



# VGC News

No. 123 Spring 2008

**Spalinger flies in Brazil**

**International news**

**Modelling report**

**Mucha Standard air test**

**Looking back at our 5th International Rally**



<http://www.vintagegliderclub.org>

## Objectives of the Vintage Glider Club

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

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**Front cover: Spalinger flying in Brazil, see page 6. photo Rafael Mayrink Goes**

**Back cover: vintage assortment at Gliwice during the 32nd International Rally. photo Anthoni Witwicki**

### Notice to all members

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

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

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# Chairmans address

## VGC goes Limited

Welcome to our new members, and to all members of Vintage Glider Club Limited. Yes! –we have at last become a Company Limited by Guarantee. More details of this milestone achievement can be found in the 'Club News' section of this issue of VGC News and thanks must go to your committee, who have worked long hours to achieve this.

These days insurance is mandatory for gliders and pilots. However across Europe and world wide the VGC could find itself exposed or involved in disputes from which it will now be legally protected.

The fact that our Club has enjoyed an excellent safety record over the past thirty or more years is acknowledged not only by the gliding community but also by our insurers who offer preferred rates to our UK members. The reason for this excellent track record at our rallies may be attributed to the Club having a strong core of members with technical competence, good airmanship and vast experience. Now we are incorporated into a limited liability company, every VGC member, whether on the committee or not, has protection from liability not only for the club's debts or for claims against the club for damages, but for claims arising from fatalities, injuries or damage to property. Limited liability company or not, under the law we still have a duty of care to members and guests, including those who seek our services and technical expertise. So we have to remain careful in future, particularly in these days of overt litigation.

On a more positive note, this formalising of the Club will also be recognised should we wish to pursue sponsorships or funds available to organisations such as ourselves. In fact most sport funding organisations will only deal with legally recognised, incorporated entities such as we now are.

Inevitably and like Christmas, EASA is upon us and most issues are becoming clear. However yet again, even though part of Europe, the UK may still have problems in certain European countries with both pilot licences and authorisation to fly our Annex II gliders in any country other than the UK. This is due to the anomaly that UK gliding operates under the auspices of the BGA and not the UK state authority (CAA). Our French members overcame these difficulties for us by arranging dispensation with their State authority, the DGAC, for the rally in 2006. Perhaps it will be up to the VGC to once again lead the way should difficulties arise in the future. Owners of wooden gliders not included in Annex II such as Slingsby Darts and Ka 6s for example, may now be pleased to know that their gliders will be free to cross European borders unhindered by EASA rules.

Finally, the organisers in Wels are anticipating a good attendance at our International Rally this year and the number of UK entrants is looking greater than usual. Members registering for attendance may wish to note that flying cross country in Austria requires an ELT (emergency locator transmitter), particularly in the Alps. Those intending to soar locally will not be required to equip themselves with ELT's but please contact the organisers if you have any queries regarding the Rally or restrictions.

Finally, it is always pleasing to get unexpectedly good and exciting news and we have just received brief details of the restoration of a Horten flying wing in Argentina. Particular congratulations to Diego Roldan Knöllinger on this achievement. We look forward to the first flight of another Horten, the Horten IV being built in Germany.

See you in Austria.

*David Shrimpton, Chairman*

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## ANNOUNCEMENT

The Committee of the Club would like to take this opportunity to inform members that the Club has been restructured to a Company Limited by Guarantee ("CLG").

This follows considerable consultation with professional and legal advisors along with support from the British Gliding Association.

As announced at the last AGM, this restructure is intended to best serve the interests of the members of the Club and our sport, by formalising the Club's legal status and protecting members' rights and interests through a CLG.

The existing Rules of the Club have been reflected in a

memorandum and articles of association required of a CLG and a proposed form of these documents will be available in due course on our web-site or on application to the Secretary.

Each current member of the Club has automatically become a member of the CLG on renewal of their 2008 annual membership. No further action is required.

All of the assets and liabilities of the Club have been transferred to the CLG. The incorporation of the VGC as a legal entity will have no functional change to the way we currently operate.

*On behalf of the VGC Committee.*

**Notes from the Membership Secretary...**

There have been one or two problems with Membership matters specifically relating to membership renewals for the current year 2008.

Firstly, due to an error when preparing the VGC News mailing list for the last (Winter 2007) copy of the VGC Magazine, incorrect individual membership numbers were shown on the address labels. If you noticed this – do not worry! Your membership number has not changed! Your correct number is the number that appears on your membership Card for 2008 that is included with this mailing! Note that this membership card is only valid once you have paid your subscription!

Secondly, no membership renewal forms were included in the last mailing of the VGC News. A new (and hopefully clearer) membership form has now been produced, and is included with this copy of the VGC News. Please use this form when applying to renew your membership.

Membership subscriptions for 2008 are now due, and remain unchanged from last year, and many members have already taken the initiative and renewed their membership up until the end of 2008. Thank you! If you have *not* yet renewed your membership, please do so as soon as possible. (Please note that if you are insured under the VGC RFI UK insurance scheme, you are only covered if your membership is up to date!)

Note that it is only possible to renew your membership for one year at a time. Members in the UK who have been paying by Standing order, please ensure that your membership subscription remains up to date. When subscriptions change, it is up to you to update your Standing Order! PayPal is now the VGC's preferred method of paying subscriptions, and most of the bugs that were experienced have now been sorted out! Full details on how to do this can be found on the VGC's home page on the web. Paypal has the advantage that it is secure, and payments are made directly into the VGC's bank account!

*Nick Newton*

**Technical Officer News**

**1) ANNEX-II**

Since EASA started their ANNEX-II index list, the committee has received many remarks, questions and concerns from the members because not all the Vintage Gliders are on the list. What did we, the committee do? We made a quick investigation by asking all the International Councils for their remarks. As a result we e-mailed the list with our collective remarks to the person in EASA who is responsible for the ANNEX-II list.

His answer was; "do not worry. The list is not yet complete. Most of the countries have not yet sent in their complete list"

We must remember that where gliders were designed before 1955 and the factory stopped manufacturing before or during 1975 are ANNEX-II gliders. If they are on the ANNEX-II list, they can fly in Europe. The ANNEX-II list

**Membership renewal**

*In order to Join the VGC, or to Renew your annual membership subscription by Credit Card ('PayPal')*

Go to The Vintage Glider Club Home Page ([www.vintagegliderclub.org](http://www.vintagegliderclub.org)) and click on the words **Renew Your Membership Now** found on this page.

This will direct you to a new page:

VGC INFORMATION – BECOMING A MEMBER  
Enquiries & New Members

Scroll down and click on: **Join On-Line with PayPal**

This will take you to:

ADVICE WITH PAYING BY PAYPAL page.

Read the instructions on this page and then click on **Select Membership and Pay**

This will take you to the Membership payment option page.

Stage 1. Choose Membership Payment Option

First select whether you are making an Application for new Membership or Renewal of existing Membership, & then select the Type of membership (UK and Europe or Rest of the World payment) being made. Place your selection (one only) into the MEMBERSHIP SHOPPING CART by clicking on the relevant **< Add to Cart >** box

(only click on the Close page if you do not want to proceed any further: this will return you to the VGC Home Page)

Once you have made the appropriate selection, click on **< View Cart >** and if satisfied with your order, click on **< Proceed to Checkout >**

If you have a PayPal account proceed by Logging in and giving your password etc. as requested.

If you do not have a PayPal account follow the instructions by clicking on the word **< Continue >** as illustrated below:

Don't have a PayPal account?

Use your credit card or bank account (where available). **Proceed to checkout**

Now enter your credit card details as requested on the secure form. (Note: all Credit Card details will be encrypted, and are not retained once payment has been authorised)

Stage 2. Enter your Personal Gliding details that you would like registered on the VGC membership list

Once your payment has been accepted, please continue by following the instructions shown in red!

We would now like you to enter your details on to our membership register so that we can send you your VGC News Magazine and your Welcome Pack

You will then be directed to the following page

VGC MEMBERSHIP

< Thank you for Joining or Renewing your membership and thank you for your payment. Your transaction has been completed, and a receipt for your purchase has been emailed to you.

Stage 2. Membership Register Details

Please complete the form below. This information will be sent to the membership secretary and will be added to the VGC membership database. The address information will be used for posting your VGC News magazine. When your membership has been processed you will be able to access this information on-line and keep it up to date. This information will not be passed to any third party. >

Please ensure that this form is completed otherwise your entry on the VGC Database will be incomplete!

Thank you for paying by PayPal (the preferred method of Payment for the VGC)

If you have been unable to pay by PayPal, or would rather pay by Cheque,

click on: **Download 2008 PDF Membership Form**

to obtain a paper copy of the Payment Form

(Please note that PayPal is the preferred method of Payment for the VGC)

After completion of the Form, send it by post with a cheque (made payable to the 'Vintage Glider Club') for the correct amount to:

VGC Membership Secretary

41, Grange Grove

Islington

London N1 – 2NP

UK

is not a static list, even over some years a National Authority can bring in a new type for the list, for example a restoration or replica.

Each National Authority is responsible for their own list. So when you see that there are missing gliders on your National list, contact your relevant Aviation Authority.

**2) Fabric.**

Dioleen, a polyester fabric, is not on the market any more. There is an alternative Ciconite, but also Diatex (Diatex 1500 for the wings and the open parts of the fuselage. Diatex 1000 for the plywood scale on the fuselage). Information: www.diatex.com.

**3) Thinner adhesive.**

The vapour given off when using Thinner adhesive (for fabric) is very unhealthy. For the (Thinner) dope is so far as I know, no alternative. For the adhesive there is: Kautschuk. This is a water based rubber adhesive, no smell, nice to work with. There is only a small difference of working with. This is strongly recommended! Information: www.irsa.de.

Neither firms give me any commission!  
Jan Forster

**Errata**

In the previous VGC News. No.122 page 50. "KRANICH 2B-2 Production at NITRA". There seems to be a mathematical error concerning the incredible number of Kranich 2B-2s of which the 23 year old Jiri Havelka led the production from 1943-1946. The total should be 853 and not 900.

**VGC Sales – plans for Relaunch**

The committee is pleased to announce that David Weekes has agreed to take over the VGC sales operation. David, who was elected to the committee last year, is now getting up to speed with the current stock situation, making contact with suppliers and generally trying to understand what items the members want within the range of goods offered for sale. He had hoped to have a sales list in place for this issue of VGC News but he tells me that he isn't quite ready yet and that when he is, which is "very soon", he will put the details on the web site. We all wish David good luck in this demanding task and look forward to seeing some new fashions being sported at the launch point during 2008.

ALSO FRANCIS HUMBLET says that our information concerning gliders built in Austria is not accurate. We will try to correct this in the next VGC News.

Karl-Heinz Kellerman reminds us that "the report about the OSC is not in every part correct. Josef Kurz was for 20 long years the treasure head or our OSC and leader of our workshop. He never was the President of our Club.

For 20 years I was the President, after 2002, Mr Georg Schwab did this job and since May 2007 I was voted again. Please, would you be so kind and make sure that this important correction is showed into the next issue of the VGC-News. *With friendly greetings from the Wasserkuppe. Karl-Heinz Kellermann"*

**Concerning Nitra 2007 - CW**

We very much regret not including in the ENTRY LIST for our 35th International Rally

the following two teams and entries. There was a MUCHA 100 from Bydgoszcz. It had seven pilots. We believe that they flew also a BLANIK and the Danish 2G. They may have left early so that there was no time for us to research their entry which did not appear on the Slovak entry list, so their names and the glider's registration could not be discovered. We have heard that they enjoyed themselves and hope that they will come to us again. We believe that they might be going to restore a MUCHA STANDARD. The SECOND ENTRY that we omitted was the unique 15 metre wing span LEHRMEISTER DM-3152 which was not discovered on an entry list. We apologise also to this team and promise to try to do better in future. This means that according to our information there were 61 entries at our 35th International Rally at Nitra. □

**Diary Dates for 2008**

**25th to 27th April**  
**SCHNEIDER GLIDER RALLY, incorporating the KOOKABURRA KONVENTION**  
Wagga Wagga Gliding Club, Lockhart. Contact: patching@westnet.com.au

**3rd – 5th May**  
**Kirby Kite Rally, Haddenham**  
Gayle Pearce,  
Gayle.Pearce@astrazeneca.com 01494 872029

**14th -17th May**  
**Continental Slingsby Rally, Goch-Asperden Flugplatz, Germany**  
Bob & Sylvia van Aalst, sedbergh@hotmail.com; www.lsv-goch.de; www.geerttheunissen.nl/vliegen/edlg/edlg.html

**17th -23rd May**  
**National VGC Rally, Parham, W Sussex**  
Andrew Jarvis. acjarvis1@aol.com; www.sgc1.org

**25th May – 1st June**  
**Grunau Baby Rally, Jesow, Poland**  
Harald Kamper or Ulf Ewart. ulf.ewart@osnanet.de

**20th -28th June**  
**Camphill Rally, Camphill**  
dlgc@glidingclub.org.uk; 01298 871270

**28th -29th June**  
**"Whispering Wardrobes" Rally Booker**  
Graham Saw. graham@servotechnique.co.uk

**27th June-5th July**  
**Pavullo Meeting, Modena, Italy**  
Vincenzo Pedrielli; 0039 0362 630293; vincenzopedrielli@fastwebnet.it

**17th -20th July**  
**2nd Spanish VGC Rally, Santo Tome del Puerto (Segovia), Spain**  
Carlos Bravo & Encarnita Novillo. libelle@terra.es, www.clubloreto.com

**23rd -31st July**  
**VGC International Rendezvous, Gundelfingen (Bavaria)**  
Wolfgang Schaeffler, wolfgang.schaeffler@arcor.de, Luftsportverein Gundelfingen e.V., Aesserer Auweg 3, D-89423 Gundelfingen, +49 90 73 – 75 20, www.lsv-gundelfingen.de.



**30th July - 10th August**  
**36th VGC International Rally, Wels, Austria**  
Flugplatzstrasse 1, Weisse Moewe, A-4600 Wels, Austria

**9th - 10th of August**  
**The Luxembourg Gliding Club (Cercle Luxembourgeois de Vol a Voile - CLVV) 50th anniversary at Useldange**  
about 25 km North-West of Luxembourg City. Contact: John Roedseth, CLVV, Tel. 00352691375591, email: roedseth@pt.lu or Alex. Krieger, President CLVV, Tel. 00352691268135, email: kriegera@pt.lu. More detail in 'Letters' in this issue.

**23rd - 31st August 2008**  
**Slingsby Rally at Sutton Bank.**  
Last years rally attracted a record number of attendees and it was a great success. We hope to repeat that this year. All vintage gliders and members are welcome to join in, not just Slingsby types. Rally Co-ordinator is Phil Lazenby. Contact should be via The Yorkshire Gliding Club at Sutton Bank, tel: 01845 597237, email enquiry@ygc.co.uk, website www.ygc.co.uk.

**29th - 31st August 2008.**  
**12th Kleines Segelflugzeug-Oldtimertreffen in Brandenburg**  
(Anreise und Fliegen bereits ab 25. August möglich). E-Mail: fd.lemke@gmx.de

**20th - 21st September 2008**  
**VGC meeting at Biberach, Southern Germany**  
Organization and contact: Gere Tischler (mail:gere.margit@gmx.de)

# Spalinger flying

*Graham Saw passed VGC News this letter and photos from Brazil – Ed*

Att. Mr Graham Saw,

I'm not sure if you're the right person to contact, but I'll take my chances if you allow me.



Here in Brazil, I work as a free lancer photographer, and in one of my magazines job I had the chance to capture what's supposed to be the last Spalinger in activity at the moment.

Here are some shots of the flight and the glide on the floor, before taking off.

Anyways, it just came to my mind that the history of this beautiful glide could be shared with others.

This is the last survivor Spalinger S-25 belongs to the Aero clube de Bauru (private gliding club @ Bauru city), if I'm not wrong, they own more than 20 planes, including the Spalinger. So any of the afiliates (with tech. habilities, of course) can use any of the planes, including the Spalinger.

The Aero clube de Bauru is the "best" club here (with good infra structure) in Brazil and when we talk about gliding, they run 7 days a week. (except when climate doesn't allow, of course). Thanks for your time, cheers from Brazil. *Rafael Mayrink Goes.* □



## AUSTRALIA

There has for many years been an Australian Gliding Museum. As acknowledgement for having founded the museum, Australian Gliding has now received 100,000 Australian dollars for its further development. We congratulate Australian gliding for their success. Other countries with gliding museums are Germany, Austria, the USA, Sweden and Russia(?). Museums with gliders in them together with aeroplanes etc are found in Finland, Sweden, Scotland, France, Switzerland, Spain, Canada, Poland, the Czech Republic and Hungary, the Netherlands, Argentina, Chile and Denmark etc. etc. We regret that not very much in this direction has yet been achieved in England. We have for a long time said that our gliding museum is a decentralized flying one, but nevertheless many of our best vintage gliders have been sold abroad.

### Issues 108/109 of Vintage Times

*Edited by David and Jenne Goldsmith  
Préci by Bruce Stephenson*

With the Rally season well under way as we bask in a mild, but wet northern winter, the Vintage Glider Fly-in took place at Barambah District Gliding Club at Wondai Airfield, held from 27th – 30th September 2007, and saw a small number of enthusiasts meet to enjoy 4 days of flying and relaxation. With the event beginning on the 27th September, some good flights were logged, with a K6cr of Bernard "Speedy" Gonsalves logging some 8 hrs and a flight of over 11000ft. The purpose of the Fly-Ins and the Annual Regatta is to promote Vintage Gliding in Queensland so it is intended to continue with these Events to encourage participation.

### Melbourne Cup Vintage Regatta

The Third Melbourne Cup Vintage Regatta was held from 3rd to 6th November 2007, again at Raywood, home of the Bendigo Gliding Club. The Victorian Soaring Association were conducting their annual cross-country coaching course at the same time, and plenty of friendly regulars, coupled with catering arrangements to care for the combined events, assisted in keeping the ball rolling. The absolutely dismal weather forecast for the weekend possibly deterred many VGA members, and owners of at least two gliders with open trailers (Kookaburra and Hütter 17) and one in an enclosed trailer (Dart 17R) decided against making the trip. Those who were

deterred by the forecast, knuckled down to preparing for the coming season and the Bordertown Rally.

With 7 aircraft participated in the Regatta, it was good to see many friendly faces among the VGA arrive, including Keith and Edna Nolan with the Sapphire ultralight and the dog! Others were James Garay and his wife, Peter Champness flying in the coaching course, John King, George Vasiliadis and Lillian. Tom Bird, a long-time Instructor from Alice Springs Gliding Club was in the area and managed to extend his trip to spend Saturday at the regatta. Dennis and Marion Hipperson were warming up for the imminent first flight of their Ka6e. John Viney, and Craig Dilks who are members of the local club, with Craig flying the Super Arrow. Keith Willis, John Anselmi and Peter Champness flew in the coaching course.

With far from ideal conditions, the rally produced 3 flyable days out of the 4 days that the rally was held over.

Some good flights were recorded on the Monday, with Dave Goldsmith (Ka6) and Craig Dilks (Super Arrow) launching early to achieve 153km and 163 km respectively.

The next day dawned fine and clear, with light winds. Well-shaped cumulus developed early, and remained throughout the day with plenty of sunlight between. Jenne Goldsmith won the daily distance award with a flight of 260 kms.

Final prizes were presented by Bendigo Gliding Club President Jack Lavery. During the rally, overall height was awarded to Peter Raphael, with longest duration and greatest distance going to Jenne Goldsmith.

Jack Lavery awarded the award for the "Best Presented Vintage Sailplane" to Mal Bennett for Super Woodstock VH-GFJ.

### Bordertown 2008

This years Vintage Gliders Australia 2008 Annual Rally at Bordertown was again an outstanding success, and will long be remembered for another year of wonderful enjoyment of vintage gliding, fun, and good company! Even the wind and weather co-operated, with only one rest day. 25 vintage sailplanes showed up,

including some not seen before, and the local club hospitality was just superb. As in prior years, visitors turned up early and had good flying in hot weather. The Howse family Super Cub was again available for launching, Keith Nolan brought the familiar Sapphire untralight, and Phil and Dianne arrived by Piper Pacer. Aircraft not seen here before included Alan Bradley's brand new Woodstock VH-GBR, David and Rosie Howse's Kookaburra VH-GHH, Neil Hardiman and Bob Hickman's ES60 Boomerang VH-GQY, Ken Caldwell's Cherokee 2 VH-GLU, Kim Van Wessem's K7 VH-GNU, Scout Gliding Club Motorfalke VH-GUA owned by Colin Turner with co-pilot Lyn Gray, and MotorFalke VH-GPM owned by the Scout Gliding Club and flown by Syd Wright and co-pilot Fred Wolf. Sadly, Lyle Whitfield's Boomerang VH-GTK was badly damaged in a ground accident en-route to the rally.

Many good soaring days were enjoyed by all, some flights although were not without their mishaps however as Leigh Bunting was spotted on the first day almost stationary as he made his approach on the first day penetrating his GB into strong winds enabling Leigh to entertain everyone with a helicopter like descent over the field before joining a circuit and landing. At 2,500' the wind was 28 knots on the GPS so the Baby had a forward speed of only 1 or 2 knots. It looked entirely stationary from the ground, like a hungry raptor hovering there, searching out its dinner!

