAZAGOTL), who went about twice

as far as anybody else. Of the British team, it was Neilan's and Hiscox's turn to fly the KING KITES. Neilan shook the spectators by going into a spin, and coming out of it unnervingly low down, but it was not he that was unnerved, for he went 35 miles cross country afterwards. The FALCON tried again, and Frena followed in hot pursuit. Frena won but had a hard struggle for 2 1/2 hours and received the miserable pittance 1.1 points for his pains. Mynarski, (PWS 101) tried the "triangle" but landed at Gersfeld.

Distances flown: Sandmeier. Spyr 3. 65 km; Hofmann. Mozagotl. 174 km; Reitsch. Reier. 94 km; Baur and Schmidt in Spyr 3 and Mu 13. 77 km; Spaete. Minimoa 71 km; Neilan. King Kite. 56 km; There were four more scoring cross countries of less than 100 km. and 11 cross countries that did not score points.

THURSDAY, JULY 15th. Hardly any wind and nobody did anything. A "Front" approached just before dark. Spaete and Schmidt got ready and were launched amid wild farewell scenes. Each made a goal flight to the hangars 100 yards away.

FRIDAY, JULY 16th. This was a great day, especially for the Polish Team. Zabski achieved the greatest height of the meeting with 9,239 ft, and Baranowski (ORLIK) went a great deal further than anybody else, by reaching Potsdam on the outskirts of Berlin. The Newspaper B.Z. (Berliner Zeitung ?CW) some years ago offered a prize of RM. 3,000, for the first soaring flight from the Wasserkuppe to Berlin, but the landing had to be made on either Tempelhof or Rangsdorf air fields, and moreover nobody seemed to know whether foreigners were eligible. Of the British team, Wills reached the Ulster Valley slope and soared there for two hours, unable to pick up thermals so low down while he saw others pass by overhead. Neilan went 48 miles to Gotha airfield, getting in by 10 feet. Watt did 96 miles, and might have done more if he hadn't been delayed starting owing to his KING KITE'S leading edge being damaged on a trolley. He found the thermals narrow and rough, got up under a cloud but afterwards found thermals in clear air. While doing one of his quick darts from one cloud to the next, he shot right through a small one being used by a Swiss Pilot, who tried to follow him, but couldn't catch up and had to land. Watt found a slow rising thermal over Sangershausen, and finally a weak one over Allstadt, before landing himself. His course was first N.E., then SE Clouds blowing from the Harz Mountains were melting over the plain below. There was a thunderstorm in the direction of Dresden, and this, he thought, caused the lack of thermals in his region towards the end of the flight, perhaps owing to compensating

down-currents surrounding the storm.

JULY 16th Distances flown: Baranowski. Orlik 1. 302 km to Potsdam near Berlin. Spaete. Minimoa. 189 km; Reitsch. Reier. 144 km; Dittmar. Sao Paulo. 188km; Zabski. CW5/bis. 210 km; Mynarski. PWS 101. 208km; Hofmann. Moazagotl. 166km; Neilan. King Kite. 77 km; Baur. Spyr. 151 km; von Lerch. Condor 2. 124 km; Sandmeier. Spyr 3. 165 km; Brzezina. Orlik. 99 km; Watt. King Kite. 154 km. Saffran. Rhoenadler. 38 km; There were 10 other cross country flights that did not earn points.

SATURDAY JULY 17th. This, the last day of the main competitions, was an important one for deciding the final allotment of points. However, it was a difficult day for flying. Only two pilots, Hanna Reitsch and Sandmeier, went over 100 miles, and of these Sandmeier went furthest, This secured him fourth place, all among the German Team. Wills and Miss Price were among those

who got away.

There were some outstanding flights: Hofmann. Moazagotl. 123 km; Reitsch. Reier. 206 km; Brzezina. Orlik 1. 31 km. Dittmar. Sao Paulo. 126 km; Schmidt. Mu 13. 129 km; Wills. Hjordis. 61 km; Mynarski. PWS 101. 110 km; Spaete. Minimoa. 92 km; Sandmeier. Spyr 3; 209 km; Baur. Spyr 3. 99 km; Schaffran. Rhoensperber. 57 km.

One can not help but noticing the outstanding efforts on almost every day of Dittmar, Hofmann and Sandmeier (Swiss) to maintain their high positions. The Sao Paulo and 66ft (20m) span Moazagotl, with its wing struts were hard work to rig and de-rig.. The great surprise of the contest was Hans Sandmeier of the Swiss team. He came 4th, ahead of Kurt Schmidt and Hanna Reitsch.

It should be mentioned that Murray and Fox flew a World's Two Seater duration record of 9 hrs 48 mins in the Falcon



Above: P A Wills and Thoby Fisher with Hjordis Waku 1937
Right: The Hjordis taking off from Wasserkuppe at 1937 contest



FEATURE

3 over the Wasserkuppe.

THE FINAL PRIZE GIVING AND CLOSING CEREMONY was held after

a visit of all teams to the FLYERS' MEMORIAL on the West slope of the Wasserkuppe for a Remembrance Service for fallen pilots. The British Team was exhorted not to march in step!

THE PRIZES :- 1st Dittmar (SAO

PAULO) 1,662.5 points: RM. 2,500 and prize of the Fuehrer and Chancellor.

2nd Hofmann (MOAZAGOTL) 1,427 points. RM.2,000 and Prize of the Minister for Air.

3rd Spaete (MINIMOA). 1,325 points.



RM, 1,500 points and Prize of the State Secretary for Air.

4th Sandmeier (SPYR 3), 1,127 points. RM. 1,000 and prize of the leader of the National Socialist Flying Korps

5th Schmidt (MU 13 "ATALANTE")

1,116 points, and Prize of the Aero Club of Germany.

6th Hanna Reitsch (REIHER V.1) 1,101 points and prize of the Association of

the German Aircraft Industry.

Prize for the greatest distance: RM.

1,000, divided between Reitsch, Dittmar and Mynarski. 351 km.