Sunday 6th January, 2008 saw strengthening strong winds that were to deter most from removing their aircraft from the safety of hangar, trailer or tie-downs, however a few of the heavier craft did make it into the air. The day had been declared a "non-proficiency" day due to the wind but Emilis Prelgauskus in the Super Arrow GTJ and Eric Sherwin in the Ka6E GGV managed flights of 2 hours 30 mins. and 2 hours 25 respectively. Their flights were "determined



*Right: group shot at Bordertown 2008*

into wind battles”, Emilis making Mundulla a couple of times, Eric almost so. Emilis’ best climb was to 4,000’, Eric’s to 5,000’.

The Ka4 was rigged in the sheltered lee of one of the hangars. Mal Bennett carried out his second aircraft repair since arriving early the previous afternoon, the first being a minor wood repair to the aft fuselage of the Goldsmith’s ESKa6 GDN (hangar rash discovered the Sunday before), the second a fabric repair to the top surface of the wing on the Ka4, the damage caused by tyre failure on the trip to Bordertown.

With the winds abating on the Monday saw some 45 launches for the day. Conditions, however, did not prove easy with thermals narrow and difficult to work. Taking an aero tow certainly improved the chances of getting away, giving David and his little Super Cub plenty of work.

The VGA owned Ka4 was kept moving (8 winch flights averaging 5 mins.) with Ross Birch in the back seat (he fits very well and has mastered the contortionist task of getting in!) to oversee as pilots acquainted themselves with this interesting machine. The league II proficiency task was won by JR (John Marshall) in the Olympia “Yellow Witch” with a flight of 58.5km, League I by Ian Patching in the Boomerang GTR with a flight of 90km.

At the end of the day, when all had been packed away, tied down etc., one of the aircraft was still missing. Eric Sherwin (Ka6E) was phoned to find out where he was. “At 1700’ climbing slowly at Wirrega” came the reply. This was to lead to a protracted retrieval only some 5km north of Wirrega, which saw

the retrieval car and trailer get bogged down. With an SOS call going out, assistance was soon on its way to first tow out the trailer then the car! By then it was dark and the decision was made to tie the glider and trailer down and return to de-rig in the morning.

Tuesday saw a scratchy day develop with a gentle wind from the South and a solid inversion at 4,500 and broken thermals and unreliable, conditions. The League II winner was again won by the Yellow Witch with a flight of 75km, followed up by Alan Patching in the Golden Eagle (48km). League I was won by Eric Sherwin in his Ka6E (91km) followed by Ian Patching in the ES60 GTR (70km).

Wednesday 9th the wind was light and variable but again an inversion limited thermal heights. League I winner Eric Sherwin (Ka6E, 97.6km) was rewarded with a climb to 6,000’ out to the east at Serviceton.

Becoming a tad monotonous, League II was won again by..yep you guessed it JR Marshall with a super effort in the Yellow Witch – 85 km! - achieved by whizzing around a local triangle 5 times!

Rosie Howse delighted all by going solo in the family Kookaburra GHH. This was Rosie’s first solo in wood, following up on her first gliding solo a few months ago in club plastic, so we all extend our congratulations to Rosie here at the International VGC! (Now that you have discovered “real” Gliding Rosie, can we expect to hear more about your journey into the wonders and joys of the “wooden world?”).

Thursday 10th of January saw the Super Cub grounded due to engine problems leaving winch the only launches.

With the high temperatures and sapping heat on the ground and in the cockpit, struggling to get away, and without the ability to get cool with height, many decided that it wasn’t worth the effort and opted to make a non-flying day of it. The town pool looked pretty good!

Leigh launched in his trusty Grunau Baby II, the open cockpit an advantage in the hot conditions. The mercury climbed as an audience on the ground watched from the shaded green lawn near the clubhouse. Leigh searched about and eventually turned into a thermal that could be seen from the ground. A few minutes later he reported, “Passing through 8,500’, 12 knots, don’t need the vario – all I’ve got to do is follow the straw!” This promptly saw a scramble on the ground, as plans were hurriedly altered! The temperature eventually rose to a stifling 44 degrees, and with thermals breaking the early inversion rose to almost 13,000! Ian Patching flew a stunning 370 kilometres in 5hours 27mins. He described the flight as exhilarating, his track taking him to Horsham then north to Warracknabeal, Lake Hindmarsh and Rainbow to play under the cumulus that were there. Skies were blue SW of that line.

Eric Sherwin flew a fast 184km in 2hours 15mins. to win League I with Patch as runner up. Caleb White covered 245km in his EP2 Super Goose in 3 hours 51mins.

Jenne Goldsmith (ESKa6) recorded a height gain of 11,891’ on the logger, enabling her to make a claim for gold height to complete her Gold “C” during a 260 km flight of 5 hours 20 mins.

League II pilots JR (Olympia “Yellow Witch”) flew 93km in 1hour 46mins. &

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*Just a note to thank the VGC for the beautiful salver that was presented to me at the recent Rally in Australia.*

*I am really chuffed at receiving the unexpected recognition. I'm sure David Goldsmith has/will pass on the news from our Rally.*

*I have a 2000km trip with the Grunau planned for April to Camden near Sydney where the GB was built and flown in its early days. The GB and John Ashford's K2b were built by the same blokes. We want to get the three surviving builders together with two of their old aircraft for one last time. We would like to have Ray Ash's Dickson Primary there too, as the same men built that as well, but Ray's situation makes it a bit difficult to travel far. I don't expect I can fly the GB as the local club's Pawnee is just too fast and no winch is available.*

*Cheers and thanks again, Leigh Bunting, South Australia.*

photo shows Leigh Bunting with VGC salver, and VGA president Alan Patching

Leigh Bunting in the Grunau Baby II flew 135km in 3hrs 51mins.

Friday saw many opt not to fly in the as they were simply too exhausted from the previous day to fly in the challenging conditions, and enjoyed a day of rest, recuperation and much talk instead.

Saturday was the last day of the rally. The weather was pleasantly warm with the southerly stream continuing. Thermals were broken and soaring was not particularly easy. The highlight of the day was the Ka4, flown by Peter Raphael and Ross Birch who managed to get a thermal right over the gathered crowd (who naturally were producing plenty of hot air!) and proceeded to climb well for a flight of 46minutes. Dave Goldsmith and Leigh Bunting swapped gliders and shared a thermal, while Jenne then took the Ka6 up while most gliders were derigged. Completing the last flight of the rally, she was called down with some reluctance, and at 6 pm, was just in time to prepare for the Annual Presentation Dinner!

#### Annual Presentation Dinner

With the laying out of a splendid spit roast lamb, and roast pork, a fabulous feast was presented by the enthusiastic Bordertown Keith Gliding Club team in which all the members of the Vintage Gliding Australia were very grateful. At the beginning of the Rally, the fearless rally organiser, Ian Patching had declared that mention of his least favoured aircraft was off limits, and subject to a 50-cent fine if the word "BLANIK" was spoken. Spies were appointed and appeals were welcomed – fine doubled! This bit of fun netted \$86 towards the Dinner bar bill, and with other contributions the occasion deteriorated into a wonderful evening! (Ian did an ABC Radio Interview, and managed to mention "Blanik" eight times!) Next year the word will be "thermal!"

After the first course, the official part of the evening commenced, with the

Annual Prizes and Trophies being awarded, in which saw Leigh Bunting receiving the International Vintage Glider Club's Salver for the highly commended restoration of Grunau Baby 2 VH-GDN from VGA President Alan Patching. Jenne Goldsmith won the Geoff Gifford trophy for best handicap distance between Rallies when she flew her Ka6 for 328 kilometres. Ian Patching is awarded the Renmark Trophy by Caleb White for the longest distance on handicap at the Rally with a flight of 373 kilometres. Neil Hardiman and Bob Hickman won the Schneider Trophy for the best Schneider Glider present with the restoration of Boomerang VH-GQY. Winner of the best Single Seater was Ken Caldwell's Cherokee 2, VH-GLU. David Howse won the Best Two Seater trophy for Kookaburra VH-GHH. Flying Director Caleb White presents Erik Sherwin with the League I trophy for top scoring in the daily tasks with consistent flying in his beautiful Ka6e, whilst JR Marshall won the League 2 Trophy for winning the daily tasks in the Olympia "Yellow Witch". (Leigh Bunting made this superb new trophy in the shape of the Golden Eagle wing). The "Feathers" encouragement award was presented to Mark White by his proud son Caleb, whilst the "Concours d'Elegance" award was presented to Alan

Bradley for his pristine modified Woodstock.

And lastly, Ged Terry's dedication has been recognised as Ged travels every year to Australia from England to attend the Bordertown Rally. Ged was presented with a bottle of Bundaberg Rum to take back to the UK, where Ged acts as an unofficial ambassador for Vintage Gliders Australia.

Sunday morning dawned cool with some light misty drizzle, as plans were made to leave for the long journey home, and the good-byes. It wasn't all about winning accolades, tasks and trophies, it was also the pleasures of sharing our

passion for vintage gliders and flying with wonderful friends who understand, and feel the same way. It became very obvious that, really, no-one wanted the rally to come to an end!

#### OTHER NEWS

ES59 Arrow VH-GNF has reportedly been taken over by Ian Linke for repairs back to flying condition after the aircraft was damaged last year by a leaking roof of where the glider was being kept.

Meanwhile the damaged Ka6e VH-GEA belonging to Ian Patching and Dennis Hipperson has had its wing-spar spliced by Mal Bennet, and the glider had its first rig in 16 years, so there was excitement all round.

At the GFA Annual Convention in Melbourne, John Ashford kindly presented the world's oldest operational fibreglass sailplane, the FS-24 Phonix, which was the star attraction at the GFA Seminar and Annual General Meeting in Melbourne on 8th September. Resplendent with a Vintage Gliders Australia sticker, the aircraft attracted admiring glances from modern and vintage pilots alike.

During the GFA Annual Dinner, GFA Treasurer and VSA President Ian Grant celebrated the award of the FAI (Fédération Aéronautique Internationale) Lilienthal Medal to Alan Patching. With much encouragement from both family and

**Below: Ka6e VH-GEA had its first rig in 16 years.**



friends, Alan decided to make the long trip to Europe to personally accept this prodigious award. Alan's daughter Margaret decided to accompany him, they spent four very enjoyable nights in Athens looking at very ancient ruins before flying to the island of Rhodes for the 101st FAI General Conference which was held in the town of Ixia, which is about 5 km from the old town of Rhodos.

The FAI Awards for 2006 were presented at the opening ceremony held in the grounds of the Rhodos Citadel attended by a gathering of over 150 people consisting of local dignitaries, FAI officials, Members of delegations from participating countries and of course those recipients able to attend of which there were about 40 out of the 85 eligible.

For each presentation the complete submission was read while a photo of the recipient was displayed along with a summary of their achievements on a large screen. The FAI President, Pierre Portman, then made the presentation, which consisted of both a medal and a framed certificate. We all here at the VGC congratulate Alan for this achievement, as draw your attention to the fact that it is one of the highest awards that is awarded by the FAI for serves to gliding. The Lilienthal Medal is dedicated to rewarding a particularly remarkable performance in gliding, or eminent services to the sport of gliding over a long period of time, and was created by the FAI in 1938. Alan was nominated on the recommendation of the GFA who had emphasised his contribution to glider airworthiness and in particular his invaluable work into the fatigue of sailplanes. (For further details of Alan's achievement see issue 121).

(Alan also gratefully extends his thanks to the VSA and to the GFA, who on his return made a significant contribution to the cost of the trip).

**Museum News**

The Australian Museum was further boosted when Bruce Brockhoff, a well known Australian International Team pilot and three-time winner of the Australian National Championships 15 metre class, supported the establishment of the "Australian Gliding Museum Bruce Brockhoff Annex" at Bacchus Marsh with a substantial donation of \$100,000 to the understandably enthusiastic applause of the large crowd. Among those present were two recipients of the Australia Medal, a recipient of the FAI

Lilienthal Medal, three National Gliding champions and one World Gliding champion - Brad Edwards and son Markus had flown from Armidale, NSW, to attend the ceremony. Bruce then took the especially inscribed stainless steel spade to turn the first sod for the new 18 by 20 metre building.

The AGM Bruce Brockhoff Annex is initially to be used as a storeroom and workshop, as well as an archive centre for memorabilia and gliding publications. At the present time much of the AGM's collection is housed in members and friends sheds scattered around Victoria. It is hoped to build a team of volunteer restorers from the west side of Mel-

bourne to complement the AGM Fern-tree Gully Workshop team. The AGM is still working towards opening our display at Point Cook as part of the Duigan Heritage Centre. We here in the UK, look on in envy!

**AUSTRIA**

Greetings from our Austrian members, who no doubt are getting ready to welcome us all at Wels in August - Ed  
See the photos below and right





## BRITAIN

The successful flights of the MINIMO, BGA 1639, during September, was a great moment at the London GC. Its last flight had been on the 23rd September 1978. It was flown again on the 8th September 2007, almost 29 years later. That was quite some C of A. inspection. Much of the impetus to get it finished was given by PETER UNDERWOOD. He has also been leading the restoration of an SG 38 at the Shuttleworth Trust. The SG.38 (Eon ETON)) is now finished and it is hoped to auto tow launch it. This is the first glider to be based

at the Shuttleworth Trust, which has been, as with many other British Power Flying Museums, totally given to exhibiting and flying old aeroplanes. We congratulate Peter on penetrating the sacred realm of the ancient aeroplane, for the first time, with a glider!!!!

On SUNDAY the 18th NOVEMBER, the wind blew up the hill at the London

Gliding Club and a vintage glider fleet consisting of MINIMO, MU 13D-3, OLYMPIA, PREFECT etc were able to soar along it up to a QFE of 1000 ft, which is now the Max Height Never Exceed over the LGC due to Luton Airport's air space rules. As it took a long time to rig the MINIMO, one can imagine the advantage of a hangar for vintage gliders.

AT LASHAM, GLYN BRADNEY has been continuing the C of A of his OLYMPIA 403 in the Vintage Centre. He has found no less than 80 lbs of nuts stored by mice in its wing. The mice had apparently found it easy to gnaw through the soft wooden floor of its old trailer. He has since bought traps and a device which gives out a high frequency sound can not be heard by humans but is said to repel rodents! There has been a great slaughter of mice. Before, enormous quantities of nuts were found in the MG 19A's wing tip. The mouse problem has now so far been eliminated.

## CZECH REPUBLIC

by CW.

From correspondence dated 28th Nov. 2007 from Tomas, Josef and Zuzka Mezerovi. "Unfortunately, during the summer of 2007, it was not possible for many Czech pilots to take part in every meeting held by our VGC friends, due to their work and other duties. JIRI LENIK is in better condition today. He was released from hospital at the beginning of October. He is taking part in a rehabilitation programme at a Spa at this time, but is expected to return home for Christmas. The SG.38 "ERWIN" is broken but we think that it is still repairable. Its construction is very much able to absorb shocks during heavy landings. We expect that its overhaul will take place during the spring of 2008, after Jiri Lenik's return into the life of the pilots and mechanics. The accident was not caused by a technical problem, but probably by the strong wind shear and turbulence, as revealed by the video film. Unfortunately, Jiri does not remember the time before or during the crash.

EMIL SLIVA is feeling better from last summer's health problems. During the autumn, he took part in a hill soaring meeting at Bezmiechova in Poland. This is one of the "sacred" gliding sites (*being Poland's pre 1940 famous gliding centre - CW*). Take offs were achieved by simply rolling the sailplanes down the hill on their landing wheels.

BORIS KOZUH, our Southern SLOVENIAN friend and member of the Czech National Vintage Gliding Club (the POTK), visited RANA this summer. He talked to us about some old gliders on Croatian and Slovenian airfields, but the owners of these gliders do not want to take out any kind of VGC membership. BORIS asked us to help to organise a Croatian/Slovenian meeting of historical gliders with Czech participation during the third or fourth week of June 2008.

We think that this is a good idea. We have tried to help our friend Zbigniew Jezierski in Poland; our friends in the ex-DDR and our friends in Austria. We will send you information about the Czech/ Slovenian vintage glider meeting later."

CW adds - We know that in Croatia, a 1956 built all metal METEOR super-ship was still airworthy. In Slovenia, an Eon OLYMPIA from 1947, as well as an OLYMPIA 419 from about 1956 were still airworthy and that there were plans to restore a Yugoslav built Kranich 2B-2

*Ian Strachan has just phoned through the fantastic news from Rome that our very own DEREK PIGGOTT has been awarded the FAI (IGC) Lilienthal Medal!*

*What a wonderful honour - so very richly deserved. What a man!!!*

*When I started my crusade last year to have DEREK PIGGOTT honoured by the wider aviation community, both home and abroad, I knew that when people knew more about the man, I would succeed. First I wrote pleading letters suggesting that he should be awarded the Royal Aero Club's Gold Medal. The Gold came to him. Then I suggested to Peter Hearne that the Royal Aeronautical Society might consider honouring him. Peter, a former President, a man of great influence in the world, persuaded the RAeSoc to award him an 'Honorary Companion of the Society'.*

*Having achieved Britain's recognition of D.P.'s achievements, I wanted the world gliding community to do likewise. First a plea to the BGA asking them to suggest to the Royal Aero Club that D.P. should be Britain's nominee for the Lilienthal. When that was accomplished ( I will find a way of publishing Dreck's C.V. which will blow your mind) and learning that the Poles and the Italians had also submitted their nominees I did tell friends abroad of my hopes. Thank you friends!*

*It worked. Hail to Derek.*

*Finally, I am equally proud of Lasham! Seven Lashamites have been awarded this FAI (IGC)'s highest gliding award - 1954 Philip Wills, 1966 Anne Burns, 1973 Ann Welch, 1984 Wally Wallington, 2005 Ian Strachan, 2006 Alan Patching and 2007 Derek Piggott.*

*That's quite a record.*

*Wally Kahn*

which was seen stored on Lubliana airport some years ago. The JUGOSLAV register of 1949 reveals that 29 of them were airworthy in the country at that time.

NEWS HAS JUST COME IN (Jan 2008) of two decentralised Czech contests for vintage gliders held in 2006. In the CPS Contest, the best of three flights by a pilot on three different dates were entered. There were 32 entrants flying a COBRA, ORLIKS, S-25 s, M-28, OLYMPIA 419, and M-35.

1st was Radim Hahn COBRA 303.4 km at 81.93 kph, 319.4 km at 65.27 kph and 332.4 km at 93.06 kph.

11th was Emil Sliva in an ORLIK 207.8 km at 63.8 kph.

18th was Picka Vlast flew an OLYMPIA 419 204 km triangle at 45.03 kph.

In the POTC's (Czech Vintage Glider Club) Competition there were 47 entries. Flying ORLIKS, PHOEBUS, L-SPATZ, DEMANT, Z-25, M-35. KRAJANEK, OLYMPIA 419. etc etc. Again, it was the three best flights from different locations on different days that counted.

First was Emil Sliva from Hronov club in an ORLIK, 298 km at 62kph, 221 km at 83.7 kph and 247 km at 52,8 kph.

4th was Milan Svoboda in a PHOEBUS; 318 km at 48.7 kph, 320 km at 50.1kph and 322 km at 47.9 kph. Milan

Svoboda's home base is Plnn/Letkov.

5th was Petr Hanacek in his L-SPATZ from Jesenik. 322 km at 60 kph, 272 km at 58.8 kph and 173 km 36.54.kph

We congratulate our member Petr Hanacek for his fine flights.

We regret that through lack of space we could not include all the competitors' achievements.

## DENMARK

Their 2G 2 sweater Open Primary had three flights from 1,000 ft (300 metre) winch launches) to well over 1000 m (over 4,000 ft) in thermals over Nitra. We do not know whether it had ever been flown to such great heights before. Unfortunately, while going home, it was involved in a car accident in Bratislava, which caused some damage to it and its trailer. The tow car was destroyed but fortunately the car driver was not badly hurt. We believe that the 2G and trailer are by now, repaired. There is another 2G and three more were built in Denmark.

The 1943 Mraz built KRANICH 2B-2, formerly D-0031, was severely damaged three years ago while landing down wind during an Air Day, in Germany. It is being worked on every Tuesday by a team of elderly glider pilots, led by Hannes Ling. During the accident, its fuselage was broken in half and its nose had gone. Now, all the broken bulkheads are renewed and its fuselage is together. It still needs its nose renewing and some metal fittings straightened or repaired. Other parts damaged were its fin and tail plane. Perhaps in 1 ½ years it will be repaired and airworthy again. In Denmark, there are two Swedish KRANICH 2 B-1 s, but they are in bad condition.

The team has completed an SG.38, which has been presented to a very grateful museum. A second SG.38 is to be restored to airworthy condition for their club's members to fly.

The HUETTER H.17A, OY-CJX, has at last been declared airworthy by the Danish Air Office. It has been flown among others, by GERHARD MALESCHKA, who was so overcome with enthusiasm after flying it, that he

departed for Eastern Germany, vowing that he would now build two HUETTER H.17B s. The "A" version was designed and built first in 1933 in Austria. The "B" version was designed and built in 1953. The team repairing the very historical MU 13D-2 LY-KEVA, OY-MUX, has been working for the past two years repairing a Ka 6. This is now finished and so we hope that they will get back on to the MU 13D-2. This machine had been bought new by Lithuanians and it won there the first Baltic Sea Championships in 1939. It was then captured by the Russians, and then, by the Germans, who returned it to Germany as a "Russian Booty Aircraft". It then was flown by the Wehrmacht Luft (WL) which broke it probably twice. It was repaired and then taken to Denmark. The British Army came in 1945 and removed 67 gliders from Denmark, all of which were in German markings. Among them were three Mu 13s, but they did not find WL-X1-217 (pre June 1943 WL registered) LY-KEVA, which was securely hidden.

Its last wing will need its double "T" main spar rebuilding outboard of about two metres, because of now 'not good' WL repairs. A member of the Danish Vintage Gliding Club can remember seeing German pilots in it doing endless loops during the war, with its wings flexing a lot. They can also remember seeing the OLYMPIA MEISE BGA 449 (LF+VO post June 1943 WL registered) flying over Denmark during war time by the German military. It was one of four Meises found by the British Army in Denmark. It is now stored dry in Plymouth. So far as we know, it is the last of the 650 MEISES built by Schmetz at Herzogenrath near Achen, during the war. THE DANISH VINTAGE GLIDER PILOTS ARE AN INSPIRATION FOR US ALL as also are the ALL VINTAGE GLIDER PILOTS! CW

Addendum to DANISH NEWS By the beginning of February 2008, the two halves of the KRANICH 2B-2, were joined up. Also a new nose had been built on to it. The fuselage still was lying upside down in its jig, awaiting installation of its landing skid. It still needed installation of its stern post and of course its plywood skin. It represents a fantastic achievement. When finished, it will be the last airworthy of the over 1,500 Mraz Kranich 2B-2s built during the war. Another does exist un-airworthy in the hands of Mario Sells in Germany. The repair of the Mraz KRANICH 2B-2 so quickly, represents a great achieve-

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ment on the part of the veteran Danish vintage glider pilots. We have heard that a second 2G TWO SEATER PRIMARYGLIDER is being restored.

## FRANCE

by CW

Some news of a few gliders. 7 FAU-SVETTES (Breguet 905) have found themselves in England. All of them were modified. One, (No.30), built in 1960 and registered F-CCJA, has been sold in 1960 to Jorgen Doppelbauer of Gunzenhausen in Germany. No.43 was recently sold to APPARAT at La Montage Noire. This still leaves FIVE OF THEM on the other side of the channel!

Laurent Postmark and Jean-Baptist Claudine have restored a WA 21 JAVELOT. It was No 17 and was built in 1959. It was first at La Montage Noire and then at Saint Auban, It was found to be in basically sound condition and its restoration went very quickly. Since then, it has flown very often and they



Above: a Wassmer Javelot

have found the machine to be very agreeable and easy to fly. Laurent has only 50 hours of flight time but he has flown his five hours in it. Jean-Baptist has flown a 300 kms out & return from St Creping, on the 19th of May 07, at an average speed of 61 kph. On the 18th of May, he climbed to 4,000 m. in wave. They have found a trailer for it and intend to bring it to Dedale's Rallies.

THE APARATCHIKS at La Montage Noire have built a good, simple apparatus for lifting their N.2000 MEISE) on to its wheels. It makes the operation "Child's Play" and Gerard Saint-Denis has shown great interest in it for lifting his heavy MILAN (WEIHE) on to its wheels.

THE REBIRTH OF THE CASTEL C.3010 F-CREJ. Marc Waibel has been working for more than a year to restore this unique C.3010 at St Saurian de Chadbourn in the Medoc. This is a hybrid glider consisting of the fuselage

of a C.301 which was built by the SNCAC at Billancourt in 1946 and cleared to fly by SALS during the same year, registered F-CAKJ and was given to the Aero Club of Orleans on the 3rd May 1949. During the époque of 1962, its registration had become F-CREJ. There is the suggestion that during it's general revision of 9th December 1966, that it had the C.310 wings by then as it was referred to as a C.3010. The wings seemed then new in very good order with new aileron cables.

It seems that only about five C.301S had their wings changed to become C.3010s, in the same fashion as SLINGSBY CADETS becoming SLINGSBY TUTORS, after the war. Marc has been working very hard on his project and decided to work on it rather than come to the VGC International Rallies in 2007. It is ready for finishing but he has decided that, as it still needs a trailer, he would spend more time flying gliders in 2008. The history of the type is as follows:

24 of the first Castel C.30 s were built in 1936. In 1941, after the rebirth of French gliding, the German controlled armistice commission ordered 314 to be built to equip the clubs and centres without testing as this had already happened before the war. This type was decided on rather than the new very promising EMOUCHET.

Only part of the order could be fulfilled as, on the 8th December, 1942, the allies invaded North Africa and, on the next day the Germans invaded the South of France to defend the Mediterranean coast. On the 5th December 1942, all civilian flying was banned in France. However, in 1942, there was an order for CASTEL C.31s. These were C.301s with higher aspect ratio, and therefore more high performance wings. These would have been eminently suitable for Silver C flying, and in fact, a C.310P, as the C.31s were called after the war, made a goal flight of 300 km in 1959. As the new wings on the C.31 made it be considered a new design, it had to be test flown. Therefore, by the end of 1942, only one of them had been delivered to the clubs and this one was quickly broken. In 1943, this broken C.31 was taken together with other French gliders, which included 14 AVIA 40Ps, to Germany, for flying by the Wehrmacht Luft. The C.31 order was completed after the war, when it became known in the French Clubs as the CASTEL C.310P. At that time, the EMOUCHET was mass produced for the first time, after it first had flown at Pont

Saint Vincent, having been built there, in 1938.

MARC WEIBEL has in his workshop LA LOUISETTE (named after Louis Breguet's son), the 1949 prototype of the BREGUET 900, of which about five were built in 1950, with flaps. La LOUISETTE does not have flaps. This prototype has not flown for very many years but we hope that it will be restored to fly one day.

La MUSEE DE L'AIR REGIONAL at ANGERS (the G.P.P.A.) from its periodical of Summer 2007 No. 93. Concerning the rebuild of the AVIA 152A. F-AZVI. The woodwork of this aircraft was finished except for the bases of the struts. It was awaiting inspection by an "Expert" before its fabric covering. We hope that by the time that this is in print, this historic aircraft will have been test flown. It was found by the museum as a wreck in the back of a gliding club's hangar and it has been completely rebuilt. This is the last survivor of a derivative of the AVIA 15 of the early 1950s, which became the backbone of the French gliding training system before 1945. The AVIA 152a was first flown in 1942 after a refinement of its predecessor the AVIA 151, and was built in large quantities in France and Algeria during and after the war. This one has a nacelle. Because of its large size, and refinement, it will have a very real slope and thermal soaring capability, and should give the Hols der Teufel some competition.

FRANCOIS BLONDEAU is now the PRESIDENT of the MUSEE REGIONAL DE L'AIR. Our good friend CHRISTIAN RAVEL, after many years as President, is now Honorary President of the Museum. They were obliged to stop their Moraine 505 "STORCH" flying because of "grilled" valve heads, after a meeting at Bangles de l' Oren. However, a new engine has been installed thanks to the kindness of Daniel Renault, who has taken the matter in hand. The old engine is being overhauled. This STORCH was with us during our Rendezvous Rally at Angers in 2006. The restoration of the WA-22 was nearly finished. The team was then preparing the plastic parts, such as nose and fairings. It will be better than new when finished.

THE MUSEUM has many new items including large models of an N.1300 (Grunau Baby 2b) and an AVIA 41P. ANGERS also experienced bad weather in 2007. However an Indian Summer allowed flying in their BREGUET 904

and FAUVEL AV.22.

During January 2008, we learnt that the AVIA 152A primary glider at the Regional Air Museum at ANGERS was having its second or third inspection by the Bureau Veritas, before being allowed to be fabric covered. In 1942, this was the final development of the 1932 AVIA 15 training glider. It is very magnificent and is relatively quite large when compared with other primary gliders, excluding perhaps the Hols der Teufel. It is hoped the AVIA 152A will be cleared for aero towing, at least by the 340 hp STORCH.

## GERMANY

There was a GERMAN NATIONAL VGC MEETING during the evening of SATURDAY 20th October in the village of DIETERSHAUSEN near the Wasserkuppe. This village is famous for us because the HORTEN 33 was once found stored here. Its storage barn has now been knocked down and a restaurant has taken its place. GERMAN VICE PRESIDENT OF THE INTERNATIONAL VGC, HARALD KAEMPER ran the meeting in his own way. At the beginning of the meal, there was a standing minute's silence (with tears in the eyes) for Herr REICHMEIER, PAUL SERRIES (our previous German VGC Vice President) and for the young and beautiful DIETMUT SCHULZ, who had tragically met her end with her passenger at the Waechtersberg in a KRANICH 3 accident. She was a pilot full of promise. Sepl KURZ, former leader of the OSC Wasserkuppe, and

JOCHEN KRUSE were both in hospitals for critical operations. The VGC wishes them quick recoveries. We should remember that both of Jochen's two seater sailplanes, a CONDOR 4 and a KRANICH 2b-2 which he had kindly lent to young pilots, who had severely broken them, have been, or are being, repaired. His CONDOR 4 was repaired in Japan and is currently waiting to get airborne with a Japanese owner in Australia, and his KRANICH 2b-2 (Mraz built) is currently being energetically repaired by a team of Danish VGC members. HARALD KAEMPER reported that his RIEHER 3 had its Perspex canopy drawn over its mould on Wednesday the 24th of October 07. The REIHER will then have to be finished and a trailer will have to be built for it. BERND EWALD said that there were problems with his HORTEN 4a's centre section, which was recently finished by members of the Hamburg Lufthansa workshop, who had been working on it without pay! This means that both aircraft will not be ready until mid 2009 but it is hoped to present them for the first time to an astounded world during that year's planned International VGC Rally at Achmer Osnabrueck.


It has recently been agreed with the Poles that 2008's GRUNAU BABY RALLY should take place for a whole week during Whitsun at JEZOW (formerly GRUNAU), the sacred home of the Grunau Babies. It is hoped that a week long Grunau Baby Rally might attract Grunau Baby owners from other lands to attend. It is known that during the early 1960s, ANDY GOUGH of the RAF, was ordered to bring to Britain the last remains of the RAF's 1945 Glider Fleet from Germany for sale to British civilians. This fleet consisted of a JS WEIHE, three KRANICH 2B-2s, two GOEVIER 2s, the RHEINLAND and many GRUNAU BABY 2s and 3s. The GRUNAU BABY 2Bs were mostly built during the war and therefore they are probably among the oldest GRUNAU BABIES in the world. It has already been announced that all launches at next year's Grunau Baby Rally will be by bungee.

GRUNAU (JEZOW) is an outstandingly beautiful gliding site with many soaring slopes facing most wind directions. It was also the largest Reichssegelflugschule (State Gliding School), the building of which are still there. The Edmund Schneider factory, where at least 3,000 Grunau Babies were built, is also still working on gliders in the village of JEZOW SUDESKI, (Grunau), below the site.

LATE NEWS (Dec.07) from the GERMAN GLIDING MUSEUM WITH MODEL FLIGHT on the Wasserkuppe. The Museum's very considerable fleet of static displayed gliders has now been joined by the HUETTER H,17A D-1012 of 1933 and the 1926 LIPPISCH ROCKET PROPELLED ENTE (CANARD). These represent the final restoration work of the team led by the Museum's workshop restoration team PETER DISTLER, DAG PETERS, and OTTO BECKER, which was led by JOSEF KURZ. PETER DISTLER is now to lead a new restoration team for the Museum's glider exhibits. Their New Project is the HKS 1-V.2 of 1954 which has been stored for many years in less than perfect conditions in a shed on the Wasserkuppe. Its wings are in passable condition. Its fuselage has some glue failure caused by damp in its nose area. It's butterfly (V-) tail plane only consists of fragments. This is a 19 m span German sailplane. HKS stands for Haase, its pilot, Kens, it's designer and Schmetz, it's builder. It did not have great success in contests, but its smaller version, the HKS -3, which is on display in the German Museum in Munich, did win the 1958 World Championships at Leszno, Poland, flown by E.G.Haase.

In the Wasserkuppe Museum's drawing archives, SIEGFRIED LORENZ has put over 4,000 historical sailplane building plans onto disc. Copies of limited numbers of them could be sold to those who wish to have them. A RAPE SEED OIL fired heater has been bought to heat the museum. The OLDTIMER GLIDING CLUB (OSC) on the Wasserkuppe has been occupied during the winter giving their KA 2B a basic overhaul.


A GERMAN SAILPLANE AERO (exhibition) at Sansei was held to celebrate the 66th German Gliding Day (Segelfliegertag) in a whole hangar on the airfield. Vintage gliders were uniquely represented by a superbly restored SG 38, D-7038. It was even clear varnished. Among the awards given was a Paul Tisandier Diploma to the famous sailplane designer GERHARD WAIBEL. During November 2007, a Rumanian member of the Alkaflieg Munich crashed the MU 17 owned by the Alkaflieg. This is being repaired. So both the surviving MU 17s, which were built in 1956, are at Rainer Karch's address in Munich. The other one is his and needs restoration. The three prototypes and the 10 which were built by the FFG Prague (Flugtechnischefertigungs Gemeinschaft Prag) during the war, came



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to their ends in the hands of the occupying forces. The two MU 17s at Rainer Karch's address are all we have to remind us of the Alkaflieg Munich's very good Olympic sailplane of 1939. HARRY CHAPPLE, who is now working in the Netherlands, has taken his original MU 13D-3 from WEISSENBERG in Germany to the Netherlands. Weissenberg, near the HESSELBERG, (a very famous historical Bavarian gliding site), has been, and still is a home for MU 13 Ds, as the one from Francois Ragot, which was previously in La Ferte Alais's glider fleet, is being rebuilt there. We have heard that as of February 2008, Hermann BEIKER in Hamburg had almost finished the two wings of his originally Spanish AISA built WEIHE. Its fuselage is well on the way to being repaired. Dare we expect that soon a WEIHE in the ancient colours of gliders in Spain will appear in North Germany? Its total reconstruction will represent a very great achievement by Hermann Beiker.

## NETHERLANDS

by CW

Having hitherto not had a benevolent state gliding organization, the Dutch now seem to have a good one! Because of this, there has been an expansion of their vintage gliding movement and some really old vintage gliders appearing on the scene. There has always been an ESG (Einheits School Glider) GRUNAU 9, and several GRUNAU BABIES but now there is a SLINGSBY SKY airworthy, while another is being repaired at Deelen. (*This is the SKY in which Phillip Wills won the 1952 World Championships at Cuatro Vientos, Madrid.*)

A new MINIMOA is being finished at JEZOW in Poland. This aircraft has largely been built by Bob Persyn in the Netherlands from drawings that the VGC sent him. However, it was agreed that it would be worked on at Jezow by the firm's workers during moments when they were not busy with other restorations. This did not happen, so little progress has been made. The firm's workers have now been asked to work on it full time. It is believed that the firm was too busy restoring Grunau Babies, so many of which were built there during the old days.

Further to this, the unique GRUNAU 8 is being at last worked on. This we believe stems from 1929?, and it will be the oldest Vintage Glider flying anywhere in the world. Its tandem two seated

fuselage is not in too bad a condition but its wings will need renewing. This aircraft is owned by Hein Schwing, who had given it to an organisation to be stored and to be made airworthy. Now Dutch VGC members are working on it. While it seems to have been dry and stored well, not much progress was made to getting it airworthy, until now. To have this one at 6,000 ft will be a tremendous sight.

The 1939 V.20 as illustrated with a 3 view drawing on page 37 of VGC News No. 122. This is expected to be finished and airworthy in the foreseeable future. The Dutch VGC seems to have admirable enthusiasm, thanks to a sympathetic State administration (Rijksluchtvaartdienst), very good internal organisation and the super Airdrome Aircraft museum at Lelystat. It shows what can be done. If only other state gliding administrations could have followed the Rijksluchtvaartdienst's example, we might not be confronted with the potentially disastrous situation as we are now. Small is good. Big is bad when it comes to organisations.

Jan Foerster told us during mid February that he had just finished fabric covering the very historic 1939 Dutch V-20 sailplane which we described on pages 36 and 37 of VGC News No. 121, summer 2007. It is expected to fly this year. (*See article in this issue from Neelco Osinga - Ed*)

### Slingsby's over Salland

from Eric Munk

News from Lemelerveld, Netherlands, where a small group of private owners joined forces under the name 'Slingsbys over Salland' some years ago. Their goal? To keep vintage Slingsbys flying – and work on some others glider too while they're at it...

The 9th of June saw the first post-restoration flight of Slingsby T.38 Grasshopper TX.1 BGA.3488. Erwin Janssen took a car tow to 150 feet and declared the restoration a great success after landing. The airplane has since been flown on a number of occasions at vintage glider meetings. Restored to its original RAF colour scheme (WZ795), the aircraft is fully original and comes with all equipment (tripod, wing boards, manuals, all documentation, etc.). A custom-built trailer is due to be completed at the end of this winter.

During the seven year restoration (some other jobs got in the way), BGA.3488 was extensively rebuilt, including a new front diagonal for the A-

frame, a new spar for an aileron, replacement of all flying wires and the complete rebuild of one wing due to glue joint problems in the ribs. The remainder of the airplane was fully overhauled, recovered and repainted under the guidance of BGA-inspector Jan Förster. He oversaw



Above: Erwin Janssen flying the Grasshopper on one of the vintage glider meetings.

the work done by local technicians Erwin Janssen, Evert Kuiper, Ed Eeltink, Henk Stubbe and Eric Munk.

The Grasshopper joins a 'fleet' of two other Slingsby's. Prefect PH-196 has been at Salland since 1974, while Sky BGA.1053 has been flying here since 2005 after restoration by Slingsby's over Salland.

Just as a PS: the 'members' of Slingsbys over Salland also have (shares in) a K.8b (D-5191), Ka.4 (PH-279), Ka.6E (PH-365), Ka.2b (PH-919), Ka.6Cr (PH-279), K.7 (PH-264) and Ka.6BrPe (PH-874). All of these are airworthy, though the Ka.6BrPe and Ka.4 have not flown for about two seasons. There are some people insisting the group should be called Schleicher's over Salland. This is, of course, nothing but a foul rumor...

## NEW ZEALAND

The WEIHE AND SKYLARK 3, which were recently imported by Ian Dunkley, are not so dormant as reported in previous VGC News. The SWEDISH BUILT 1943 JS WEIHE is in his workshop at TAKAO BAY on Banks Peninsula near Christchurch and requires very little work to make it airworthy. The SKYLARK 3 will be flying during this summer's Vintage Kiwi Rallies in NZ. Both types, but not these actual aircraft, took a very important part in NZ's gliding history during the 1950 s, being flown on National records and 300 km flights by S.H. Georgeson. The actual Dick Georgeson JS Weihe's fuselage is on display at the Ashburton Museum. It now has stub



*Above: Ian Dunkley's Skylark 3f, ex Essex Gliding Club, made it's first New Zealand Rally appearance at Taupo in January. It had it's first NZ flight, a winch launch, on a muddy winter day last year in the hands of Marc Morley, at Drury, after he completed repairs started by Ian in the UK. It's second flight, an aerotow this time, on a very hot summers day being reported in the local press. The Taupo Rally, the best yet, will be reported in the next issue.*

International Vintage Glider Rally at WELS in Austria next July.

News has come from JEZOW via Ian Dunkley who was there last September. Although there was no progress on his FAUVEL AV 22, there has been some on the Dutch MINIMOA and the Belgian SPALINGER S.15K, and on their SALAMANDRA. We believe that the JEZOW firm is concentrating mainly on building SP-5 fibre glass high performance two seaters, for which they have received some orders from the USA. It was agreed that the AV 22 would be finished by next summer's International Rally at Wells and that its main fuselage wing fittings would have to be replaced due to their being corroded in the humid conditions of Camp Hill.

LESZEK DANKOWSKI was leading the vintage glider restoration while HENRY MYNARSKI was away at an aeronautical exhibition. Much will depend on the weather during the winter.

JAN SLODOWSKI had told us that the Storks (the Bocians) have already left

wings built on to it because there was no room for 18 m span wings in the museum. Its registration was ZK-GAE but was formerly the machine of P.A.Wills in Britain registered BGA 433 and G-ALKG during the late 40s and early 50s. It had been rescued from the Wasserkuppe, from the Americans, who said that they were about to burn all the gliders.

It is also rumoured that an Mg 19 winged STEINADLER will be going to NZ as well as a FAUVEL AV 22. The Mg19A will be the first gull-winged sailplane ever seen in New Zealand.

## POLAND.

For a long time we have had no news from Poland. Now at last we have received some news from ZBIGNIEW JEZIEWSKI concerning vintage gliders at Gliwice. The various broken components of a T.21b which arrived from Camp Hill on a lorry have been gradually repaired and the fuselage now has a new nose. Work has continued to repair a wing.

Work on the Gliwice new SALAMANDRA has continued. It only now needs details to finish it. It is very likely to be ready to take part in next year's

*Right: Mietek Smagacki with the replica SALAMANDRA which he is helping construct in SZD Jezow. See separate article*





(during September) and this is a sure sign that there will be a cold winter in Poland. We have heard the very sad news that PIOTR PYCHALSKI has had a fatal accident while air testing a sailplane. We do not know whether this was his ZEFIR 2A but we hope that it was not? See VGC News No 111 of Spring 2004. Page 28 "My Polish Pearl". Our sympathies go out to his relations and friends.

## SWEDEN

by CW

Thanks to a more sympathetic State Gliding Administration for vintage gliders, there has been growth in our movement in this country. Now with Swedish CofA, are CH 2B-1, T.21b, GRUNAU BABY 2B, SG.38 etc. This is very different to the Swedish Gliding Administration of the early 1960 when all wooden gliders were banned from flying. This led to no less than 50 WEIHES, KRANICH 2B-1s, OLYMPIA GRUNAU BABIES, and SG.38s being burnt, although a few were sold to Britain and the USA, where they are still being flown. Others found their way to Swedish Museums.

There is moreover, a Swedish Glider Museum on the National centre of Aldeburgh which has a slope and a rebuilt wooden bungee launching ramp. So the future looks good for vintage gliders in Sweden.