Minimoa of Wolfgang Spaete. 3rd place in 1937 International contest

Reflections On The Wasserkuppe (1937) By P.A. Wills

We went to the Wasserkuppe, not with the idea of winning, we were not that optimistic, but of learning. So perhaps one of the pilot's impressions of the main lessons will be of use. I divide the main headings of a gliding team into three: the pilots, the machines and the ground teams.

First, I think it is admitted that we were unlucky. The very first day of the meeting was the best, and the longest distance flights of the meeting were made on that day. And it caught us completely on the wrong foot. We were new to the country, to competition work generally; we were also shy and extremely frightened (it looks suicidal country at first sight, after the smooth and kindly fields of England.) To add to this, fifteen seconds after the first launch of our newest machine and brightest pilot, the latter was ruefully crawling out of a heap of spillikins to which the former had been reduced in a most unlooked for spin.

I was next off. The circumstances were not calculated to produce the last ounce of skill, although they certainly required it. No wind, lots of thermals. Feeling like St George for Merrie England being pushed over Niagara in a barrel to make a German holiday, I shot off the beacon, 2,000 ft above the valley and started looking feverishly for lift before I reached the bottom. Fortunate indeed that I was flying a machine that I knew well, so that reactions were partly instinctive, and fortunate that HJORDIS'S performance was well suited to such conditions. Her very low sinking speed and abnormally flat gliding angle helped. I found lift, and after a short struggle was up and away. Our remaining KING KITES, together with half the remaining field, sank persistently to Poppenhausen. Now, having once got going on a day like this, one might imagine that most pilots would go approximately the same distance. Did they Hell? Ten machines out of 28 got away. I followed Hanna Reitsch for some way, perhaps 20 kms. Then I thought I saw a better cloud than the one that she was leading me to. She flew to Hamburg, 351 km. I landed at Langensaiza, 89 km.

Prize for the greatest height:-

RM.1,000 Zabski 3.295 metres.

Prize for the greatest total duration:-

RM.1,000. Frena 19 hrs 1 min.

The various teams were not the only foreign visitors at the meeting. For instance, there were the secretary of the Polytechnic Gliding Centre at Milan; Harris Sachs of Enschede, Holland, holder of the national height record; Mr Spire, the French Silver C pilot; Mr Cid Dipl.Ing of Portugal, and then studying at Darmstadt; Professor Sato from Japan; Among our German friends, Wolf Hirth and Oskar Ursinus were continually coming and going; they more than anybody, had been looking forward to a meeting of this sort for years and years, and were really happy. And among the short period British visitors, were Buxton, Slingsby, Nicholson, Ashwell Cook, Miss Heron-Maxwell, Major J.E.D. Shaw and Miss Shaw.

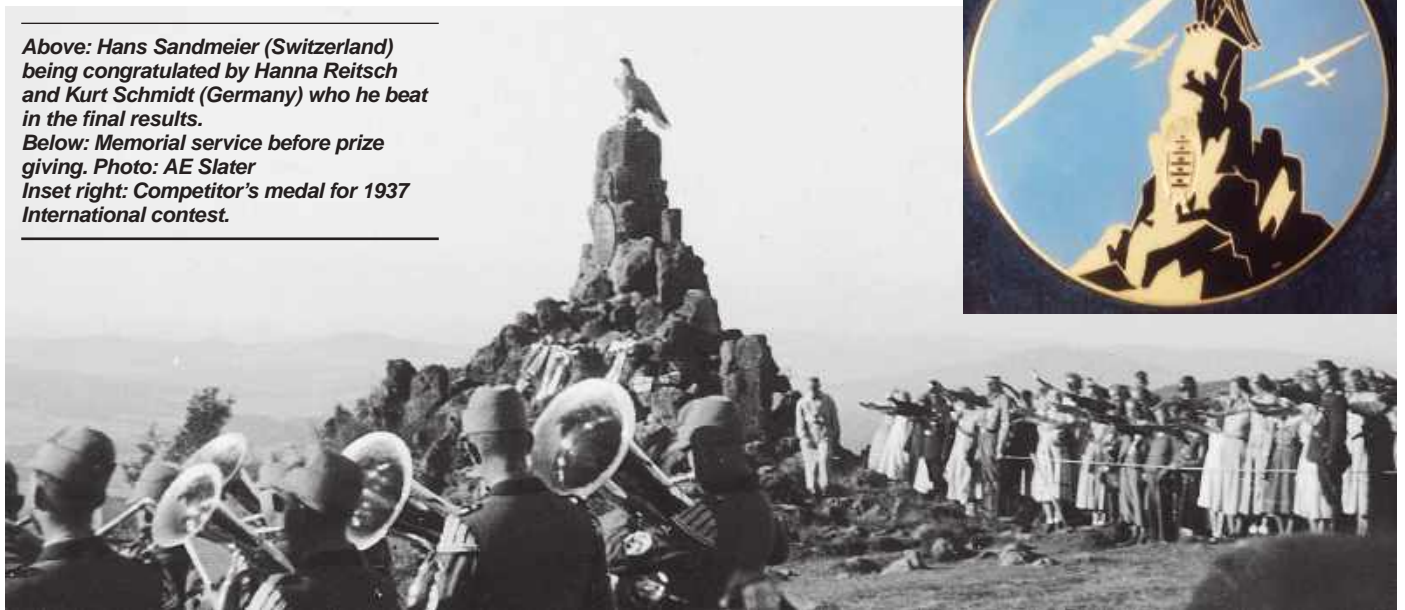
Willy Watt was the best among the British Team, followed by Philip Wills. This was the first gliding contest in which British Glider pilots had participated in which points had been awarded. It was a good experience and hard work, for them all. □

Henri Dittmar. Triumphant after winning with "Sao Paulo".



Above: Hans Sandmeier (Switzerland) being congratulated by Hanna Reitsch and Kurt Schmidt (Germany) who he beat in the final results.