The KRANICH 2, formerly BGA 964, is still doing well in the air, being flown by the veteran glider pilots and has been displayed on the ground at several exhibitions. It is always flown in Sweden with its wheels attached, as it is less heavy to lift by old pilots.

The KRANICH 2B-1 (One of 35 built in Sweden during 1943/44) has spent the winter derigged in its trailer in a building. During gliding seasons, it is kept on display rigged in the Alleberg Swedish Gliding Museum, but it is taken out during the season and flown with instructors by members of the Swedish Veterans' Gliding Group. This aircraft was formerly BGA 964 in Britain, but it has now been restored to its old Swedish civilian registration SE-STF. It had been the training 2 seater for the Stockholm Gliding Club.

It had, at first, the Swedish Airforce (Flygvapnet) registration Fv8226. It had been in England where it had had a charmed life since 1960. Owing to the great expense of taxing a 4-wheeled vehicle on Swedish roads, its trailer under

carriage has now only two wheels, we hope, of great size. CW had organised for STF a new trailer with 4 wheels for more security on the roads of Britain. STF had become internationally famous, having been flown by CW in Sweden, Germany, Netherlands, Hungary, Poland, France, Czech Republic, and Elmira in the USA.

Its new owners, the Veteran Vintage Glider Club of Sweden, thinks that it is so precious that they do not wish to bring STF to any more Rallies outside Sweden, because of the dangers on the ships and Autobahns. So anyone wishing to see an original KRANICH 2 B-1 must go to Alleberg in Sweden.

The Swedish group has already invited the Norwegians and the Danes to come and fly it. The latter have been invited to make them more enthusiastic about flying their Mraz built KRANICH 2B-2, which was severely damaged during a down wind landing at an air day in Germany. Not that the Danes need to be made any more enthusiastic, after their great progress with the repair in Denmark. There are also two Swedish built KRANICH 2B-1s in Denmark, which are in very bad condition (un-airworthy). We are glad that the Swedish Veteran Group is looking after their KRANICH 2B-1, SE-STF so well.

## SWITZERLAND

from Daniel Steffan and  
Willi Shwarzenbach

### The Swiss built DFS Olympia Meise's

The DFS Meise, designed by Hans Jacobs in 1938 and selected in 1939 as the Olympia class sailplane to be flown by every nation's competitors at the Olympic Games. Unfortunately the 1940

Olympia Games in Helsinki never were held due to outbreak of war. Despite of this, Meise's were built in Germany, Sweden, Hungary, Yugoslavia, France, Britain, Australia and also in Switzerland.

In 1942 the subsidized "Segelflugzeugbau-Genossenschaft Zürich" was created. The workers were mostly unemployed persons. The project was to produce gliders and as a priority Olympia Meise's for the Swiss pilots participating at international competitions. The line production of 10 units started immediately. The price for one Meise was quoted for 2200 SFR and on this basis many (mostly unsecured) orders and order-intentions were booked and the production of further 10 Meise's was already planned.

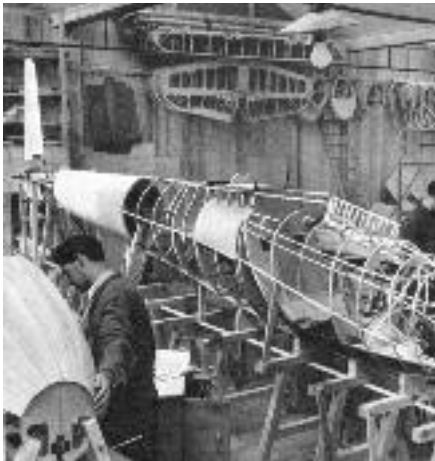
However it took three years (1942 - 1945) instead the expected 6 months to finish 11 Meise's (HB-381 to HB-391). The main reasons were the often absent workers (military service), missing knowledge, delayed deliveries of material, insufficient heating and the lack of money. The price for the Swiss built Meise raised to 4'000 SFR (about £232 in 1947). Most of the gliding clubs lost interest and cancelled their order, finally the last 4 Meise's were not sold before 1948.

The history shows that some of these Swiss-Meise's crashed, that four of them were cancelled from the Swiss glider register due to particular reasons, but happily some survived! These are the HB-381, HB-384 and HB-491 of which, as far as we know only the HB-384 is airworthy at the moment.

This Olympia Meise HB-384 was purchased by the Grenchen GC and did her maiden flight on the 31st December 1945. It was sold 1959 to Andreas Furrer in Eastern Switzerland. From there the



DFS Olympia Meise HB-384 ready for the 'first' flight on the airfield Grenchen on 30th June 2007 Thomas Fessler



**Left: this photo of the serial production of the Swiss Meise's was published in the Aero-Revue No. 4/1944.** Vlasak, Aero-Revue No. 4/1944  
**Above: the Olympia Meise HB-381 during the Swiss federal flight examination in April 1945** archiver Kurt Stapfer

Meise moved 1967 to the Pilatus GC at Beromünster and was later owned by Doris Heinzer. She, and also Fridolin Vogel flew it at many of the earlier VGC-Meetings. Then, around 1990 the DFS Olympia Meise HB-384 fell asleep until 2003, when Thomas Fessler brought the glider back to Grenchen and restored it from 2004 to 2007

The first take off (after a grounding of 15 years) took place at the airfield Grenchen on the 30th June 2007. After this test-flight Thomas was delighted, everything seemed fine, but he reported that when leaving the controls, his Meise went not straight but had the tendency to move into moderate turn - - then a long retired gliding pilot assisting the landing replied with a smile: "forget about - she had this behaviour already 62 years ago!"

**Other restorations in sight**

Thomas Fessler plans to do more restorations in the near future:

One project will be the Spyr 4 HB-336 which he took over from Urs Villiger. Urs started the restoration in the seventies but did not succeed entirely. The HB-336, designed 1941 by August Hug, was flown at the 2nd VGC-Rally at the Wasserkuppe 1974 by Alfred Gulz

Another project will be a primary which Thomas Fessler could buy from the museum of history at Grenchen. The remains of this glider had been stored in the boiler-room of the museum.

First, due to the mark on the rudder, Thomas believed he became the owner of the Karpf-Zögling HB-473. However there was something wrong, as the Karpf-Zöglings used to have a partly covered steel-tube fuselage and on the wooden fuselage from the museum Thomas found the much smaller number 429. This number leads straight to another type of primary, the AeCS-Zögling (AeCS = Aero Club Schweiz).



**Above: The DFS Olympia Meise HB-381 in the air.** T. Heimgartner, Aero-Revue No. 6/1945  
**Below: Mr. Müller from the Swiss federal air administration during the flight examination of the Meise prototype.** archives Daniel Steffen

**Right: the cover of the Aero-Revue No. 6/1945 with the simple head line: MOTH AND MEISE.** T. Heimgartner



**Right: Thomas Fessler in action at the Swiss National Vintage Glider Rally at Grenchen in June 2007.** Daniel Steffen



**Above: the Karpf-Zögling (Swiss primary) HB-473 has a partly covered steel-tube fuselage. Below: the AeCS-Zögling (primary) HB-429 with a wooden fuselage. Is the number on the rudder correct? Swiss federal archives / Thomas Fessler**  
**Right: AeCS-Zögling HB-429 of Thomas Fessler in the museum of history at Grenchen in 2003. Thomas Fessler**



Thomas, still in doubt went to the Swiss Federal Archives at Bern and asked for a look into the documents of the deleted Swiss gliders (including primaries). This is easier said than done! The complicated organisation system of the archives demands a lot of patience from their visitors and is extremely time-consuming.

Thomas finally had the papers in hands and was even allowed to take photographs. He found out from the "register" that "his" primary HB-429 was given to Austria in 1950 and therefore had been deleted from the list. This is what the administration says - but who believes?

## USA

from Bob Gaines dated 6. 12. 07.

Bob is working on his PETREL, the second of the three Petrels that were built. He is trying to restore it in to the natural plywood and varnished finish that it had in 1939. So far the work is proceeding well but it is taking time. His RHOENBUSSARD, that was found by Johan Kruse in an Argentinean Café, is stored under dust covers, awaiting the finishing of the Petrel. It was one of several Rhoenbussards in Argentina.

The US Vintage Gliding Club's Magazine BUNGEE CORD has had a complete make-over and will have coloured pages. In the latest edition, there appears a "NEW" looking RHOENBUSSARD. This was an old RHOENBUSSARD

which has had every part built new. It originally came from Max Mueller at Muenster, Telgte. As it had short span ailerons in the Siebert style, the LBA could not consider it for a German C of A as it had no 'Kennblatt' with the short span ailerons. Thus, it was sold to Ted Hull at Dunstable who eventually changed the ailerons back to original style. Ted sold it on and finally, as no one would buy it, it was sold to a buyer in the USA. The "new" Rhoenbussard is to be on display at the 2008 SSA Convention. Construction should be finished for a first flight which is planned for the summer of 2008. Its builder, Mike Redman, found its construction complicated. The fuselage of the old Rhoenbussard is behind it in the photographs and seems to be still almost complete. Perhaps a second Rhoenbussard might appear as well? Mike Redman's woodwork is absolutely first class. He had previously worked for RARE Aircraft in Minnesota with his father and two brothers. The firm restored antique aircraft.

The 'new look' Vol 33 No 4, Winter 2007 "BUNGEE CORD" magazine is superb with glossy pages and first class coloured photographs. This is the quarterly journal of the Vintage Soaring Association of America (the VSA). It mentions that there is currently a continuing project to translate Hans Jacobs famous Werkstattpraxis (Workshop Practice for Gliders and Sailplanes) into English, and is a combined American/Australian project. Work on the book is in its last stages with only the final proof reading, and inclusion of photos to be done. Bob Gaines and John Ashford are currently trying to source a publisher, and anyone with suggestions in this area, they would be keen to hear from. (All contacts can be made through the VSA itself at [www.vintage.sailplane.org](http://www.vintage.sailplane.org)).

The Slingsby GULL 1, which was built in America, has been sent out to BUD BROWN by the National Soaring Museum in Lawrenceville, Illinois to be refurbished. Bud does nice work. It should be finished by the late summer of

2008. Most of the vintage Glider activity in the USA now appears to be centred on Lawrenceville and Tehapachi, California, although there is emerging activity in Wichita, Kansas (Neil Pfeifer) and Dansville, New York, not far from Elmira. In Lovettsville, on the Jan Scott Air Park, the collection is down to MOSWEY 3, the PRATT READ and BERGFALKE 2/55. Later aircraft are Ka-8, SF-27, Ka 14, an RF 5 motor-glider, a 1-26 (not Linn's...she sold hers last year) a Ka-7, a MISTRAL C and Jan's Rotax FALKE.

The HORTEN 3f and HORTEN V1 are now hanging in the UDVAR HAGY CENTRE (on DULLES AIRPORT). The two sweater HORTEN 3H centre section was never repaired, only preserved. The German restoration of the first two is very good but they can only be admired from a distance. As for the HORTEN 1X jet fighter (3rd prototype), as far as Jan Scott knows, it is pretty low down on the priority list of aircraft awaiting restoration. The HORTENS 3F and 3H were both located by Philip Wills in June 1945 in a wood in the French Zone. He had the Americans bring them in on their trailers, by the American 9th Disarmament Division at Nellingen near Stuttgart. They had been located on their trailers in a wood in the French Zone. The French had allowed their retrieval; they seemed both as new. With them was another unidentified 20m span Horten, which was not skinned. Philip Wills thought that he had organized them to be delivered to Farnborough but this did not happen as communications were then so bad between England and Germany. The HORTENS 3f and 3h, together with a HORTEN 2 and a HORTEN V1 were all taken to the USA where as far as we know they were delivered to the Northrop firm, which had its own flying wing programme. We believe that they were never flown in the USA but were allowed to deteriorate, alas. They were returned to Germany to Holge Steinle at the GERMAN TECHNICAL MUSEUM in BERLIN for restoration which took many years. New wings for the HORTEN 3f were quickly built. As this happened, we believe that the above museum may now have sets of new drawing plans for these aircraft. The HORTEN 2 (ex-D-10-125) was restored and is now exhibited in the new German Technical Museum in Berlin.

THE NEXT IVSM (International Vintage Soaring Meet) is now to take place from June 27th until July 4th July, 2009, at Harris Hill, one year earlier than was originally planned. □

# RÉTROPLANE 2007



*This is first report in what is hoped will be a regular column by the well known leading British Modeller, Chris Williams. Chris has kindly consented to keeping VGC readers up to date through his reports of the increasingly popular Scale Glider World and some of the events that take place all over the UK and Europe on a yearly basis. Anyone wishing to contact Chris for further information, or to contribute towards their groups activities for VGC News, may do so by email:- [chriswilliams4@compuserve.com](mailto:chriswilliams4@compuserve.com)*



**Top: This LO100 sets the scene on the hillside at Schweisel**  
**Above: Brit modeller (and ex BEA Captain) Dave Stokes' Jaskolka**

In the days of yore, say fifteen years ago, if you were a dedicated builder of model vintage scale gliders, it was all too easy to assume that you were operating in an isolated enclave, cut off from the main body of model builders. With the coming of the Internet it was gradually borne upon us that there was a worldwide community of like-minded enthusiasts out there, all now able to communicate with words and pictures over this new medium. An added bonus was that pre-planned or off-the-cuff events could be organised quickly and effectively, and it was to one of these that a trio of us set off to France back in July 2007.

The *Rétroplane* event is a relatively

young one, having been in existence for only a handful of years, and takes place in different parts of France annually to equalise the distance that the participants have to travel. This is a slope-based affair with this unique and important qualification: the scale sailplanes entered must be of the vintage persuasion, the rather loose definition of which was that they should be mostly constructed of wood! Having registered via the *Rétroplane* website we set off on the long journey to the High Vosges to Kruth, near the Swiss border. (It should be pointed out here that this was during the wettest summer in living memory and crossed finger joints were under severe strain.)

Sure enough, during our three day stay

it rained persistently for two of those days and it was a miracle indeed that on the Saturday as we foregathered at the Schweisel (pop: nil; altitude 3,400 feet) the wind blew true on the hillside and the rain clouds maintained a sullen absence. It was reckoned afterwards that there were some 100+ vintage gliders, some on the hill; many remaining in their cars, for one day was simply not enough to fly the whole lot.

As you might expect, French glider history was well represented, with no



*Left: Armand Giraud's Planeur Magnard suffers an unfortunate launch  
Above: As vintage as you can get Otto Lillienthal  
Right: Plenty of Fauvel's were on offer!*

*Author's near 3rd scale Minimoa, based on the Von Arx version in the Wasserkuppe museum*



less than three Fauvel flying wings in attendance, all of which flew very well. Event main organiser Vincent Besançon had brought along his exquisite Frankfurt Cinema, the fuselage of which is constructed from silver-soldered steel tube. The pilot's arms and legs are connected to the rudder and elevator servos for that extra in-flight realism. There were many flyers from across both the Swiss and German borders, and from the latter, Ewe Gewalt, once known for his range of glass ship kits, was flying his lovely Sperber Junior to great effect. The fairly strong wind proved an obstacle to the very early gliders; you don't get much more vintage than something connected to the name Lillienthal, but Otto claimed a headache and stayed earthbound on this occasion, whilst the challenging Planeur Magnard might have been advised to do the same as the wind trickily forced itself under the foreplane and

*Erwan Plu's enormous Waco troop carrier  
Has anyone seen Pegasus bridge*



## MODELLING REPORT

ruined its owner's entire day.

Perhaps the most stirring sight of the day was that of local Rétroplane organiser Jean Claude Haller's beautiful Wien. This unpainted-but-varnished wooden beauty flew close to the edge of the slope in a convincingly smooth fashion, with a graceful chandelle at the end of each pass. This really sets the scene for the day's flying: with a cold wind blowing there wasn't much chance of catching anything in the way of thermal activity, so it was mainly a question of flying as close to the hill as courage would allow in order to best display beautifully crafted scale sailplanes in their natural environment.



*Above: Uwe Gewalt's beautiful Sperber Junior  
Left: Unusual subject rocket-powered Opel Rak by Fred Marie  
Below: Jean Claude Haller's gorgeous 3rd scale Wien  
Below right: Laurent Beldame displays his 13.5 scale Habicht, based on Doret's early version*



*The Retroplane prime mover Vincent Besan displays his exquisite Frankfort Cinema*



Next year the event moves to the Cannes area, a bit too far even for these hardy Brit souls, but in 2009 the whole shebang is to be held in Ireland, and our names are already up on the website for that one!

Now, I mentioned the Internet at the beginning, now here's even more proof of its usefulness:

You can view a brief video of the affair on YouTube here: <http://www.youtube.com/watch?v=Z6Z5pfg216U>

If you have some time to spare whilst at your PC, a look at Vincent's website is well worth the effort: as well as the full-size stuff, there are build logs and videos detailing his exquisite workmanship. <http://www.retroplane.net>

Finally, you can join the Brit contingent at their own dedicated website here: <http://www.scalesoaring.co.uk> □

## A Ka 4 in the elderly home

The members of the Dutch Vereniging Historische Zweefvliegtuigen, VHZ, (Vintage Glider Club) try to bring our old gliders in an airworthy state and to let them fly. But unfortunately! In our country nobody is interested in an old Ka 4. The Rhönlerche, PH-242 serial number 160, is a part of the Aviodrome collection. This collection of twelve gliders was donated by Raymond van Loosbroek. Herewith he saved a very precious collection that included two winches and trailers. You may say that Raymond donated two complete glider clubs. In the last number of the "Spandraad", the official magazine of the VHZ I asked the members to adopt this Ka 4 or a Skylark

II or Skylark III, all nice gliders. I got no response. So, what to do with these magnificent gliders? They are in stock in an old farmhouse, but this is not the ideal situation: think about damp, dust, rotting and rusting.

My profession is inspector of health care. When I visited a brand new elderly home, the director told me that the so called atrium was great enough for exposing a glider on the roof. Immediately my thoughts went to the Ka 4. After a short period of counselling the architect, the fire-brigade, Raymond and Arno van der Holst, the director of the Aviodrome museum, everybody was enthusiast. Raymond helped to get the Ka 4 out of the farmhouse and we

brought it to my home to bring the glider in an exposition state.

On January the 17th the glider was hoisted on the roof and hanging about ten meters high on the right place, the glider was attached with three strong cables to the balustrades. This complicated way of hanging is necessary because of a future construction to clean the roof and the windows and to check the safety in case of fire. The hoisting specialist made breath taking acrobatics to connect the cables on the special bracket on the Ka 4, laying on the ten meters high scaffolding and the glider.

The Ka 4 has nearly 30.000 launches in the logbook and 2.600 hours. The place for this old glider in the elderly home is well deserved.

Raymond, thank you very much for your help in this unusual operation.

*Neelco*



Above: Ka 4 suspended in the atrium of an old peoples home in Holland. Photo: Harm Wassink  
Below: this small hole at the nose of Kranich was used for winch rope parachute



## Enigma 1, VGC News No.122

Karel Mann from Czech airfield Rana (VGC Rendezvous 2007) is answering the first question "Enigma" of Neelco Osinga (49 page VGC News 122):

Karel Mann has flown gliders since 1951-1952 at airfield Melnik, northly of Prague. He performed couple of his first winch flights with instructor at Kranich behind the front releaser. In this case the glider performed launch smoothly not so quickly and the pilot students didnt have feelings that their feet are higher than their head.

During this winch launches behind the front releaser, this small hole at the nose of Kranich was used for winch rope parachute. The purpose was that this launch angle of attack was lower than normal winch launch and in this case the rope parachute can cover the view forward from canopy. So for better safety, this parachute was given to this nose hole during winch launch.

We don't know that this speciality was used at Czechoslovakia only or if it originated from Germany. Best regards all VGC friends. Josef Mezera. POTK

*Dear Josef,*

Thank you very much for this answer you gave me. Do you want to thank also Karel Mann from me? In Rana you already helped me in the research for

Kranichs, as everybody was very kind for me. I think that the enigma has been solved. The Fallschirmhuelse was not only in Czechoslovakia but also in Germany as it was an official NSFK part.

But I never heard of winch launches on the nose hook. This must be a dangerous way of launching because of the non safety hook. In a certain angle the cable is very difficultly to release or even cannot be released.

Do you have a photograph of a glider, I prefer Kranichs, being launched on the way you described with a parachute in the Fallschirmhuelse? Generally speaking, do you have more photographs of Czech Kranichs?