*Below: Memorial service before prize giving. Photo: AE Slater
Inset right: Competitor's medal for 1937 International contest.*





Bill Goldfinch

Bill Goldfinch Flt Lt. POW who designed and built a glider (Colditz Cock) for an escape from Colditz Castle during the War, and finally saw it fly 55 years later (From *Daily Telegraph* Newspaper) died Oct 2 aged 91.

Bill joined the RAF in 1939 training first in the UK and finally in Rhodesia, completing his operational training in Egypt. Posted to 228 squadron, flying Sunderland flying boats, he took part in two epic sorties during the evacuation Greece. On April 25 1941 52 RAF men were rescued and flown to Kalamata where a further 20 were picked up. The grossly overloaded Sunderland failed to get airborne on its first attempt, but after a five mile run on its second attempt, it staggered into the air and flew to Suda Bay, Crete. Bill and his crew were immediately ordered to return to Kalamata as the aircraft attempted to land in the dark it hit an object in the water and sank. Bill was one of four survivors and finished up in Colditz castle as a PoW where he designed the glider with a 33ft wingspan which could be launched into the wind at 31mph with two men on board. The launch was to be a catapult system with an earth and concrete filled bathtub weighing one ton being dropped from the roof to the ground. The castle was liberated before the opportunity arose to try out the glider which was subsequently destroyed. However as VGC members will know there has been a replica of the glider built by John Lee which has flown and the latest project to replicate the glider is well under construction by member Martin Francis (see letters). After the war Bill devoted himself to his love of flying and making aircraft. He built a Luton Minor in the 1970s which he flew regularly until he

was in his late eighties. Over the last 11 years Bill has worked for five days a week, with second hand materials, on his version of a seaplane which had been developed for the US Navy in the 1920s. It was to have had its second taxiing trials the day after he died. (DS)

Dick Stratton

It is with great sadness that we report that Dick Stratton passed away on Thursday 20th September. He will be sorely missed by all his friends and colleagues throughout the gliding community. Many of us owe a huge debt of gratitude to Dick who spent so much of his long life successfully leading, supporting and encouraging people in all forms of aviation and in particular gliding. In 1981, Dick was awarded the RAeC Silver Medal for outstanding achievement in aviation. For many years Dick Stratton was a member at Bicester when it was the RAFGSA Centre and continued there during its independent club form since 2004. He lived very close to the airfield and would drive the winch for long periods.

For those newer members of the gliding movement who didn't know Dick, for many years he was the British Gliding Association's Chief Technical Officer. He did a great deal to enlighten the UK CAA that the BGA could be trusted to deal with technical/certification matters as they applied to gliders (and for several decades we were the envy of other countries in respect of this). He was responsible for the design-approval of the RAFGSA Chipmunk tug ('Supermunk') modifications involving replacing the 140hp DH Gipsy Major with a Lycoming of >200hp.

email received from TG of Bicester Gliding Club.

Paul Series and Mike Russell

An appreciation by Ron Davidson

The news of the passing of an old friend or acquaintance is always a sad occasion and when they are such outstanding characters as Paul and Mike, it is doubly painful.

Paul Serries was with the Minimoa group at Husbands Bosworth in 1973 when the VGC was founded. He was at many subsequent Vintage Rallies and his

friendly relaxed smile was always a welcome sight. My abiding memory is of Paul clutching an enormous bottle of cognac which his students had presented to him at his retirement and which he shared around at a subsequent rally. He took well my impish humour at his



Paul Serries during the 1989 VGC International Rally at Farkeshegy near Budapest.

expense, when he realised my 'legpull' after his polite request to photograph the Petrel following a renovation - I objected to his using a Leica camera (on the spurious grounds that only Japanese cameras were allowed) and only when my girl friend started giggling, did he cotton on! The following Christmas brought greetings and an enlarged black and white photo with the message 'An English glider taken with a good German camera!' Farewell 'Liebe Paul' until we meet again in the Valhalla of glider pilots.

Mike Russell as many will know, owned the White Petrel before me and although from very different backgrounds and careers we became firm friends based on this common bond. Mike's history and flying career are covered in both my own tribute to him in 'Sailplane and Gliding' and by Peter Underwood's excellent obituary in the last issue of 'VGC News'. Despite his tough reputation as a hard taskmaster as a training captain, his many kindnesses to those trying to break into aviation are relatively unknown. He made a lasting impression on most people and when I flew with a lady in New Zealand who mentioned a British motor cyclist who was a pilot and who had

stayed in her bed and breakfast home, I came out with his (Mike's) name and was right!

The last time I saw and spoke to Mike was at an International Rally at Tibenham some years ago when a tap on the shoulder found me looking at a complete stranger, a tramp with a long beard. Annoyed, I turned away but another tap made me look closer and we both laughed at the change from the dapper Mike I remembered but his eyes had given him away. Mike Russell, a man of many parts and skills.

Ron Davidson, The Gliding Centre, Husbands Bosworth.

It is with great sadness that we have to report the sudden death of **PAUL SERRIES** on the German North Sea Island of Norderney on the 2nd of July 07, probably through a heart attack.

He was 79 years old. His funeral took place on Friday the 6th of July (at Muenster?). The VGC was represented by Gisela Dreskornfeld and others from Munster and elsewhere.

He was one of the VGC's founder members when he took part with the team from Muenster, and who brought the Max Mueller restored MINIMOA to our first International Rally at Husbands Bosworth in 1973. He gave much vigour and happiness to our movement and ran our 5th International Rally in 1977 at Munster. He later led a team at Munster restoring vintage gliders to the highest standard of finish. He became our GERMAN VICE PRESIDENT. We have sent sincere condolences to his family, friends and all our members. We will forever remember his great hospitality. (CW)

With great sadness, we have heard of the death of our Japanese member **SHIGAYUKI HONDA SAN** from Cancer. He imported many of our vintage gliders into Japan. These included GOEVIER 3, MINIMOA, WEIHE, CONDOR 4 and KRANICH 3 etc.