I hope to see you this year in Wells. (I remember the rendez-vous in Rana as one of the best organised rallies. Except for drinking poison (I have been helped perfectly by the Czech female doctor and her husband) I only have good memories of Rana. I have been several times in the Czech Republic and hope to visit more times your wonderful country and the friendly inhabitants. *Yours, Neelco*  
*Neelco also sends us some further communications he's had on this subject - Ed:*

*Dear Editor*

Herewith a translation of the answer from Werner Tschorn from Cologne, Germany and an e-mail from Alexander Hurrle. I got the picture of the nose of the Grunau Baby from Klaus Hein in Angers in 2006. He asked also Peter Selinger and more officials from the Wasserkuppe Museum. Combined with the answer of Werner Tschorn we have a good idea of the Fallschirmhuelse now. I hope to get a picture of a Fallschirmhuelse with a parachute, put in the hole or of a parachute, attached on a winch cable. *Neelco.*

*Hallo Neelco,*

I can give a tribute to the explanation of the word Fallschirmhuelse, in the Kranich, but especially in the Grunau Babies. In the years from circa 1943 such Fallschirmhuelsen have been built in the gliders that could make winch launches. A small parachute was put into these Fallschirmhuelsen to get a smoother



*The two photographs showing the winch parachute hole were taken in the National Air and Space Museum in Washington*

falling of the cable after releasing it. This parachute was attached on the winch cable. In these days there was no rope between the steel winch cable with parachute and the end of the cable, attached on the hook in the glider. Even there was no center of gravity hook for winch launches. It was not invented yet. For the first time I saw a winch launch on a center of gravity hook in the autumn 1944 at Hirsberg (Jelenia Gora). A Libelle of Weber made a winch launch with a very steep angle we never had seen before and reached an enormous height. *Werner Tschorn*

*Dear Neelco,*

I read your question about the Fallschirmhuelse in the latest VGC News. The two photographs here were taken in the National Air and Space Museum in Washington. Because I had no idea of the sense of the hole in the fuselage I asked Peter Selinger. Unfortunately I only remember that a parachute for the winch cable had to be put in this hole. *Alexander Hurrle*

## More on the KITTELBERGER

*by CW.*

In our VGC News No.117, Spring 2006, we published photographs of a sailplane in service in France for some years after 1945, which the French named "MINGO". French glider pilots did not know its origin except that it came from Germany after the war. We had no information about the Kittelberger firm except that Hans Jacobs informed P.A.Wills and the CIOS team in July 1945 that the parts for 100 WEIHES would be there. The CIOS team never got to the Kittelberger firm, as it was near Bregenz in the French zone. Some information on this firm has come in via Tony Morris, Francis Humblet and Richard Cawsey. Peter Gerhardt has also sent the following information, dated 28th April 2006.

WALTER KITTELBERGER (1901-1980) and KARL KITTELBERGER (1907-1985) were Austrian brothers who designed and built the following aircraft, WKM1 1929, a 2-seat UL, 28 hp. It was demolished after two flights. WKS 2, a glider design was not built. WKS 2-seat low wing cabin light plane. WKS3 1936 sailplane. A few were built by the Flugzeugbau W. Kittelberger GmbH in Bregenz. (CW believes that "MINGO" was a

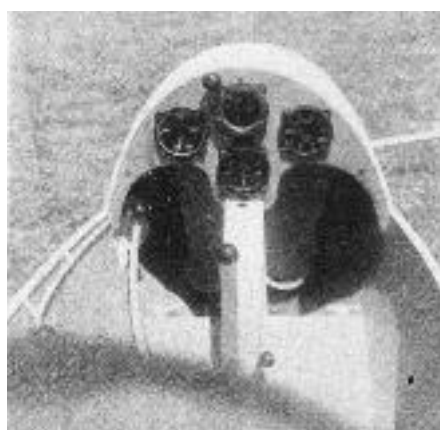
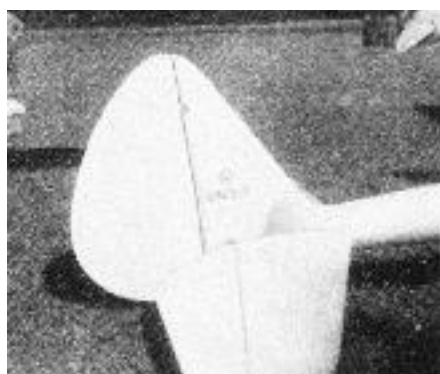




development of one of these). IWKS4, 1947, sailplane was built but it never went into production. WKM4, a 3-4 seat light aeroplane was developed from the WKM2. WKM5, a cabin aircraft, with a nose undercarriage, pusher engine and a low wing.

During the war, they had to build parts for Luftwaffe aircraft. In 1945, all the firm's assets were destroyed by the allies, but in 1946, a new factory was erected in Bregenz, named WEKAVIA and later renamed Walter Kittelberger & Guener Flugzeugbau GmbH.

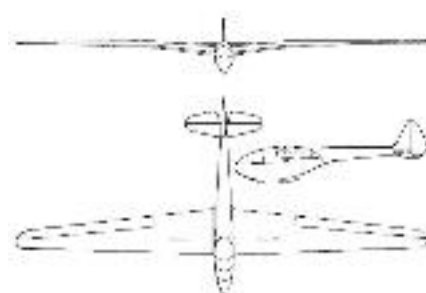
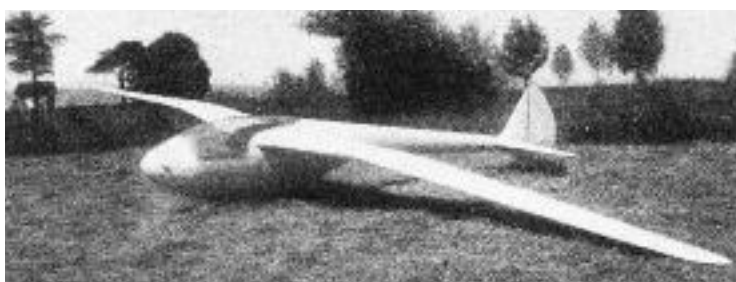
Apart from their own designs, they lived from constructing GRUNAU BABY 111, KRANICH 2, HUETTER H.17 and DFS WEIHE. CW had believed that only one GRUNAU BABY 3 (108-66) was built during the war and that this was built by Schleichers. It was quite unlike the post war built GRUNAU BABY 3 but may have resembled more the ES 49. No production figures or even a summary for these has been discovered.



The question is - was WOLFGANG HUETTER involved with designing it as it is quite different from the 1936 WKS 3 gliders as Wolfgang Huetter may have been there in 1947. In 1945, some of the personnel of Huetter GmbH as well as Hubert Clompe and his wife (Hubert was Schempp Hirth's Rumanian test pilot), arrived at Kittelberger's firm at Bregenz on the Swiss frontier (Hans Jacobs visited there also). The French occupation force at first threw them into prison as it was thought that they were part of the German Resistance. Hubert Clompe's wife persuaded the French commander to let them out. Wolfgang Huetter was then kidnapped by the French for two years interrogation in France. However, he was released in 1947 and could well have returned to Bregenz. We wonder if he had had a hand in designing the WA-4 as it was quite different to the WK-3 sailplanes and looks as if it could have had Huetter influence.

Aviation activities in Germany were forbidden by the Allies until 1951 and so

Photos of Kittelburger WKS-4



the designing, building and flying of the WKS 4 was illegal. It was flight tested by French and Swiss test pilots who gave a very favourable report on it. Wolfgang Huetter at first tried unsuccessfully to build the first H.30 in Switzerland. During the early 1950s, he spent some time in Argentina, no doubt with the Horten and Focke Wulf teams.

"PIRAT" GEHRIGER'S involvement. During that time Pirat, with permission from the French authorities, managed to remove German sailplanes and to take them in great secrecy on dark nights into Switzerland for sale. From a Swiss 1956 GLIDER REGISTER, we can get some idea of what these sailplanes were. It is

very probable that some of these sailplanes would have come from Kittelberger's firm, or at least from the Bregenz area. Some of these sailplanes are still with us now. They were:-

KRANICH 2B-1 HB-475, then NSFK registered LX-WJ, first registered in Switzerland in 1945. It was first sold to Groupe de Vol a Voile at Lausanne. This has now been restored beautifully by the Roth brothers and Fipps Rothenbuhler, who are still flying it.

KRANICH 2B HB- 476 Swiss registered in 1945. It was old to the Segelfliegergruppe Sollothurm at Grenchen.

KRANICH 2B-2, HB- 477. Swiss registered 1945. Sportflieger Schule, Bern. This was the machine of the great Hans Nietlispach Distance records. (353 and 410 km. The last 250 km was in slope lift only in cloud, snow, ice and rain, to land amidst the sunlit meadows of Montelimar in the south of France.

KRANICH 2B HB- 478, Swiss registered in 1945 Segelfluggruppe

Schaffhausen.

KRANICH 2B HB-479. Registered in Switzerland in 1946. Sold to Segelfluggruppe Schaffhausen.

KRANICH 2B HB- 481, Swiss registered in 1945. First sold to W. Maierhofer and E. Coendet.

KRANICH 2B.HB-482 Swiss registered in 1945.

DFS WEIHE. HB- 484, Swiss registered in 1945. Sold to the Segelfluggruppe Oberaargau.

KRANICH 2B.HB-549. Registered in Switzerland in 1948. Sold to the Segelfluggruppe Zurich.

DFS WEIHE HB-558, Registered in Switzerland in 1953. Sold to the Segelfluggruppe Zurich.

As two of the above aircraft were registered after 1945, we wonder whether Pirat Gehrigler brought these two into Switzerland also? There were also nine MEISES but these might have been built in Switzerland. One was registered in 1943. The others registered between 1945 and 1949.

There were two other DFS Weihs.

HB-554 built in Switzerland by Bernhard Mueller and registered in 1953, and HB-558 which was Swiss registered also in 1953. Peter Ocker now owns the former WEIHE HB-554.

Pirat and others undoubtedly felt that unless the German gliders were brought to Switzerland in 1945, they would be destroyed in Germany by the Allies according to the Morgenthau Plan. How-

ever, it is highly possible that many Weihe parts from Kittelberger, as well as complete Weihe's, were brought to France for the construction of the 32 MILANS by 1952 (half of these were complete WEIHES.)

*(CW regrets if any of the above information is wrong but he hopes that it doesn't cause offence! Any corrections or further information will be gratefully received)*

## Sticky stuff

Concerning KLEMMLEIM (Klemmglyue) from Page 50 of our last VGC News No122. We said that we did not know what this glue was and that perhaps it was made by the firm Klemm? Ingvar Hyllander (Sweden) writes, "I knew that I had read something about this glue many years ago. When I

## Petrel Pilgrimage

by Colin Simpson

First printed in the Magazine of the Lasham Gliding Society – October 2007

Slingsby's only ever made 3 T13 Petrel sailplanes. They were made in the late thirties. One was written off on 15th July 1939 at Camphill during the championships. 2 are still flying!

Amongst the many gliders my father owned, one of his favourites was the Petrel. He purchased one from Slingsby's in July 1941. I have made it a personal pilgrimage to find out which of the remaining two was his! My father was a keen photographer and never threw anything away, so I was delighted to come across a wealth of information when clearing his house earlier this year when he had to move to a home. Amongst the documents and photographs was the original sales invoice dated 8th July 1941 for:

1 only "Petrel" Sailplane in trailer with instruments	£300 0s 0d
Carriage	£8 1s 5d

(I also have the receipt as proof of purchase!)

Carriage covered the cost of 5 day transport by train from Yorkshire to Dorset where my father was teaching. Due to the war it was not until the following year that his first flight took place. The comment in his logbook was simply "Absolutely Delightful". Not being an outwardly emotional man, this must have meant that it had been very special!!

With the help of friends at Lasham, in particular Ian Smith and Ray Whittaker, I was able to put pieces of the jigsaw together in determining the history of the two remaining Petrels to try to determine which was his.

One Petrel, beautifully restored, is owned by Graham Saw at Booker and the other by Bob Gaines in Georgia USA.

I met Graham at the end of September at Lasham during the Caley weekend. Graham was intrigued by the documentation and photos. The bad news was that we were able to confirm that Graham's Petrel was not the one owned by my father. The good news was that he let me take a flight in it!

It was probably one of the most emotional flights I have taken, being 2 days after my father passed away, peacefully at the age of 92. At least I was able to share



the feeling and delight that he too experienced 65 years earlier.

Since then, I am indebted to Graham for putting me in touch with Bob Gaines in the US. Bob tells me that the first entry in his Petrel's log book is a 13 minute flight by a certain John Simpson at Caxton Gibbet on 5th May 1946. This also appears in my father's log book! All the subsequent flights recorded tallied exactly. I had finally solved the mystery!

I am now in regular contact with Bob who is currently completely restoring the Petrel to its original varnished wood and clear dope finish. I am delighted that some of the photographs I have provided have already helped Bob in this task.

Now, I must check the return fair from Gatwick to Atlanta so that I can witness the first flight next year!! (I suppose I'll have to stump up for Paul Haliday (a member of LGC and VGC – Ed) to come as well to ensure we get a suitable photographic record for those in the future to refer to in another 65 years time!!).



**Photos: The first shows Colin's father's Petrel rigged in front of Clayesmore School, in Iwerne Minster, Dorset in 1941, picture taken by him. The second, was taken by Paul Haliday on 29th September 2007**

searched in my technical library, I found it in my book "Bau von Gleit und Segelflugzeugen" by Hans Jacobs. (Construction of Gliders and Sailplanes). This book was printed in 1940. There it states that the glue was developed by Professor Klemm, so you are right in your presumption. The Kaurite glue was mixed with "KUNSTHARZ" (artificial resin) to give it elastic quality". Direct translation by CW. This is the known Kaurite glue. Klemmleim has been developed by Dr.Klemm. This consists of normal Kaurite with a meagre additive. This very much improves the elastic quality of the glue. This consists of the additive hardened artificial resin in powder form. It is called "Klemm Powder". The preparation is exactly the same as that for normal Kaurite glue and the same RED cold hardener is used to set it". CW thanks Ingvar very much for this information. CW

CW also writes that some Kaurite glued skinned wings are still amazingly accurate (as are Casein glued wings), on Swedish and German war time built sailplanes. Whereas Aerolite glued Slingsby and Elliot wing skinned sailplanes sometimes reveal a "starved horse" effect. However, one can not complain about the accurate wing plywood surfaces of T.21b s etc. and the accuracy of CERTUS glued wing surfaces of old French sailplanes. CW asks whether CERTUS is an ancestor of AERODUX glue? That some Slingsby and Elliott plywood wing surfaces are good and others are not, makes CW wonder whether these firms also discovered an additive to make AEROLITE 300 glues more flexible?

Frits Ruth writes that powdered bakelite was added to Kaurite glue in order to make it more flexible when set, so that there should be less distortion of plywood (better accuracy of profile) on wings etc.

## Progress in restoring the V-20

by Neelco Osinga

### New glue

Last week I visited the workshop of the Twentse Zweefvliegclub. Also Jan Forster was invited. He demonstrated a new way of covering the wings and fuselage, the Kautschuk glue method. Kautschuk glue is made by IRSA. Caoutchouc is the French word for non vulcanised rubber. The glue seems to be like the famous white cold glue for



Above: hard at work on the V-20

wood, e.g. Ceta Bever in the Netherlands. After drying, the glue becomes transparent and feels like rubber. It is a non poison stuff and nearly without smell.

### Jan Forster as a teacher

Jan Forster is not only a good technician and member of our VGC committee but also a good teacher.

He demonstrated the way to bring the glue like paint onto the torsion box of the wings and onto the ribs. The glue should not be dry when the fabric, in this case a new type of synthetic fabric of Diatex, is laid on the wing. On the torsion box, only a narrow track of glue has to be applied. To prevent drying, the glue is painted in sections of about maximum 50 centimetres. After laying down, the glue has to be rubbed in the fabric. The fabric must be laid under some slight tension so that there are no folds. After completely drying the, the fabric can be brought on tension in the normal way; flat-iron and with dope and afterwards, eventually painted. Jan said that this method of covering the glider results in about half the weight of covering with old fashioned cotton fabric. After one day of hard work both wings had been covered.

### The V-20 gets its final look

After covering the whole glider with the new fabric, inclusive of the fuselage, the glider will be painted in the original colours. The canopy is nearly ready according to the original photographs.

The owner, Tonny Wensing, is collecting original pre-war instruments. I expect that Hans Bekker, the responsible technician, can finish the titanic works this year. But I know that both Tonny and Hans prefer safety and good quality, rather than hurry.

The local television station in Enschede is making a documentary of the restoration works, a good promotion for gliding.

### Fantastic book for technicians

For the members who want to learn the new method of covering the glider with the K a u t s c h u k method I warmly recommend the new book

for technicians: "Houten zweefvliegtuigen & techniek", by Jan Forster, ISBN / EAN 978-90-9022122-9, issued by the VGC and the Vereniging Historische Zweefvliegtuigen (Dutch VGC). Price: €20.=. It is in the Dutch language. For those technicians who do not speak Dutch: an Englishman told me that he could understand about 90 % of the written text. The book has an appendix: a dictionary of Dutch, English and German technical words.

I give an example of the quality of the book. Nobody could tell me the mechanism of shrinking of the fabric by doping, so that it will be tight, even not the well known technical books. The book of Jan gives a good explanation!



## SNIPPETS

I hope that the book will be translated in English. The quality and unique character deserves a world wide distribution in the future. And very important: it is the standard hand book for restoring our traditional gliders. *Neelco*

### STOP PRESS

#### Horten 1B flies again.

We have heard from Diego Roldan Knöllinger in Argentina that his Horten Ho 1B flew on the 8th February 2008 after a major restoration. He has sent us some still pictures but for those of you with access to the Internet can see



some video of his restoration and the first flight via the following links to 'You-Tube'. Diego has promised us an article on this major achievement for a future issue of *VGC news*.

Congratulations Diego!

<http://es.youtube.com/watch?v=QXdTMswP19Y>

<http://www.youtube.com/watch?v=iCh5E8qLkI>

[http://es.youtube.com/results?search\\_query=horten+primer&search\\_type](http://es.youtube.com/results?search_query=horten+primer&search_type)

<http://es.youtube.com/watch?v=AJso4Rho3ek>

<http://es.youtube.com/watch?v=L3TLEBW--jc>

<http://es.youtube.com/watch?v=UVnWPEnSLuM&feature=related>

[http://es.youtube.com/watch?v=ah\\_OaDdlw&feature=related](http://es.youtube.com/watch?v=ah_OaDdlw&feature=related) □

## RALLY ROUNDUP

### VGC News from the south (of Germany)



Numerous vintage and old-timer enthusiasts followed the call of the "VGC southern branch" at the weekend of 22nd and 23rd September.

The catchment area has widened and reaches from Faßberg in the north to Ravensburg in the south and from Munich in the east to Mannheim in the west. Some participants came Friday, most arrived Saturday at Biberach.

With joint forces 11 aircraft like Grunau Baby IIb, Grunau-Baby III, Olympia-Meise, Slingsby T31, Bergfalke II/Mü13, A-Spatz, L-Spatz 55, Ka6e were rigged. At the same time, members of the Luftsportverein Biberach e.V. Abteilung Segelflug posted the launch point, winch and the tug.

Meanwhile, weather had developed legendarily and both days we had blue sky, temperatures up to 25°C and even some

thermals developing during the afternoon. In these conditions, we could make a lot of lovely flights over Biberach.

Saturday, we made 36 launches (27 winch and 9 aero tows). The total flying time was 10:30h, the longest flight 1:25h.

We flew until 6pm, then stowed some gliders away into the hangar and derigged the others and tucked them into their closed trailers.

Sadly, Diemut Schulz could not be with us anymore. She died 4 weeks earlier in a tragic accident, at 26.08. at the Wächtersberg airfield in a crash. Diemut left a big gap in our circle and we miss her badly.

As in the previous years, apart from 2 campers all participants slept in a hotel nearby. In the evening we met again for dinner and a slide show of the VGC

Rally in Nitra (many thanks to Alexander Hurre for the beautiful pictures, mostly air-to-air photographs from the T31) and some rare colour pictures up to 1945 from Peter Ocker which he has collected for his book about Hans Jacobs.

After breakfast and check-out we met again on the airfield on Sunday morning. Again, we rigged the gliders or took them out of the hangar. We made 34 launches (31 winch launches and 3 aero tows). Our flying time totalled 12:21h; the longest flight was a respectable 1:47h!

Despite the mourning of their daughter, Diemut's parents came as they had done in the previous years. The warm welcome in our little circle gave them support in their grave situation.

The 4th VGC season's closing at Biberach was ended in a fantastic mood and all participants parted with the desire to continue the tradition.

Fixed date for the next VGC meeting at Biberach: 20th and 21st September 2008

Many thanks to the "Luftsportverein Biberach e.V. Abteilung Segelflug" who made this flying weekend possible by providing their infrastructure, winch drivers and the tug pilot and welcomed us at their airfield. We will be welcome again next year.

Organization and contact:

Gere Tischler

(mail: gere.margit@gmx.de) □

**Invitation from Luxembourg**

Dear Mr. Shrimpton,  
 The Luxembourg Gliding Club (Cercle Luxembourgeois de Vol a Voile - CLVV) is celebrating its 50th anniversary this year. We have decided to have our main celebration on the week-end 9th/10th of August. In addition to the more formal celebrations, the week-end is foreseen to be an attractive event for the general public with presentation of gliding and other attractions. As part of this, we would like to have vintage gliders to participate to help create a nostalgic flair. (We intend also to invite vintage cars, motorcycles etc.). Our event will take place at our glider field in Useldange, about 25km North-West of Luxembourg City. Our airfield is 1000m long x about 60m. We have normally only winch launching, but will for the event and the following week, provide aero-towing. The following week, will have gliding operations every day.

If there are VGC members who can come to us with their gliders for the week-end and if they like to stay on for the following week, we shall be happy to help with accommodation. We have some available hangar space for the most fragile gliders, if this is required.

For family members, Luxembourg provides a lot of attractions and opportunities for outdoor activities.

Please let me know if this is of interest. You may either contact myself or our club President, Alex Krieger.

Yours truly,  
 John Roedseth, CLVV,  
 Tel. 00352691375591,  
 email: roedseth@pt.lu  
 Alex. Krieger, President CLVV,  
 Tel. 00352691268135,  
 email: kriegera@pt.lu

**Minima club in Slovenia**

Dear all,  
 My name is Domen Grauf, I am from Slovenia, a member of Minima historical aircraft club as well. www.aeroklub-minima.si.

Minima historical aircraft club was founded in the summer of 2005. The direct goal was the formal recognition of our interest in preserving and recreating aviation and technical history. The club or society proved to be the most suitable formal form of our association ie. restoration, preservation and operation of historical aircraft.

Minima historical aircraft club aims to serve as a focal point for four main activities:

- preserving historical aircraft

**Prize winning Grunau Baby**

*Hello Editor,  
 As members of the VGC my friend Rob van Geffen and myself found a picture of our Grunau in the latest winter edition of the VGC News magazine. We saw on page 4 & 5 we are awarded by the 'Frank Reeks Trophy'. We like to thank you and the VGC staff for this appreciation!!  
 Rob and I went to Nitra where we made the first flight after the restoration.  
 Our technical inspector, Patrik Govers, was also in Nitra as were a few members of our glider club.*



*The fantastic weather gave us time to discover the glider. Going up to 1800 meter for the first time in an open glider was fantastic! It was a nice surprise to find ourselves in the magazine.  
 Kind regards; Steven Van Loven & Rob Van Geffen*

- replicating historical aircraft types
- preserving the classical seat-of-the-pants flying techniques
- providing a meeting point for retired pilot and aviation enthusiasts

From the very beginning we aim for the holistic approach to the preservation of aviation history. We realize that we are living in a critical era when knowledge, accumulated by generations before is lost on everyday basis. Our main goal is therefore to retain this knowledge through restoration of historical aircraft. It is not as much a project about aircraft as it is about skills. Our effort is a continuous one and not just a single project or two.

In the past in our county, we had many of Kranich II gliders with Slovenian name @ERJAV made in Letov Ljubljana as well. But unfortunately only one of them kept in bad condition specially wings. We would like to restore it but we have no plans or scheme. I am to turn round of you to help me with information's, where can I get more details of Kranich II, Thank you in advance and best regards, *Domen Grauf, Minima historical aircraft club*

**News from India**

Thorsten Fridlitzius tells us in a letter to Chris Wills that the Indian People at Pune will probably start a Gliding Museum in India. Thorsten writes: "(I have sent the Segelflygsport to them. They have probably also got the

VGC Pune-pages by e-mail.) And more is to come. 16 pages in the Swedish Aviation Yearbook. And hopefully some Blanik pictures in the Sailplane and Gliding. Martin Simons wrote: "And it does seem you have prodded the Indian gliding people into action!"

This is probably something for VGC News. Also a copy to Ian Dunkley who said their T.21 and Ka-6 easily could be airworthy (need some work however). He visited them in 2002 and they still remembered him. They also have plans to fresh up their hostel. (I will miss their lizards - they went indoors because the doors didn't fit the frames any more!)

Also; what about some fundraising (A few Euros will give them a lot of Rupies) to show our interest in their/our gliding history? Will also suggest them to start some sort of "Gliding Friendship Association"; "Indian Gliding Friends"?

Imagine; A rainy and cold day you can easily leave Europe by charter to

Mumbai or Goa and after some hours in the Airbus enjoy the sunshine and do some gliding in Pune. (and be happy with a little money!) Pune is halfway between Europe and Australia. Not to be forgotten."

*Thorsten Fridlitzius, Sweden and Sri Lanka* □

**FEATURE**  
**Indian Gliders in wood and fabric**  
 by Thorsten Fridlitzius

In India, gliding and all related activities were almost completely unknown until the late 1980s. During the last 15 years, the sport has gained a lot of interest through the efforts of the Indian Gliding Club (IGC). The club was founded in 1988 and has since then been working to promote the sport in the country. The IGC has a membership of about 100 people and is active in various parts of the country. They are currently working on the restoration of several gliders, including the T-4 and the T-5. The T-4 is a two-seater glider with a wingspan of 18 meters and a maximum speed of 150 km/h. The T-5 is a single-seater glider with a wingspan of 12 meters and a maximum speed of 100 km/h. The IGC is also working on the development of new gliders, including the T-6 and the T-7. The T-6 is a two-seater glider with a wingspan of 20 meters and a maximum speed of 180 km/h. The T-7 is a single-seater glider with a wingspan of 15 meters and a maximum speed of 120 km/h. The IGC is also working on the development of a glider school in Pune, which will provide training for new pilots. The school will be the first of its kind in India and will provide a platform for the growth of the sport in the country.

**T-4 Technical Data**

Wingspan	18.00 m
Length	10.00 m
Height	3.00 m
Weight	1200 kg
Max. Speed	150 km/h
Max. Altitude	1500 m
Max. Endurance	2.00 h
Max. Range	1000 km
Max. Fuel	100 l
Max. Oil	10 l
Max. Water	10 l
Max. Air	10 l
Max. Fuel	100 l
Max. Oil	10 l
Max. Water	10 l
Max. Air	10 l

**T-5 Technical Data**

Wingspan	12.00 m
Length	7.00 m
Height	2.00 m
Weight	800 kg
Max. Speed	100 km/h
Max. Altitude	1000 m
Max. Endurance	1.50 h
Max. Range	750 km
Max. Fuel	75 l
Max. Oil	7.5 l
Max. Water	7.5 l
Max. Air	7.5 l
Max. Fuel	75 l
Max. Oil	7.5 l
Max. Water	7.5 l
Max. Air	7.5 l



Left: HB-223 at Kesteholz Ausschitt

Some time later the glider was sold to Lausanne. HB-223 was deleted from the Swiss Aircraft Registry 21 October 1970.

Re-registration took place on 26 April 1972 with the "Old Timer Club Zurich" as owner. The club had only two members, namely Eugen Aeberli and Benno Luethi. They went to fetch the Hütter H28 in Lausanne where it was stored in a barn.

Eugen had flown the HB-223 often, e.g. at the VGC Meeting of Old Timer Gliders 1975 at Gruyères. A notable event took place at the beginning of June 1974 on the Wasserkuppe, where Eugen logged ten hours in six flights on the H28, which proved to be a great attraction.

After the last flights in 1975, the aircraft had logged 213 flights and 229 flying hours. The last official inspection for its condition took place on 13 November 1976. In 1986 the HB-223 was decommissioned.

Eugen sold the HB-223 in 1986 to Max Daetwyler, an industrialist based in the Oberraugau, an area in Switzerland. Max Daetwyler and Wolfgang Hütter had known each other since after the war, when Max had gone to Germany to tow gliders – motor flying was off limits to Germans for a few years after the war. The contact between the two was renewed in connection with preparations for the serial production of the MD3-160 Swiss Trainer, an airplane being developed by Daetwyler. As Max Daetwyler valued the experience of Wolfgang Hütter as an airplane constructing engineer, he had hired him as a consultant.

The H 28 was the first aircraft Wolfgang Hütter had constructed independently, and thus it became of particular importance emotionally to Max

# Curriculum Vitae of the Glider H28 HB-223

By Lilly A. Grundbacher at Grandfontaine

HB-223 was manufactured by Mr. H.F. Ruprecht in Rheineck, a community in the St. Gallen Rhine Valley, Switzerland. The final examination took place by the AeCS in Rheineck 3 October 1937.

In 1957 to 1959 Eugen Aeberli and Egon Polla took it along to visit various gliding camps, e.g. During Easter, 20 April 1957 they went to Magadino in the south of Switzerland. Who doesn't know the well-known pictures? The complete Hütter H28 fixed onto the roof of the car. (see photo below).

In 13 July 1937 they travelled to Samedan, with a K2 on a trailer behind their car, with a trailer coupling welded to the bumper. (see photo below right)

On the 4th September 1958 they visited Mollis and on 31 August 1959 to an airfield in a town named Bad Ragaz (= Bath Ragaz).

It was in the summer of 1957 when Egon was towed by Sepp Widmer and in a gust of wind hit the canopy with his head, thus jettisoning it. Sepp observed the canopy falling, Egon released the tow rope and Sepp steered the tug in a steep spiral to keep the canopy in sight. He managed to describe the landing site, a meadow, exactly. The canopy was found, damaged but with all instruments still attached. Egon subsequently modified the glider: The canopy height was increased by 4 cm and the instruments installed in front of the hood.

In 1957 to 1959 Egon logged altogether 25h 22 min on the HB-223, until he had to stop flying for vocational reasons.

According to entries in its log book HB-223 was used afterwards until 22 October 1965 by private and club pilots at Spreitenbach airfield.

Later Eugen allowed some of his apprentices to fly the HB-223 at Birrfeld airfield, e.g. Röbi Jetzer in 1965. After a cross-country flight Röbi landed in an orchard, thereby damaging the aircraft nose. Ruedi Sägesser had to repair the nose immediately. He did not have time to form the plywood parts perfectly. Since that time the nose is no longer as beautiful as before.



## The Family of Hütter H28 Gliders

Wolfgang Hütter, 1936, Salzburg Austria

Up to this date there are only six Hütter H28 known to have been ready to fly at least once, namely:

### HB-223, H28-2:

Manufacturer: by F. Ruprecht in Rheineck CH  
First flight October.1937, current owner Lilly-A. Grundbacher, 2007 not ready to fly, based in Thunstetten CH.

### HB-321, H28-2:

Manufactured in Rheineck CH,  
First Flight 1937, 2007 not ready to fly, based in a hangar in Zimbabwe.

### D-15-944, H28-3:

Nothing left but some photographs from the year 1939.

### OK-..., H28-2:

Made in Czechoslovakia, destroyed 1939 when the Modova flooded.

### OY-DOX, H28-2:

Manufacturer: Carl Johansen 1943 in Denmark, was approved for a Maximum speed (Vne) of 250 kph; participated in the World Cup 1951, 2007 not ready to fly, based in the USA.

### D-8223, H-28II "Kurier" ("messenger")

Manufacturer: Werner Kaluza, Warburg D from 1996 to 2002; First flight in 11 October 2003. Limited German approval ( German approval "In beschränkter Sonderklasse gemäss Paragraf 3, Absatz 1 im LuftGertv", see data sheet Nr.424/SP, Issue 1 of 26 Nov.2004) airworthy in 2007.

### GB-HJM, H28-2:

Manufactured in England in the year 2002, authorization was denied. Not airworthy in 2007.



Daetwyler. Max had planned to establish an airplane museum, for which the Hütter 28 would be a suitable attraction. (After the death of Max Daetwyler in 2005 this long-term project is now in the hands of his son Peter). 1993 Max brought the HB-223 to the Friedrichshafen Aero Exhibition. Before that Ruedi Sägerser had been asked to do some emergency repairs, especially replacing parts of the wing fabric. The HB-223 made it for the exhibition, painted with clear paint only.

In April 2001 Max Daetwyler gave the HB-223 to Lilly A. Grundbacher. It was essential to Max that the Hütter 28 would be restored to flying condition, something Lilly had planned to do in the workshop of Ruedi Sägerser. Ruedi however sold his workshop in April 2004 and died less than a year after. Peter Daetwyler regretted that his old father had given away the glider lightly. Subsequently Peter and Lilly agreed that the glider would fall back to the Daetwyler family once she would no longer be holding a gliding licence. In

2004 Lilly has bought a carpenter's workshop in Grandfontaine, which is in the process of conversion to be suitable for aircraft restorations. Meanwhile the H 28 is mothballed and stays with Peter.

Examinations done by Werner Kaluza showed that in some places the glue is no longer firm. It is feared that the restoration will be more labour-consuming than originally assumed. However, Lilly is confident to master this problem as well; planning to start the restoration of the H 28 in 2009. □



### Technical data of Hütter H28 HB-223:

Type:	Hütter H28-2
Manufacturer:	F. Ruprecht in Rheineck CH
Year:	1936/37
Number of seats:	1
Cockpit:	closed
Wingspan:	12.0 m
Length:	4.80 m
Height:	1.05 m
Area of wing including part of fuselage generating lift:	8.5 m <sup>2</sup>
Arrangement of the wings:	mid-wing aeroplane
Construction:	wood
Empty Weight:	105 kg
Maximum take-off weight:	195 kg
Glide ratio:	1:2

# The Fifth International



by Karl Heinz Kellerman and OSC Aktuell

This of course was the great event of the season. It was held from 9th to 16th July at the Telgte Airfield of Muenster, in northern Germany. A grand total of 34 sailplanes were lined up but over two hundred people took part in those festivities, in one way or another. The first day, which was given over to the welcoming ceremonies, was blessed by fine weather. Speeches were delivered in the presence of the Mayor of Muenster, his counterpart from Telgte, a representative from the German Aero Club, and the Rally's Guest of Honour, the well-known glider designer Hans Jacob. He was given a model of the 1943 Swedish-build Kranich entered at the Rally and built by our member Tony Roberts. He was greatly pleased with this present. In one of the speeches, it was said that "no other glider designer had designed gliders which had made so many pilots happy for so long". In passing, we can recall that Hans Jacobs is the designer of

the following machines: Rhoenadler (1932), Rhoenbussard (1934), Rhoensberger (1935), Kranich (1935), Sperber Junior, Sperber Senior, Seeadler, Habicht (all in 1936!), Reiher (1937), Weihe (1938) and Olympia Me4s(1939). A remarkable accomplishment, by any standards. Another glider designer present at the Rally was Hans Sander.

As readers may remember, he revived the design activities of the Academic Flying Group of the University of Aachen in 1952. Four years later, he produced the FVA 10B "Rheinland". Another participant was a small German who

said that he had made 15000 aerotowed starts in a Kranich as an instructor.

Gliding began the next-day, Sunday 10th July. The weather was good with a light northerly wind and a cloud base of 4500ft. Several good flights were made. Chris Wills, among others, stayed up for over two hours with Hans Folgmann as a passenger in his Kranich. It was already becoming apparent that there were few landing fields in the area and that the crops of wheat and maize were not yet harvested.

On the following day, participants were invited on a sightseeing tour of

**Top: Werner Von Arx's 1936 Minimoa in front of the impressive gathering of vintage gliders**  
**Right: briefing assembly**  
**Below: three Minimoas ready for a formation aerotow**





# Vintage Glider Rally



Muenster and were greeted by the Mayor in the Friedensaal, the historic hall in the Rathaus where a peace treaty marking the end of the Hundred Year War was signed. All were impressed at the way Muenster, a town which had been severely hit by the war, had been reconstructed and restored in its old style.

The aerial task for the day appeared to be quite challenging. It consisted in completing a programmed flight with eight turning points and in counting the number of tennis courts visible at each of these points. Needless to say, it was later revealed that the Rally organiser was a keen tennis player. Thanks to very favourable weather conditions, this daunting task was accomplished by no less than ten participants. Ted Hull finished first in his Kite 1 followed by Willi Schwarzenbach (S18), Wemer Tschorn (Weihe) and Jan Venaer (Slingsby Prefect). The French C800 2-seater was able to make a near miraculous landing on a small strip of short maize.

That evening, the Blackpool and Fylde Gliding Club Syndicate offered a celebration on their camping site with plenty of beer and Schnapps for the British, French and German merry-makers. The Syndicate



## Gliders and pilots attending the Rally

Pilot	Country	Glider	Registration	Year
Frei, Jost	CH	Weihe 50	HB-530	1938
Egger, Peter	CH	Spalinger S 18	HB-510	1944
Fliss, Georg,	CH	Spyr Va	HB-509	1955
Heinzer, Doris	CH	DFS Meise	HB-384	1945
Notter, René	CH	Moswey IV	HB-522	1950
Roth, Werner und Renz, H.U.	CH	Spalinger S 19	HB-225	1937
Schwarzenbach, Willi	CH	Spalinger S 18 II	HB-411	1943
Singenberger, Guido	CH	Moswey III	HB-774	1944
Von Arx, Werner	CH	Minimoa	HB-282	1936
Frei Günter	D	Olympia Meise	D-7504	1960
Gross, Eric	D	Grunau Baby IIb	D-5149	1953
Karch, Rainer	D	Mü 17	D-1717	1961
Kroll, Christian	D	Cumulus 3f	D-6059	1953
Müller, Max	D	Minimoa	D-1163	1938
Rey, Horst-Dieter	D	Grunau Baby IIb	D-1128	1941
Sander, Hans	D	Standard Libelle	D-0082	1968
Scheurer, Hermann	D	Grunau Baby IIb	D-7087	1943
Schmitt, Waldemar	D	Olympia Meise	D-4732	1956
Tschorn, Werner	D	Weihe 50	D-7080	1958
Walter, Ernst	D	Mü 13 D Merlin	D-6293	1936
Zöller, Adolf	D	Libelle L10	D-8564	1955
Nuville, Francois	F	SG 38	F-WRRK	
Fulchiron, Didier	F	Caudron C 800	F-CAZY	
Coxon, John	GB	Minimoa	BGA 1897	1937
Fisher, Toby	GB	Olympia Meise	BGA 2080	1962
Hull, Ted	GB	Slingsby Kite 1	BGA 394	1939
Jones, David	GB	FVA Rheinland	BGA 1711	1939
Morgan, Peter	GB	EON Baby	BGA 629	1948
Morgan, Rodi	GB	Slingsby Kite II	BGA 521	1947
Russell, Francis	GB	JS Weihe	BGA 448	1943
Wills, Chris	GB	DFS Kranich II	BGA 1092	1943
Goossens, J. M.	NL	Slingsby Prefect	PH-193	1951
Siemens, L.	NL	Sedbergh T 21 B	PH-200	1951
Vermeer, J.	NL	Slingsby Prefect	PH-192	1951

were celebrating their presence at Muenster with the Eon Baby they had finished repairing, test flown, and for which they had obtained a C of A during the three days before their departure for Germany.

The goal for Tuesday was a 60km flight to the great gliding centre of Oerlinghausen. However, no-one attempted this virtually downwind flight because of weak thermals, poor landing fields and the proximity of the large Gutersloh controlled airspace which would have had to be circumnavigated. However, four British gliders were trailed to Oerlinghausen and flown there. Everybody drove



**Above: Minimoa shows that there were few landing fields in the area and that the crops of wheat and maize were not yet harvested**  
**Right, top to bottom: Francois Nuville ready to fly his SG 38**  
**Cumulus 3f of Christian Kroll**  
**Rodi Morgan in his Slingsby Kite II**  
**1945 DFS Meise entered by Doris Heinzer**

there and were welcomed by Fred Weinholz, representative of the German Aero Club and gliding champion of North Rhine - Westphalia. The sheer enormity of Oerlinghausen impressed the whole party. For example, there were no fewer than 27 Ka 13 2-seaters! Some participants then visited the workshops of the Oerlinghausen Technical School for training glider repairers and teaching in the uses of wood, glassfibre and steel tube. Visitors were impressed by the quality of repairs carried out on a large glassfibre sail-plane and a line-up of Swiss Elfe S4s which were being built with some German modifications.

Because of late starting weather, the Preis der Nationen planned for Wednesday was converted to an exact 30 minute duration flight followed by a spot land-

ing. A point was taken off for every minute and every metre off target. Winners were the German team number one which consisted of Wernor Tschorn (Weihe), Rainer Karch (Mu17) and Peter Egger (Meise). They were followed by their compatriots of the second team (Rainer Willeke and Ernst Walter). Silver was awarded to Jan Vermeer and Francois Nuville. Rodi Morgan received a Bronze

medal. Although Len Redding and John Light did very well, they were not in the same team so that there were no British team medals. On landing his Kite 2, Rodi Morgan pitched forward and then suddenly back onto the tail skid. The rear fuselage skin was torn, but it could be quickly repaired. This proved to be the only mishap of the Rally.

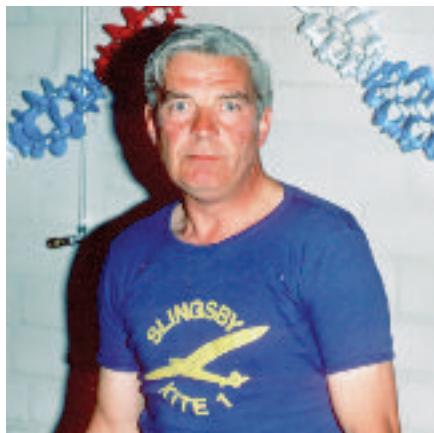
This full day ended with a glorious

evening at Paul Serries' Tennis Club with beer and Schnapps aplenty and a whole pig that had roasted for nine hours. Some disagreement emerged among the judges as to how many tennis courts there were on the previous day's event, but a consensus was reached after lengthy deliberations.

No tasks could be set for Thursday 14th July because of poor weather, but many individual flights were made all the same. Mr. Neeico Osinga, Chief of the Gliding Commission of the Dutch Aero Club, paid a visit to the Rally and had flights in Chris Wills' Kranich. A festive "British Evening" took place that night in a brightly decorated hangar. Frances Furlong and Billy Caldwell, to whom all thanks are due for the success of that evening, had brought ample supplies of cider and British cheese from home. As part of the celebrations, Frances was dressed up as a British servant wench of a hundred years ago and Len Rodding was garbed like a British peasant of the distant past. Not to be outdone foodwise, the Dutch crossed the border to come back with Dutch cheese. The French produced bottles of wine. It was their national day. This hadn't been forgotten. Their flag was hung among the British flags and all joined in a thunderous "Marseillaise", the French national anthem.

Dr. Slater gave a performance with his penny whistle. He was rapturously applauded and asked for an encore. Chris Wills conducted the singing of "A Pilot bold was he" by the British, with his trumpet. The Germans sang their gliding songs and the Swiss gave a beautiful

was offered coffee by the British Commanding Officer. Jan Vermeer in his Prefect was just short and landed in a field next to the base.



**Top: Ted Hull**  
**Above: Hans Jacob holds a model Kranich**  
**Below: Georg Fliss and his 1955 Spyr**  
**Below Right: Chris Wills**



account of themselves with lovely songs under the leadership of Will Schwarzenbach. This unforgettable evening went on into the early hours of the morning.