He also was responsible for two Japanese gliders attending our International Rally at Tibbenham. This was the first time that Japanese gliders have been seen outside Japan and it was a great honour for us to have had them with us. Indeed it was great honour for us to have had him and his wife with us at many of our International Rallies. The Japanese Table exhibition during our International Rallies was something that had to be seen to be believed; it was a real Japanese work of art. We send our sympathies

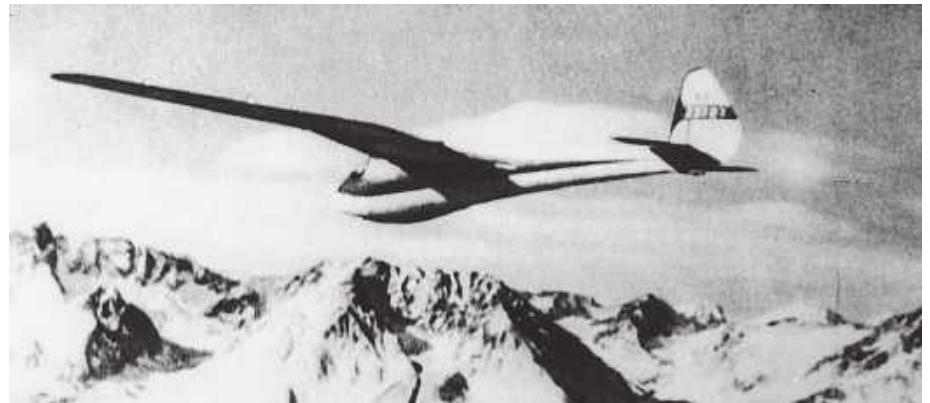
to his family and friends. We shall never forget him. (CW)

Martin Simons writes that some of us may already know all this, but just in case, he has sent this copy from the Telegraph web pages.... Last Updated: 3:11am BST 31/08/2007

Paul MacCready

Paul MacCready, who has died aged 81, was known as the "father of human-powered flight".

In the 1970s MacCready, an American aeronautical engineer, found himself responsible for a \$100,000 debt after he had guaranteed a relative's business ven-



ture which subsequently failed. He decided to try to win the £50,000 prize put up by the British industrialist Henry Kremer for a successful human-powered flight.

The prize had gone unclaimed for 18 years, but on August 23 1977 MacCready's Gossamer Condor - piloted (or rather pedalled) by Bryan Allen - made the first sustained, controlled flight powered solely by a human.

The machine weighed 70lb and was constructed from aluminum, foam, piano wire and Mylar - a lightweight Polyester material. The seven-and-a-half minute flight covered a figure-of-eight course around pylons half a mile apart at Shafter, California.

Kremer then offered another prize, of £100,000, for the first human-powered crossing of the English Channel, and it took MacCready less than two years to claim it, with his Gossamer Albatross.

This contraption, also weighing 70lb, had a 96ft wingspan. Allen was again the pilot, with MacCready watching from a boat below. The flight lasted nearly three hours and covered 22 miles.

Paul MacCready, the son of a doctor, was born at New Haven, Connecticut, on

Top: Paul MacCready
Above: Paul MacCready flying an Orlik II in Bishop Wave, World Height record 1947 (?)
Photos from Chris Wills' collection.
Below: Gossamer Condor



September 25 1925. From the age of 12 he built model aeroplanes and gliders, and at 16 he qualified as a pilot.

After the war, during which he flew with the US Navy, MacCready took a degree in Physics at Yale and a doctorate in Aeronautical Engineering from the California Institute of Technology at Pasadena.

At the same time he took up gliding, winning the American championship in 1948, 1949 and 1953, and represented the United States in international compe-

titions on four occasions. In 1956 he became the first American to win the world championship. He also invented the MacCready Ring, used by glider pilots the world over to select optimum speed for the maximum glide.

MacCready established his first company, Meteorology Research, in 1951, and 20 years later founded AeroVironment, a firm which acts as consultants on environmental issues and wind power; it also designs remote-controlled electric planes, both as toys and as reconnaissance tools for the American military.

Among his other inventions, MacCready created the Gossamer Penguin, the world's first successful completely solar-powered aeroplane. In 1981 an improved version, Solar Challenger, flew from Paris to Canterbury, a distance of 163 miles, attaining an altitude of 11,000ft.

In 1985 the Smithsonian Institute commissioned MacCready to build a life-size, flying replica of a pterodactyl.

MacCready was also interested in

designing surface vehicles with a view to conservation. In 1987 he built the solar-powered Sunraycer to compete in a race across Australia; and three years later, in collaboration with General

Motors, he produced the Impact, an electric car which could accelerate from nought to 60 in eight seconds.

In 1991 MacCready was inducted into the Aviation Hall of Fame. He retired as chairman of AeroVironment due to ill health on August 20, eight days before his death. Paul MacCready is survived by his wife, Judy, and three sons.



Diemut Schultz

Diemut Schultz

Dear VGC Friends, it is with great sadness that many of us have already learned that our dear flying colleague and friend Diemut Schultz died with her passenger in a terrible flying accident on the 26th August on the Wächtersburg.

The official announcement of her

death from her parents and family is attached:

Diemut Schultz Born 3rd March 1978, died 26th August 2007

A ray of sunshine was part of us for a long time, radiating love and joy.

Suddenly it is dull and bleak as if the sun itself has disappeared.