The task set for the next day was a 50km flight east to a British helicopter base. Only two people made it: Wolfgang Tschorn was there in 25 minutes in his father's Weihe, and Rainer Willeke also reached the base in a Minimoa. He

On Saturday 16th July, competitors were called to a duration flight that had to end by 5pm for the Prize Giving. The weather was good. Winds were light-westerly, cloudbase lifted to 1700m above the site during the afternoon and lift varied from 5 to 4 m/sec.

Naturally, many gliders were still in the air when the time came for distributing the prizes. The ceremony was a little

delayed as a result. The nostalgic speeches that were said as the flags fluttered against the cloudy sky, the fine prizes that were awarded to everyone provided a fitting end to a marvellous week of gliding and conviviality. Wemer von Arx, a Swiss entrant with a Minimoa, received the first prize. John Coxon was awarded the Concours d'Elegance Prize, for his sleek Minimoa. Paul Serries, the organiser, was given the best-deserved prize of all for his magnificent efforts. The tow pilots were not forgotten! and rightly so, because they had flown their Piper Cubs unflinchingly to the places with the best lift and at the correct speed. More than one participant agreed that they had never been towed by such fine and helpful pilots.

This Rally was exceptional in several respects. There were several machines unseen before at International Vintage meetings such as the original short fuselaged MU15D, two Slingsby Prefects, a Cumulus, the Caudron C.800, the SG.58 and a Moswey 4. For the first time, participants joined in from France and Holland, a fact which reflects a growing interest in Vintage gliders and in the preservation of a glorious past.

Above all, this Rally will be remembered for the fantastic hospitality given by its Muenster organisers. The British entrants, with their weak pounds sterling, appreciated this more than ever. Free accommodation and meals were offered either in the homes of members of the local flying club, or in caravans especially laid on for the occasion. Aero-tows to 500metres were an incredibly

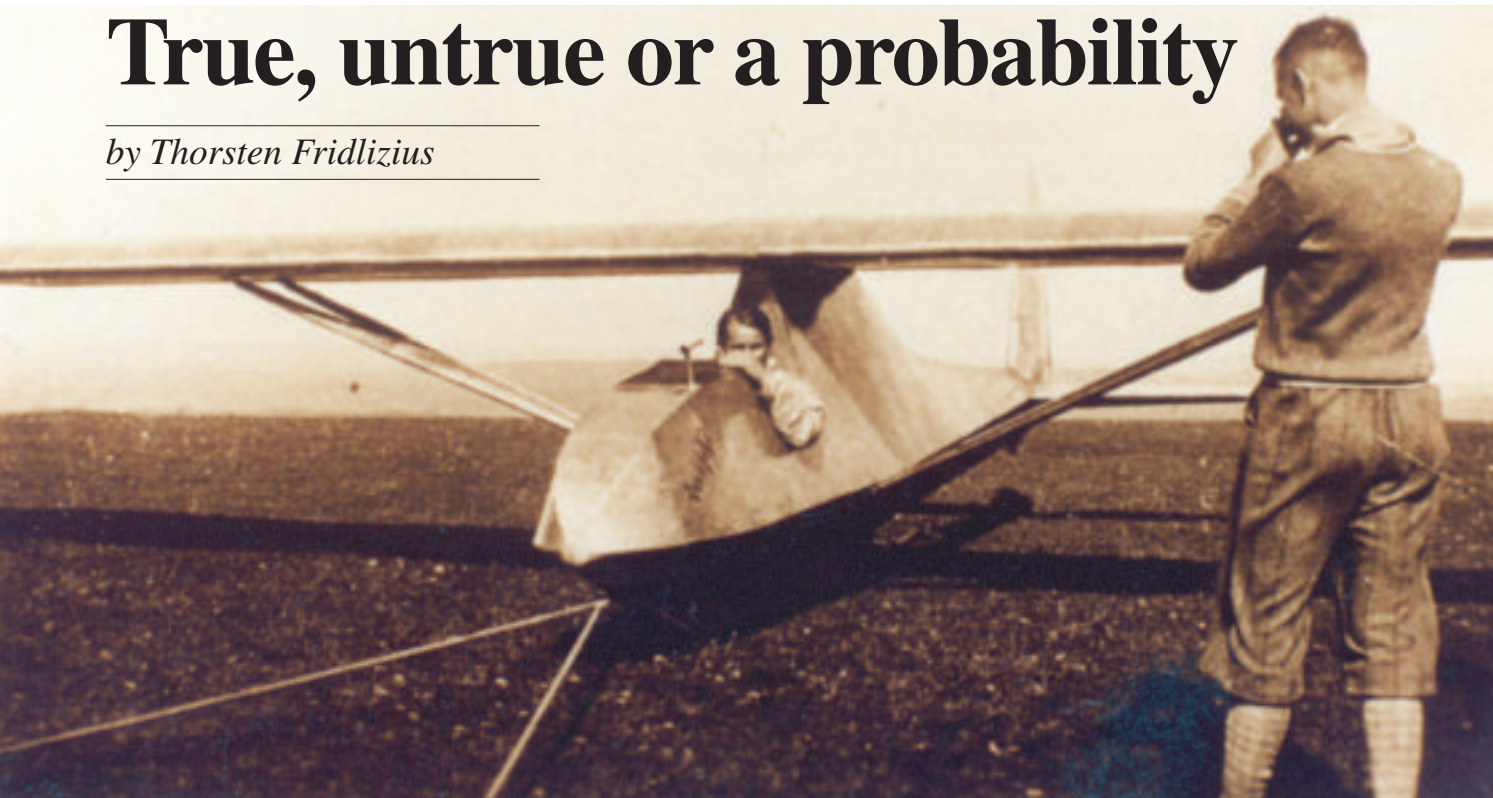


cheap - 10 Marks. This lavish hospitality was probably sponsored by our German friends from the Muenster Oldtimer Gliding Club and perhaps from the town as well. The kindness, efficiency and generosity of the Hosts of this Fifth International Vintage Glider Rally will never be forgotten. □

*Photos by Karl Heinz Kellerman and Heiko Schneider*

# True, untrue or a probability

by Thorsten Fridlitzius



*Above: Franz Medicus in the Datschi, at Wasserkuppe(?). Franz Medicus was later at Egon Scheibe. In 1960 he ferried a MotorSpatz to Ålleburg – the Swedish Gliding Centre and Museum*

Few things are so surrounded with myths as the creation of the *Grunau Baby*. Why? The GB was produced in greater numbers than any other sailplane in the world. (This probably remains true even now.) Thousands of pupils and experienced pilots have enjoyed flights in the *Grunau Baby*. In spite of the cramped upright position in the cockpit there are many *Baby*-flights in the record books. Even endurance records were established in this relatively inexpensive little sailplane.

The *Grunau Baby 1* appeared during a transition period. Earlier sailplanes (as distinct from primary gliders) were designed to special order. One of a type would be built, rarely more. A series from the same factory would have close family resemblances but probably no two were every exactly alike. Edmund Schneider's *Grunau Baby* was the first mass-produced sailplane. Schneider established a production line and was anxious to market the new type in quantity.

## Myth One:

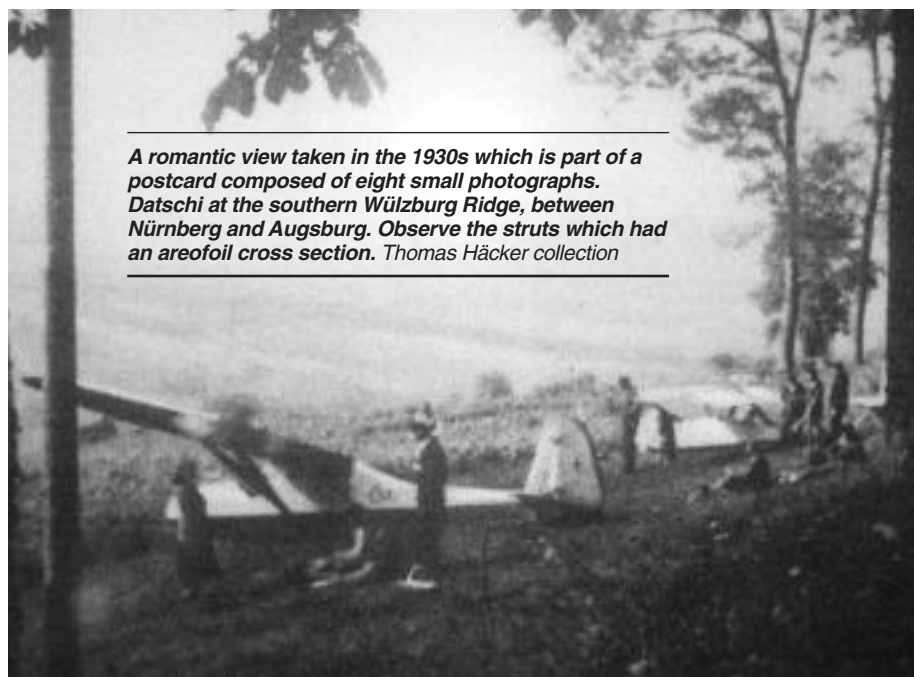
Wolf Hirth was the co-designer of the *Baby*. The prototype *Grunau Baby 1* was designed and produced when Hirth was in the USA. In 1931, the year when the *Grunau Baby 1* was built and flown, he was busy with the Haller Hirth Sailplane Company together with Gus Haller. Martin Schempp was their instructor.

Wolf was denied American citizenship because of his artificial leg. His leg had

been amputated as a result of a motorcycle accident. He and Schempp returned to Germany. From the 1st of April 1931 and for the next two years, Hirth was instructor and manager of the Gliding School at *Grunau*. In the slope below the hilltop gliding site, Edmund Schneider was manufacturing his gliders. The *Grunau Baby* was already in service before Hirth arrived in town.

Gliding was at that time an enormously popular sport in Germany. Wolf Hirth was a well known person in the general media as well as among glider pilots.

Edmund and Wolf were old friends so Edmund asked Wolf to help him promote the *Baby*. In sales brochures and in advertisements, Schneider mentioned this in a slightly ambiguous fashion "*die (the Babies) unter Mitwirkung von Wolf Hirth vom Flugzeugbau Schneider her- ausgebracht wurden*" If Wolf Hirth had,

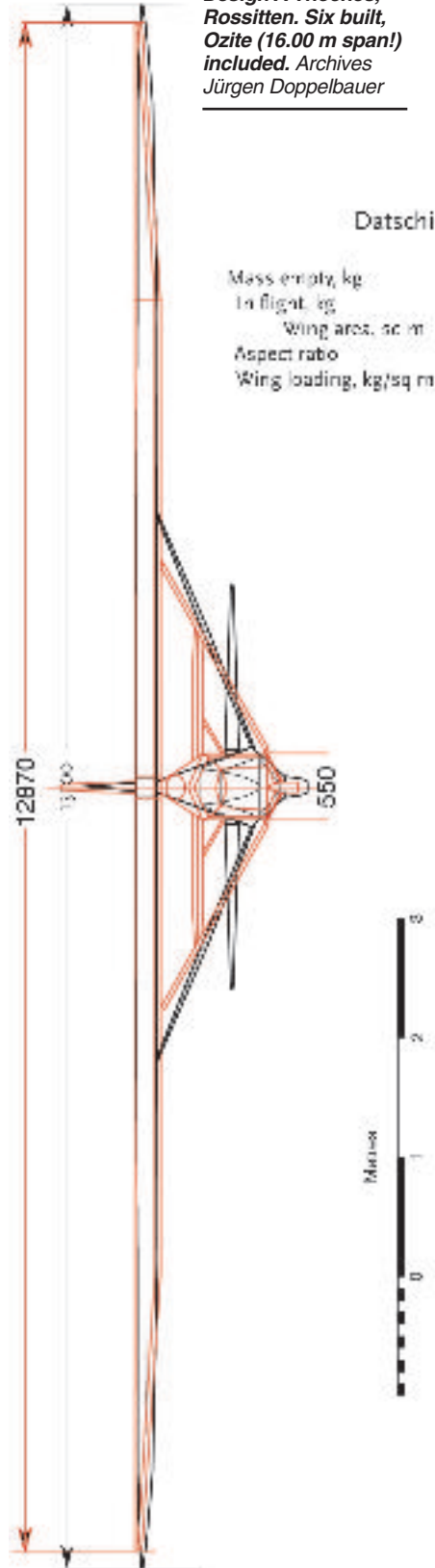
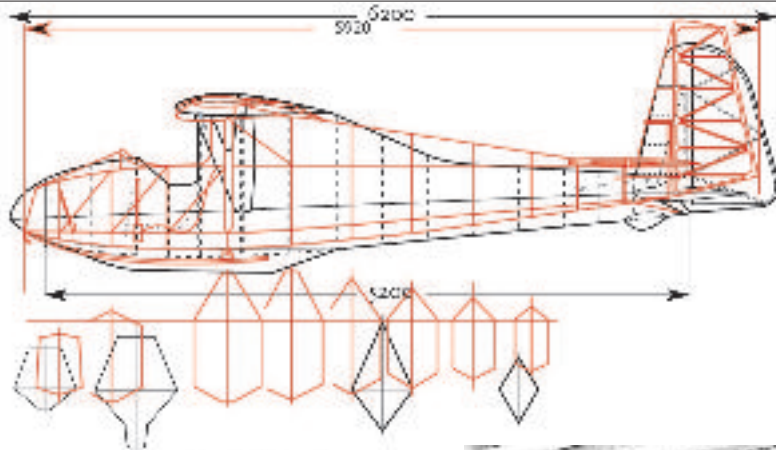


*A romantic view taken in the 1930s which is part of a postcard composed of eight small photographs. Datschi at the southern Wülzburg Ridge, between Nürnberg and Augsburg. Observe the struts which had an areofoil cross section. Thomas Häcker collection*



Above: 'Alexander der Kleine'. Same age as Grunau Baby 1. Span 14.00. Mass empty as Grunau Baby 1 and Datschi.

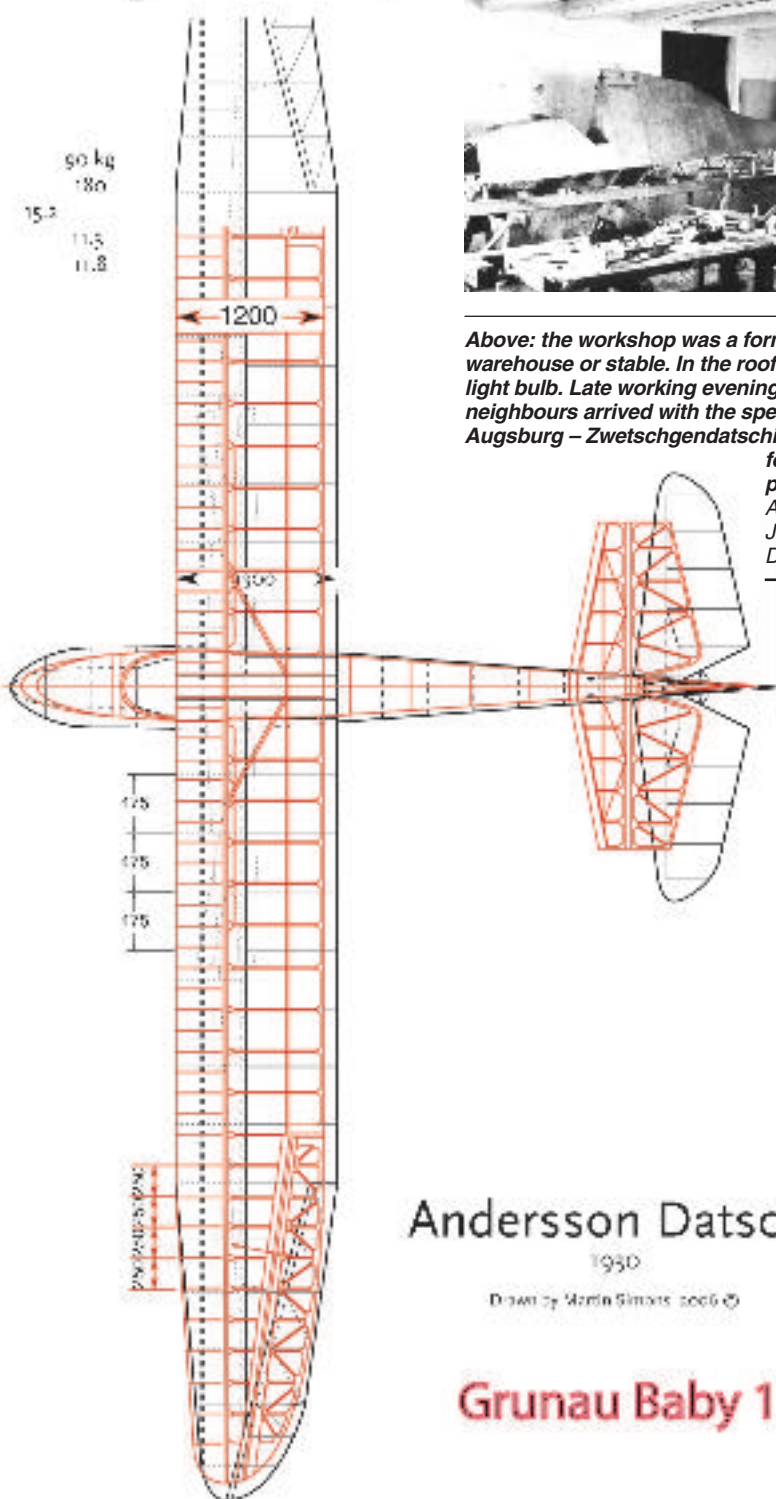
Design A Thoenes, Rossitten. Six built, Ozite (16.00 m span!) included. Archives Jürgen Doppelbauer



Datschi	
Mass empty, kg	90 kg
In flight, kg	180
Wing area, sq m	15.2
Aspect ratio	11.5
Wing loading, kg/sq m	11.8



Above: the workshop was a former warehouse or stable. In the roof one single light bulb. Late working evenings kind neighbours arrived with the speciality of Augsburg – Zwetschgendatschi (plumcake) for the young people. Archives Jürgen Doppelbauer



Andersson Datschi

1930

Drawn by Martin Simons 2006 ©

Grunau Baby 1

in fact, been the designer, they would probably have given much more prominence to him. Wolf only gave Edmund permission to use his name *but he was by no means co-designer of the Baby and never claimed to be so.*

**Myth Two.**

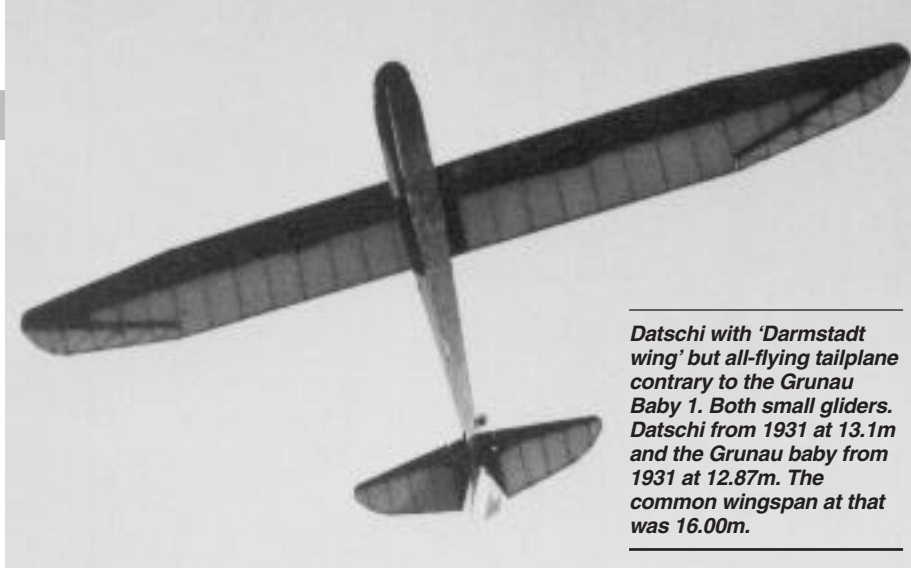
In Sweden it is being said that the famous Swedish designer (of the Bücker Jungmann, Jungmeister, Saab Safir and others) AJ Andersson had given information about his *Datschi* glider to someone in Germany when he left that country for Sweden. This information was, according to these unreliable sources, used to influence the design of the *Baby*.

It is a fact that the *Datschi* came before the *Baby*. AJ Andersson, one year before Edmund had his stroke of genius, had designed a very similar type of small sailplane. Furthermore; at the gliding competitions at Hesselberg in 1930 “*erregte die neue Maschine des Augsburger Verein für Luftfahrt, die Datschi, besonderes Interesse*” Thus AJ showed the German competitors (including some from Grunau) that it was possible to design an inexpensive small sailplane, wingspan just 13.1 metres, with good performance. AJ Andersson was employed by BFW (Bayerische Flugzeug Werke) as a stress man and he was also member of the *Augsburger Verein für Luftfahrt*. The society wanted their own glider *but the price had to be very low*. He started to design the *Datschi* in 1929.

AJ used standard plywood panels, minimised the frontal area, using a diamond cross-section (See VGC News 117 Spring 2006). He also borrowed other ideas. This was usual among designers. *Datschi* was fitted with an all moving elevator very similar to the elevator of the Alexander Lippisch RRG *Professor*, 16,1 meter, which served as a model for many gliders of that time.

Thus the *Datschi* might have inspired Edmund Schneider to design a small inexpensive sailplane for home-building and for all the new gliding clubs springing up like mushrooms in those days. Edmund had recognised a “*Bedarfs-lücke*”, a market for a little inexpensive glider.