However the sun is shining as before, it is just obscured by a large cloud. □

Book Review by CW

TEST PILOTS by Wolfgang Spaete. In English. Treatise on Test Flying from the very earliest days to the jet. This is an incredible collection of stories about test flying in Germany and France. Wolfgang Spaete was an outstanding glider pilot who won the 1938 Rhoen Conest flying the heavy prototype REIHER. He later became a successful fighter pilot and then led Jg 400, the formation, trying to bring the ME 163B rocket fighter into operational use. Some of his last testing was of the X 113 Alexander Lippisch Aerofoil Boat. This book has much to do with power flying by Erich Kloeckner's testing of the "Natter" and Erich's unofficial height record 11,460 m. (37,599ft) in a modified Kranich D-11-4002 on the 11th October 1940 when the outside temperature was -56 degrees C. This book makes good reading and is an absolute must for aviation historians. It is illustrated. Price in the UK is £19.95. Independent books ISBN 1-872836-20-8

FORSCHEN UND FLIEGEN by Walter Georgii. His career, from the pioneer time of gliding, the old Rhoen Contests and in the Near East and the Andies, his description of weather forecasting for his Royal Highness, the Crown Prince of Bavaria, in WW-1 and the Suez Front. He

also describes the 1934 German Soaring Expedition to South America, his return to the Rhoen and his disenchantment with the Nazi take over of German gliding, working with DFS during the war and his career after the war in Argentina. He was one of the "Fathers" of Gliding and created ISTUS (International Study Commission for Motorless flight). He is clearly one of gliding's great men and the book should be translated into English. It is already beautifully and humorously written in German. 1997 Verlag H.M.Hauschild GmbH Bremen. Original printing was in 1954 with a foreword by his Argentinean wife Agnes-Marie Georgii ISBN;3-931785 □

Errata

Error in VGC NEWS No.121. Page 29, below. right hand side. "Ludwig Karch and Mandy Zimmerman starting 'for Glory' in the MU 10 "MILAN". Everything is right about this photograph except that it was taken during the NATIONAL GERMAN RHOEN CONTEST in 1937. It was NOT entered in the INTERNATIONAL RHOEN CONTEST of 1937. It won the 1937 German Rhoen Contest in 1937 being flown by Ludwig Larch. Beating the RHEINLAND flown by FELIX KRACHT into second place as it did in that year's International

ISTUS Contest on the Gaisberg (Salzburg), in Austria. .

The "MILAN" was the only two seater ever to win a Rhoen Contest outright. After 1937, it was decided to send the two seaters off in a separate class in the Rhoen Contests because it was felt that having two pilots in them gave them an unfair advantage over the single seaters! As the famous "MILAN" had been flown through, by, and over, the Alps by Ludwig Karch before and after the war, it was named "CONQUERER OF THE ALPS"! (Bezwunger der Alpen)". Because of this, it is displayed in an honourable place in the aeronautical Collection of the German Museum at Oberschleissheim near Munich. The MU 10 was the forerunner of the MU 13s. It may have had poor flight handling and a low speed but it had a very low rate of sink.

We have received a letter from Lilly-Annemarie Grundbacher who wishes it to be known that the statement on page 11 of VGCnews 121 is incorrect and that she is, in fact, still the owner of the Hutter H28 HB-223. We at VGC-News are pleased to hear that this is so, apologises for the mistake and wish Lilly every good speed with all her many projects. □

Harbinger at Hucknall

Dear editor,

Thank you very much for my latest copy of the *VGC News*. May I be pedantic and point out that the photo on page 30 is Gerry Smith (not Gregg) who later became CFI of the Derby & Lancs in the 1950s. I have attached a photo of the first test flight of the Harbinger at Hucknall airfield — not sure if the photo was taken before or after the flight! This photo (*right*) was taken by my Father, Charles Faulkner, who I believe was the BGA Inspector for the build. He was also Technical Marshal for the World Championships in 1954.

Best wishes, *Rob Faulkner*

Artist unknown identified

Dear Margaret

About the back cover of *VGC News* no 121, you wrote "Watercolour purchased at International Rally in Angouleme, artist unknown". I am happy to inform you that the name of this water-colourist is GEORGE HAMEL. In 1942–43 he was painting some pictures relative to La Montagne Noir. This print shows a glider 'AVIA 40P' starting by winch launch with the winch 'petite giclée' (*little jet*) during a gliding activity from this spot. (with a back pulley in the declivity when the wind was sufficiently strong and well direct).

Yours, *Claude Visse*

Colditz Cock update

Dear *VGCNews*

It was good to meet you all at the National Rally at Parham; I thoroughly enjoyed the ten days I spent there. It was obvious that a huge effort had been put into the Rally preparations, and I'm sure all the visitors had the utmost sympathy for those "Southdown" stalwarts who could only look on in dismay at the less than encouraging weather conditions! It did come good later in the week and, due to my extended visit, I had the advantage of 2 extra soaring days, the northerly wind enabling me to explore some of the



downs in the Club's smart ASK 18.

The "Colditz Cock" project has lost momentum during the summer, but the 2 photos show the way it looks at this time of writing, as it enters its seventh year of construction. The glider is at a stage where it doesn't seem to be outwardly different even after 5 or 6 weeks effort — most of the work is hidden detail, in particular the metal fittings which have taken up a lot of time. Fortunately for me, my Stress-man Julian Mills has now got his welding 'ticket', so all the welding work can be done 'in house'.

Quite a lot of woodwork remains to be finished in the fuselage, also the nose cone, instrument panel and the main skid await my attention; wing attachment brackets for the main frames have yet to be manufactured. I still have not made a start on the Wing Struts but, in the meantime, there is plenty of work there to keep me busy!

By the way, after leaving Parham I visited the Norfolk and Suffolk Museum



near Bungay, to have a look at their "Colditz Cock" replica; it was nice to see it again, after seeing it exhibited at the Imperial war Museum in 2002. Best wishes!

— *Martin Francis*

P.S. I am not a devoted gardener — that beautiful lawn is my neighbours!

Werne finishes flying

Dear Chris

I wanted to report something new to you. You will not want to believe it, but it is true. After careful consideration, I have decided to finish with flying. I mean that after 75 years, it was time to do this. With flying, I had no problem, but rigging and derigging before and after every flight, I had had enough. On the ground, the whole bureaucracy with EASA, with radio complications, safety regulations and CAMU etc. Also my old friends and pilots are not flying any more and some of them are dead. I mean that after 46 years of flying for which for 43 years, I have had an artificial leg, has been enough. I have flown the WEIHE for 33 years and, at the end of July, I sold her. She is flying now with the Association for the pushing forward of Historic gliders at Donauwoerth (Michael Diller). I had my last flight in her on the 17th of June 07 and was together in the air with Peter Ocker in his Weihe and then, after about four hours away from Aalen Elchingen, we both felt that we had had good fun. Peter has taken over my Logger. I wish him to have many happy cross countries with it. On the 28th April 2007, I had reported to the OLC a fine cross country flight of 274 km out & return. At an average speed of 61.26 kph, and that with a head wind of 35 kph. On the 1st May, I managed 183 kph with an average of 56.72 kph with an identical headwind. This demonstrates what a good glider for 1938 Hans Jacobs had designed. When I bought the broken WEIHE in 1973, I had 816 landings and 532 hours in my Log Book. Under my



ownership, she had 811 take offs, and had flown 2,389 hours. So, dear Chris, I am saying farewell to the Oldtimer Scene that has always given me so much joy, to fly together with our colleagues at our Rallies and when we used to celebrate. I wish you much good health and to be able to stay with the Oldtimer Movement still for a long time.

Many greetings from *Louise and Werne Tschorn*.

CW adds. He was our best cross country pilot and brought so much amusement, happiness and music to our Rallies

I hope that he will still come to be with us, as he has been from our second International Rally. To be without him and his family is unthinkable.

Paul Serries

Dear editor

In the last newsletter we have seen that my father was mentioned and we saw the announcement of an obituary for him in the next edition as well.

On behalf of our entire family, my mom and my sisters, we would like to thank for the sympathy and the condolences.

We would appreciate if we can receive the next edition of the club journal to read the necrology and take it to our folders.

I personally remember very well spending our summer holidays on airfields in UK, Netherlands, France, Switzerland and Germany. Even if it was sometimes a bit boring, it was a great experience of first European contacts and my father was taking the Vintage Glider Rallies as always a good opportunity to travel across Europe. Thank you in advance and kind regards.

Annette Serries □

Snippets

Neelco Osinga has a couple of requests (Enigmas!). Can anyone help? Neelco can be contacted direct via his email address which can be found on the inside front cover or, of course, you can contact VGCNews.

Enigma 1

Last year I bought at the Flugzeugteilebörse, a Fair for airplane parts in Speyer, Germany, a nose cone of a Czech Kranich, made during the WW II. This cone has a hole in it, pointing a little bit forward and down ward. Nobody knows what it is for. Raymond van Loosbroek sent me a picture of the spare parts book of the SG 38. The hole is called in this book a Fallschirmhülse, parachute cover, NSFK nr.21. Even Klaus Heyn and the experts in the Wasserkuppe museum do not know what it is for. Klaus told me and sent a picture that a Grunau Baby with a Fallschirmhülse is in a museum the USA. The Hülse is made of pure aluminium, like a thermos bottle.



Can anybody tell me what it is for? Does a photograph exist of the use of this "Hülse"?

Enigma 2

Rob Tempel sent me an e-mail with the following content I don't know who is Mark, but nevertheless:

Hi all

I am in need of an expert on gliders! The aircraft I am concerned with is BGA 2410, a Schleicher KA6CR which is listed in Air Britain's UK & Ireland hand-

book as being s/n 003 and built by 'Holzmann-Drespack'. Does anyone know anything about Holzmann-Drespack? An internet search finds nothing, and the type certificate only mentions Schleicher. It seems to be the only one in the UK that they built. I am trying to find out some more about the manufacturer, their exact name and on what basis they built this aircraft. Is it a licence build, or a homebuilt from parts? Thanks to anyone who can help

Mark

THE NEMERE PROJECT

ERVIN ROTTER, one of the 4 sons of ERUDWIG ROTTER, who flew his NEMERE from BERLIN TO KIEL during the Berlin Olympic Games in 1936, visited us at the International Rally this year from BUDAPEST. He and his brother LAJOS ROTTER and their mother, have founded a Trust to build again an airworthy example of their Father's super sailplane, the NEMERE, of 1936. Twenty seven countries took part in the 1936 Olympics and "NEMERE" was the name of a wind near a Carpathian hill.

They have found a privately owned factory at GYOENGYES, 80 km East of Budapest to build it. The firm has already built a fine replica of a Hungarian long distance record breaking light aeroplane of the 1920s, the ROMA, with a 3 cylinder engine of about 18 hp. It has also restored the two seater prototype "KOMA" (Gnat? CW) sailplane. All that is needed to build a 20mtr wingspan NEMERE is considerable finance. It is believed and hoped that ORTULF EWERT, Grenzstrasse 36, 49565 Bramsche, Germany. tel:- 0049 (0)5461, 5147 Achmer is trying to pull something together concerning the Nemere Project in Germany. We wish it all the luck in the world. Building plans for the NEMERE are available, even CW has a set of them! They were found at Sekesfehervar (Stuhlweissenberg), a town between

Budapest and lake Balaton.

Information on the trust etc can be obtained from:- ERVIN ROTTER 30//9704-558 Varadi Laszlo 30/9687-623 Gyetvai Attila 20/3326-914 Levelezesi Cim: 3213 Atkar, Margit-Kut Sport, Repueloeter. (private airfield.)

VGC News is pleased to be able to report that Colin and Alice Anson are well and were greatly moved by the many kind greetings and good wishes from the Nitra Rally. They are now both well on the way to recovery and want to thank their many VGC friends for thinking of them.

EON Baby Flies again

by Dick Short

In 2002 I was asked by Irene Clarke if I would like the EON Baby once owned by her late husband Ray. The glider had been in it's wooden trailer outside her house since it was last flown in 1988. I arranged to store it at Richad Kilham's farm at Langtoft Fen until I could start work on it. First problem was in Corby, about 4 miles into the journey when a tyre punctured. This meant leaving the trailer jacked up, minus a wheel, while a new tyre was fitted. Next problem was approaching the farm when the trailer subframe (ex Mini) folded up. The trailer was dragged the last quarter mile and parked with the aid of a forklift on the front of a tractor.

An ex Ka8 open trailer was then purchased, extended in length, a steel tube frame added and clad in aluminium. The glider was then transported to our site at Lyveden and work commenced on checking it over. It was in fairly good order, all glue joints sound but a few



Left: EON Baby was test flown on July 22nd, a flight lasting all of 3 minutes

splits in the fabric. Work was fairly intermittent owing to a Club Ka8 occupying the workshop for a considerable time.

A very wavy portion of the port wing trailing edge was replaced and all necessary repairs made to the fabric. All cables were checked and found OK. Various unnecessary fittings were removed to get the weight down. A vacuum driven turn-and-slip was replaced with a scratching vario and all tubing replaced. A new seat back was made and the rudder pedal links replaced with longer ones. The tri-graph letters were added to the rudder. The glider was weighed and test flown on July 22nd, a flight lasting all of 3 minutes. Several more flights have been made, the best lasting 14 minutes with a climb from 800ft to 1700ft. One attempt has been made to aerotow but there was insufficient down elevator to stay below the tug. The glider is very docile, flying at 30 knots with full aft stick. It stalls, very gently, at about 28 knots with a zoom up. I don't know what the glide angle is, but it seems to have a great affinity with the ground. I can't imagine anything other than very local soaring and certainly won't try aerotowing again.

Kranich Production at Nitra

by CW

The Factory at NITRA was built solely to build KRANICH 2s and had 300 workers. It took about 1,000 hours to build each aircraft and they were given the same name plates with Werk Numbers etc as those Kranich 2s built at Chotzen (Chosen now). After finishing, the Kranich 2s were not flown at Nitra but were taken on an open lorry to the Nitra railway station and transferred by rail to Chotzen in Bohemia. The aircraft were not test flown, unless they had been modified. Local pine from the Nitra area

was used especially for the Main WING SPARS. The metal fittings were made in Chotzen of specially hardened steel. There were eight controllers, (inspectors CW?), who had to sign in the diary for every step that had been taken and every part of the main spars had to be tested. The following are the incredible Kranich 2 production figures from Mraz at Chotzen Bohemia and at Mraz Nitra. In 1941, in Mraz Chotzen Bohemia 320 KRANICH 2 B-2 s were built. In 1942, at Mraz Chotzen Bohemia 480 KRANICH 2 B-2 s were built. In 1943, at Mraz Nitra Slovakia, 530 KRANICH 2B-2 s were built. In 1944 at Mraz Nitra Slovakia 219 KRANICH 2B-2 s were built. In 1945, at Mraz Nitra Slovakia, 80 KRANICH 2 B-2 s were built. In 1946, at Mraz Nitra Slovakia, 24 KRANICH 2B-2 s were built.

These last KRANICH 2 may have been built from parts left over and may have included the two JASTRZAB (Hawks) which had raised rear canopies for improved vision from the rear seats. This means that there was a total MRAZ KRANICH PRODUCTION OF 1,653 AIRCRAFT. Out of these, JIRI HAVELKA was responsible for 900 of them!!! The Russians bombed Nitra in March 1945 and this stopped the main Kranich 2 production. There were about 1,400 civilian casualties and Josef Ott's grandfather was throwing fire bombs out of his home with his bare hands. Of the 1,653 Kranich 2s built by Mraz, only two of them exist, unairworthy now. One is being repaired and rebuilt in Denmark. The other one is without fabric and owned by Mario Sels near Munich. Two others are exhibited in the German Gliding Museum with Model Flight on the Wasserkuppe and in the German Museum at Oberschleissheim. The Mraz Kranich 2s were glued with Kaurite and Klemmleim. (We do not know what this latter glue was, but perhaps it was made

by the firm Klemm - CW?) Neelco Osinga reports that he has information that 400 KRANICH 2B-1s were built by the firm of Schweyer near Mannheim from 1935-1939. A further 35 were built in Sweden from 1943-1944, a further 70 were built in Spain after the war, and 29 were built in Yugoslavia.

In POLAND, 52 more KRANICH 2B-2s (ZURAW 2s) were built by 1952. This gives a total of 2,310 Kranich 2s built as some idea of Kranich 2 production. One must remember that the KRANICH 2B-1 was a very different aircraft to the KRANICH 2B-2. The Benes Mraz firm was started in 1930. Ing. Mraz was born in 1893 but died in Prague in 1953. He used to smoke 14 – 15 cigars a day and died of lung cancer. Pavel Benes had the metal fittings drawn up 1/1. He was a very good organiser and businessman and Mraz was the designer. Zdenek Rubic was director in overall charge of the firm and Oberleutnant Ing. Loeffler was the RLM's (Reichsluftfahrt Ministerium's) representative Amt 312 (Office 312) at Mraz Chotzen. The latter was a keen sportsman and games of football were organised when he was present. At the Nitra Rally, VGC members only had one Spanish built Kranich 2 present. This machine must have been almost the same as a Mraz built Kranich 2 and Jiri took the greatest interest in it on the ground and in the air. After the war, the Mraz firm became known as ORLICAN and built small trucks and later Schempp Hirth DISCI sailplanes. JIRI had a memory as clear as a bell and it was a great pleasure for us, and especially for CW, to have had him with us in such super weather. His daughter had some time ago taken a BLANIK to 8,000 metres in wave. We hope that they both enjoyed themselves with us. During the next morning, we were able to visit the last parts of the Mraz Nitra factories on the first and second of the old Nitra airfields. WE WERE ALSO GIVEN DETAILS BY HEINZ BAUER OF CONFIRMED MU 13 PRODUCTION at the Schwarzwald Flugzeugbau at Donaueschingen. MU 13 D-2 serial numbers 52- 128 (76) from 1936-1940. MU 13D-3 war time production from 1940 to the beginning of 1942 was 82. In 1942, the firm had to transfer to bigger (higher?) premises by Lake Constance (the Bodensee) to build components for GIGANTS (Me 321s and 323s). □

Gliding at the 1936 Berlin Olympics

By *Thorsten Fridlizius*
with thanks to *Martin Simons* for editing and the use of his drawing of the *Nemere*.

Thorsten Fridlizius is a regular contributor and correspondent to VGCNews and also has articles published in the official magazine for the Swedish Gliding movement, Svenska Segelflygförbundet – Thankyou Thorsten! - Ed

One of the best and most beautiful gliders of the thirties was the Hungarian *Nemere*. (*Nemere* means Föhn wind.) In *Nemere* the designer Lajos Rotter flew from Berlin Rangsdorf airport to Kiel, where the Olympic yachting was going on. Rotter competed with the German aces and glider pilots from Bulgaria, Austria and Italy. He out-flew them all with this 336 km flight. Goal flights were not yet recognised by the FAI. Had they been so, this would have been a World Record.

The week-long competitions at Rangsdorf, planned by ISTUS* and professor Walter Georgii, were intended to advertise gliding and get soaring accepted as an Olympic sport. Georgii had also arranged the aerobatic show with *Habicht* sailplanes over the Olympic Stadium at the opening ceremony. The next year international soaring competitions were arranged in Salzburg and at the Wasserkuppe. Thereafter the Olympic Committee accepted soaring as an Olympic sport. Today we would say: "Well done professor Georgii"

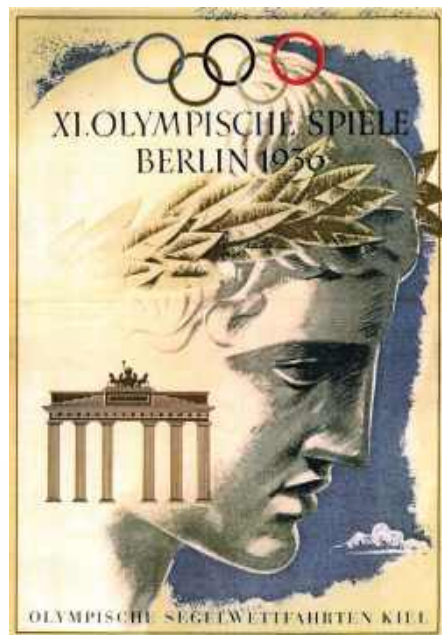
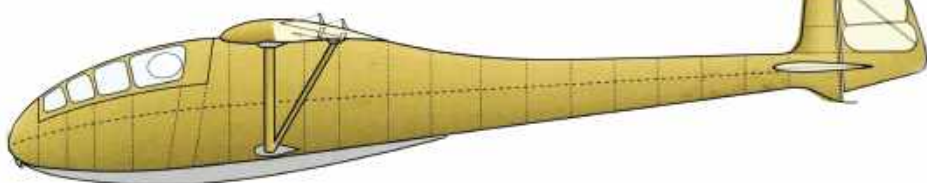
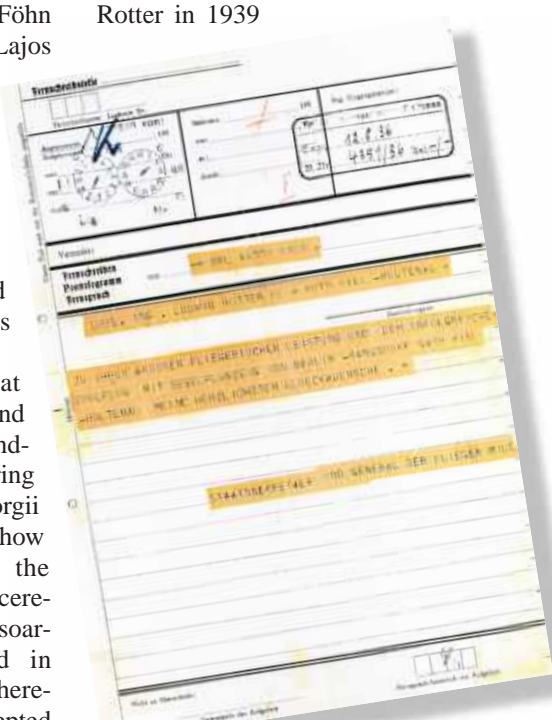
Ervin Rotter in Nitra

To our delight, Ervin, the son of Lajos Rotter, arrived in Nitra to tell us about his father, a graduate engineer who started to design and build gliders around 1929. Earlier, as student at the Institute of Technology in Zürich, Rotter had showed his great talent by designing a helicopter which attracted much international attention.

His first glider, *Karakan* (Courageous) was like many other gliders of that time inspired by Alexander Lippisch's *Wien*. The main difference, easy to recognize, was the cockpit canopy. *Karakan* had a long fully enclosed canopy composed of small pieces of transparent material mounted in wooden frames. This construction was characteristic of the time;

1933 and forward. The *Nemere* in 1936 also had a long canopy faired smoothly into the fuselage. The German *Reiher* of 1937 and the Polish Olympic *Orlik* 1939 followed. Today almost every fibre-reinforced plastic glider has a fully contoured canopy as part of the fuselage. I think Lajos Rotter, who died 1984, aged 82, was happy in his last days to see the similarities between his *Karakan* from 1933 and all the modern sailplanes. The *Nemere* was his last glider design.

For his extraordinary ability as a designer and glider pilot Lajos Rotter in 1939



Above: Olympic poster promoting the sailing competitions Kiel 1936. Greece profile with Brandenburg Tor and some small clouds inserted.

Left: Lajos Rotter received greeting telegrams from Professor Walter Georgii and Erhard Milch, in those days Staatssekretär und General der Flieger. This is a copy of the telegram from Milch. Below left: Lajos Rotter hardly got his *Nemere* tested before his successful Olympic flight. The glider was test flown just a few days before the competitions. Below The *Karakan*, 1933, gives a vision of the future. (The side view, with permission, is from Martin Simons book *Sailplanes 1920-1945*, page 193.)

was awarded the first ISTUS* gold medal.

Together with Ervin Rotter at Nitra came Váradi László, a specialist in building replicas of old aircraft, and Nagy Albert, author of the book *Hullámrepülés a Matra légtérében* (Wave soaring above the Matra mountains). The book, in the Hungarian language, would be well worth translating into English because of its photographs and instructive drawings.

Footnote

* ISTUS, Internationale Studienkommission für den motorlosen Flug. Became OSTIV 1948 in Samedan, Switzerland. □



HB-225