**Right: advertising 1929 for ‘Schloss Mainberg’ (13th century) owned by the inventor and industrial tycoon Ernst Sachs. Observe the ‘Darmstadt wing’.**  
Archives Knut Uller



*Datschi with ‘Darmstadt wing’ but all-flying tailplane contrary to the Grunau Baby 1. Both small gliders. Datschi from 1931 at 13.1m and the Grunau baby from 1931 at 12.87m. The common wingspan at that was 16.00m.*

**The Wing of Datschi & Baby**

Both *Datschi* and *Baby* have elliptical outer parts of the wings. This does not mean that Edmund copied this design from Andersson. They both took ideas from the “Darmstadt school” (Academic Flying Group of the Darmstadt Technical

University, the *Akaflieg Darmstadt*). They were not the only ones using elliptical outer wings. The *Schloss Mainberg* for instance, from 1929 flew with the same wing shape. AJ chose the Göttingen 549 profile which Lippisch had for the *Professor*. Edmund, however, used





**Left: unusual pic of Wolf Hirth from Stellenbosch University.** Collection Heinie von Michaelis  
**Heinrich 'Heinie' von Michaelis and Wolf Hirth were friends and probably sent this pic from Germany. The SA Minimoo and the SA Goevier was mainly a result of Heinies negotiations, interest and energy. The Goevier was for instance partially paid by money from Sir Geoffrey Sopwith (Camel!) – "Thanks Heinie!"**

the slightly thicker and more strongly cambered Göttingen 535, which was the most popular profile of that time. Edmund did not spend much time on the tail. He simply modified the fixed tailplane and elevator design of his existing *Schlesierland* of 1929.

### The Fuselage of Datschi & Baby

The Grunau Baby fuselage had a hexagonal cross-section, the same as Lippisch had used for the *Professor* and the *Falke*, which Edmund built under licence. The Grunau Baby was recognisably from the

same family as the *Schlesierland* and the line continued with the ESG 31 *Stanavo* and the later *Commodore*. AJ was a little more unconventional. He selected a diamond cross-section.

### The performance of the two gliders

The Datschi might have been a little superior to the Baby. It had a smaller frontal surface, less wet surface area and a better wing profile. The structure weight of Baby 1 was 100 kg (Baby 2B, 160 kg) AJ, the stress man, had estimated a structure weight of 110 kg and a load factor of 7.2. When actually completed the weight was 90 kg which allowed the load factor to be increased to 9. In spite of its lower weight the Datschi was, from the beginning, strong and could be used for aerobatics.

### A possibility

It is true that Datschi came before the Baby and it is *possible* that the Datschi

inspired Edmund Schneider to design a small inexpensive glider with a good performance, cheaper than his existing 16 meter sailplanes and far cheaper than the high performance aircraft of that time like the *Wien* and the *Fafnir*. When AJ Andersson designed the small glider for the *Augsburger Verein für Luftfahrt* he did not realize that the market was waiting for an inexpensive glider of Datschi-size; an intermediate training glider or "eine Übungssegelflugzeuge". He was probably not at all interested in the commercial aspects and possibilities.

Edmund Schneider was possibly stimulated after getting information about the Datschi to make a break from his existing 16 m sailplanes and so designed the Baby. He had the experience, he had a workshop and he was a good businessman. Soon the Grunau Baby became known world wide.

AJ Andersson left gliding and became world-famous, designing beautiful planes for Bucker. His only glider-design, the Datschi, was intended for his friends. The Datschi was a "loner" in the world of gliders. What happened in the head of Edmund Schneider the winter 1930 will we never know – we can only guess!

*Many thanks to Martin Simons for the drawing and for editing.* □

## 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

1937 built **RHOENBUSSARD BGA 337** with a C of A and a modern metal trailer. To be sold to a good owner in Britain if possible, Sensible offers to C.Wills. Tel:-01491 839245.

**SPALINGER S.21h.** 1937. without fabric. Offers to C.Wills as above. This is tandem seated wooden classic Swiss gull-winged two seater.

I feel the time has come to let some other enthusiast take over my **SKY** and **OLY** machines, Both need work to bring them to flight standard but as I do not want anything for them it could be an economical way for someone to get airborne. So **SKY BGA 686 -"Kinder Scout 2"+Trailer** rebuilt 3 years ago with replacement chassis etc. One wing needs some minor re-skinning and covering. **OLYMPIA 1 BGA 513**

**"Jacobs Ladder"** + ancient Trailer. Needs a new perspex canopy [old one too crazed] and a complete overhaul as it has not flown for years. Both F.O.C. to good homes. Pete Teagle. Telephone 01663 763614. E-mail: [ninateagle@ntlworld.com](mailto:ninateagle@ntlworld.com)

**Slingsby T38 Grasshopper TX1 WZ816 BGA 3979/HJJ Construction No 797.** Wings - Rebuilt by Peter Kingsford in 1994, ceconite covered then stored dry. Ailerons - both complete, one covered the other not. Airframe - Complete apart from main skid and harness. Unrestored but in good condition. Some component parts restored and boxed. Tail Surfaces - Complete, uncovered but in good condition. Rudder - Restored and covered. Spares - Few spares inc spare rear fuselage section. Currently hangared at Redhill, has always been stored inside and dry. This glider could be restored to fly without a huge amount of work. I'm selling due to the purchase of a powered aircraft. If you need any further information please let me know. Many thanks Jonathan Wilkins, Hillcrest,

Lenacre street, Eastwell, Ashford, Kent TN26 1JD.Tel; 07889 338620 or 01233 632921 eve, E-mail; [ajonathan@fly76.orangehome.co.uk](mailto:ajonathan@fly76.orangehome.co.uk)

**'Kronfeld on Gliding and Soaring'** - this wonderful book, signed by Kronfeld's son and grandson both of whom are Gold C pilots, complete with all photographs etc is for sale - £120 postage paid to anywhere. Apply [w.kahn@btinternet.com](mailto:w.kahn@btinternet.com)

### WANTED

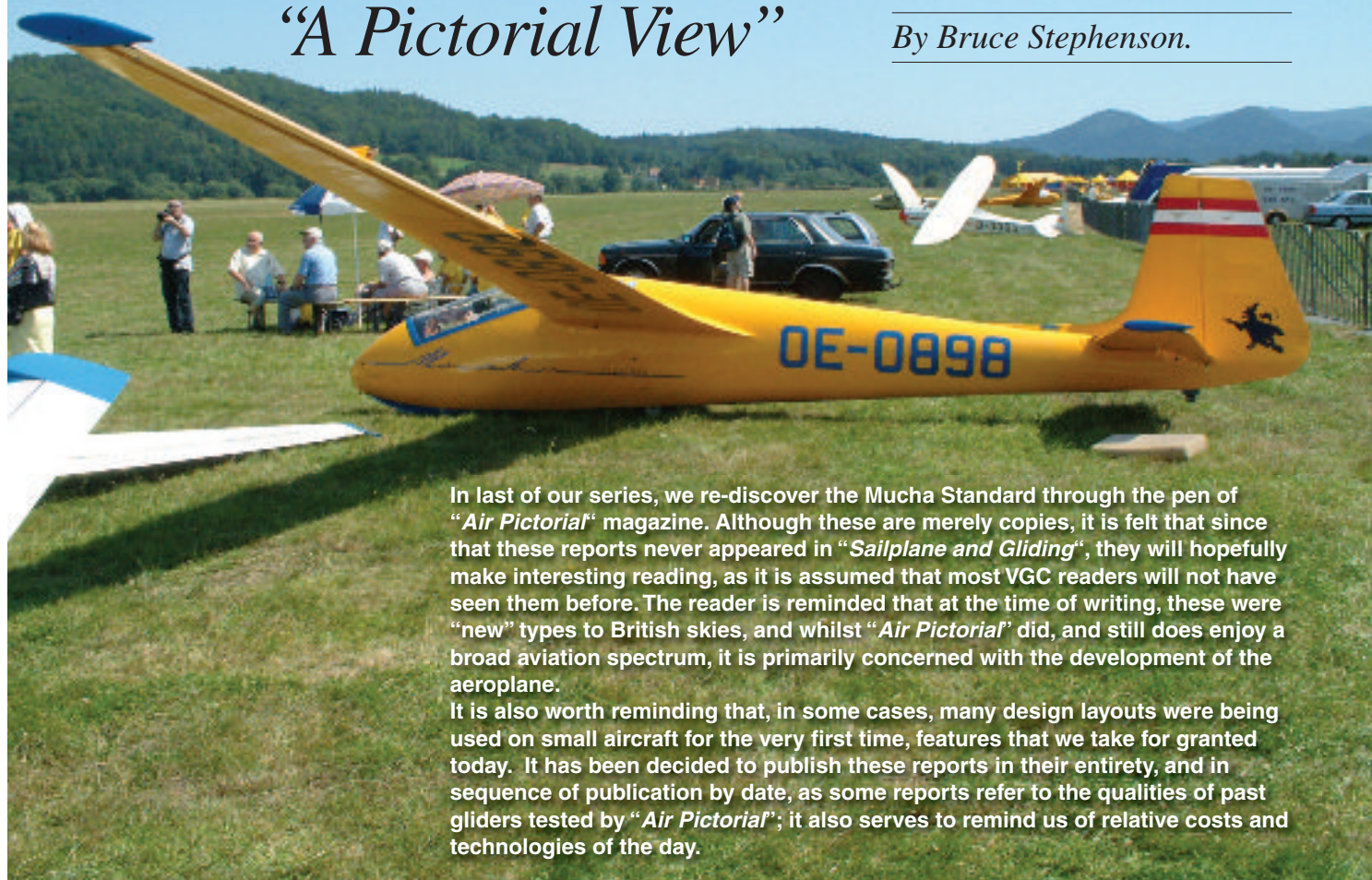
Original **Cobb Slater Variometer**. I am very keen to acquire an original pre-war Cobb Slater vario for a restoration project. The pre-war vario had pith balls in tapered tubes, (as opposed to the much more common post war parallel bore model). If you have one you are willing to sell (or could provide any clues to the whereabouts of one) I would be grateful if you could let me know. Colin Simpson. 07710 013096 or e-mail [colin.simpson@yellgroup.com](mailto:colin.simpson@yellgroup.com) □

Airstest No 6

# P.Z.L. Mucha Standard

## "A Pictorial View"

By Bruce Stephenson.



In last of our series, we re-discover the Mucha Standard through the pen of "Air Pictorial" magazine. Although these are merely copies, it is felt that since that these reports never appeared in "Sailplane and Gliding", they will hopefully make interesting reading, as it is assumed that most VGC readers will not have seen them before. The reader is reminded that at the time of writing, these were "new" types to British skies, and whilst "Air Pictorial" did, and still does enjoy a broad aviation spectrum, it is primarily concerned with the development of the aeroplane.

It is also worth reminding that, in some cases, many design layouts were being used on small aircraft for the very first time, features that we take for granted today. It has been decided to publish these reports in their entirety, and in sequence of publication by date, as some reports refer to the qualities of past gliders tested by "Air Pictorial"; it also serves to remind us of relative costs and technologies of the day.

The P.Z.L. MUCHA STANDARD, Type No. SZD-22, is a Polish designed and built sailplane conforming to the 15-metre standard class regulations, and therefore in the same category as the Schleicher Ka6 and the Breguet Fauvette. [Both of which were tested by *Air Pictorial* and reproduced in *VGC News* issues 120 and 121]

The Mucha made its first international appearance in the world gliding championships at Leszno in Poland in 1958, where it won its class. Although two were again entered in the 1960 championships in Germany, the Poles had by then introduced two higher performance competition types, the Zefir in the open class, and the Foka in the standard class, whilst the Mucha had gone into large-scale production, to become the standard soaring equipment for club use in Poland.

The Mucha is now available for export, and in England sales are handled by Norco Engineering Ltd., Burgess Hill, Sussex. It's price complete with instruments and as described in this report, import duty paid, and landed at Harwich is £1,151.

The Mucha is of normal plywood and fabric construction, similar to that of most sailplanes. The mainplane is in two parts; port and starboard, each built up on a massive spar, which carries the ribs. Upper and lower surfaces forward of the spar are ply covered, thus forming a solid D-section to carry torsion loads. This plywood covering also extends about 6in. aft of the spar on the inner half of each wing and over 2ft. of the span next to the inboard end of each aileron it extends right to the trailing edge on both upper and lower surfaces. The remainder of the wing is fabric covered. ["B" model had an all ply wing]

Each 10ft. 6in. (3m) span narrow-chord aileron is carried on three hinges supported by a false spar and is operated by a combination of rods, levers, and cables, and as a result operation is noticeably free of friction. Together with the differential action, aerodynamic balance and small slot between aileron and wing, this contributes to the excellent aileron control, which is a feature of the Mucha.

DFS-type airbrakes are fitted, and open

out from the upper and lower surface of each wing.

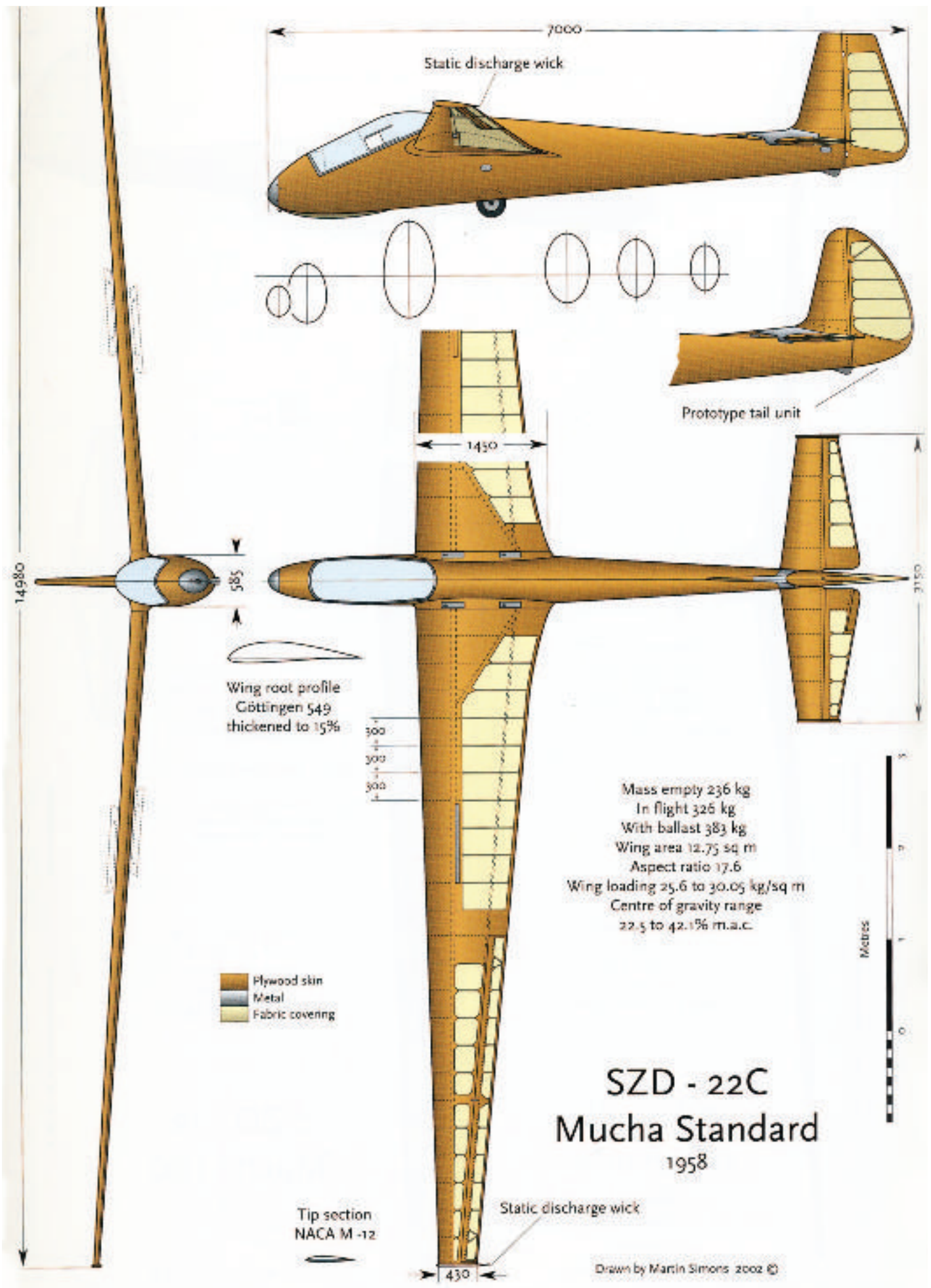
Each wing is attached to the fuselage by two heavy pins, which fix the main spar ends, and the short diagonal drag spar aft of it, to short transverse spars running through the fuselage. When these pins are in position, the wing is to all intents and purposes a single structure from tip to tip.

Aileron and airbrake controls are connected up with quick-release pins, and the whole operation of rigging or de-rigging and stowing in a trailer can be done in 5-6 minutes.

### Specifications

Span	49 ft. 1½ in. (15m)
Length	22 ft. 11 ½ in. (6.7m)
Height	5 ft. 10 ¾ in. (1.5m)
Wing area	137.24 sq. ft. (48.1 sq.m.)
Wing Loading	5.12 lb./sq.ft. (2.32kg/sq.m.)
Weights	
Empty (with oxygen apparatus, but without water ballast)	498.2 lb. (226kg)
Pilot and parachute	220.5 lb. (100kg)
Max. Permissible a-u-w	718.7 lb. (326kg)





The fuselage is a conventional plywood monocoque. The landing wheel is positioned further aft of the c.g. than usual, which makes for ease of handling on the ground, but necessitates some care in take-off and landing to ensure that the nose remains clear of the ground. The short skid extends from the nose to the fuselage to a point only 4½ ft. (1.4m) aft. The landing wheel is fitted with a brake, which is applied by the last movement of the airbrake lever after extending the airbrakes.

The tail unit is conventional, and a pilot operated trimming tab is fitted on the port elevator. A feature of the tailplane is that, when rigging, the elevator and tail-trim controls mate automatically.



### The Cockpit

The cockpit is covered by a plastic canopy no less than 4 ½ ft. (1.4m) long. It is so shaped that the pilot sees through the transparency at a fairly oblique angle, and obtains a particularly good view in all directions at all times. Like all sailplanes, the Mucha is streets ahead of most civil aircraft in this respect, and one wishes that all powered-aircraft designers, for this reason if none other, could be compelled to take a gliding course.

Flying controls are conventional and stick and rudder pedals well positioned for pilot comfort. The rudder pedals can be adjusted for reach, in the air, over a range of 3½in. (8.9cm). The pilot's seat is very comfortable with a deck-chair type back, the top of this is suspended from a steel bar across the fuselage that can be put in any one four positions, giving a fore and aft range of 6½in. (16.5cm). The seat is designed for a



*Above left: cockpit fitted with factory addition of oxygen panel and controls  
Above: BGA5176's cockpit restored to near original*

back-type parachute, and the adjustments of seat and rudder permit pilots almost any shape to be comfortably accommodated.

The airbrake lever is on the port side of the cockpit in the customary position for the throttle lever. Brakes are locked in the closed position by the lever springing into a gate at the forward end of its quadrant. A shorter lever alongside operates the tail-trim, and the cable release knob is immediately below these two levers.

The instrument panel is 30in. (76cm) from the pilot's eyes when he is normally seated, and in front of it a small tray folds down, which is convenient for maps. The cockpit is 19in. (48cm) wide at sitting level, which is a snug, but comfortable fit for all but the most-pear

shaped. There is a well-placed clear vision panel to port, and a ventilator on the starboard side of the canopy, which can be rotated to extract, or to blow in air. The canopy itself hinges upward from its after end, rather like that of a Lighting [fighter]. It cannot be opened in the air, but can be jettisoned.

### Handling

All launches were aero-tow. The cable-launch hook has no over-ride release [back-release], and in consequence the Mucha has not yet been cleared for winch or auto-tow launching. On tow it was immediately noticeable, despite considerable turbulence low down, that the Mucha makes it very easy to maintain position accurately on the tug; good view, and good controls contribute to this.

A point to watch on the launch is that full "up" elevator is necessary during the initial ground run to keep the nose skid



*Above: Mucha in original colour scheme as delivered to Lausanne in 1959  
Below: BGA5176 with canopy open*



off the ground, and to balance the Mucha to run on its single wheel. Time to 1,000 metres (3,280ft.) AGL behind the Auster "Tugmaster" with only pilot in the tug was 7½ minutes.

The Mucha has exceptionally pleasant and well-harmonized controls. The general feel is similar to, but better than an Olympia, and the ailerons, in particular, are among the best so far encountered in any sailplane. There is, nevertheless, sufficient aileron drag to call for rudder when rolling rapidly into, or out of turns.

The Mucha is unstable laterally, and if left to its own devices in a turn, the turn will steepen, and gradually turn into a dive. As, however, the airbrakes may be opened at any speed up to the maximum permitted for the aircraft, and when opened, will restrain the Mucha to within this limit, the aircraft can take care of itself under most conditions.

The Mucha can be trimmed to fly

level, hands off at any speed within the normal operating range; if disturbed, it will oscillate fore and aft. For example, after trimming to fly hands off at 80km./hr (43 knots) a disturbance produced an oscillation in which the speed varied between 76 (41kts) and 84 km./hr. (45kts), but which slowly dampened out; the lower the speed at which the aircraft is trimmed to fly, the longer the dampening out takes. Opening the airbrakes stopped the oscillation at once, and the Mucha settled quickly each time into a steady glide close to the speed at which it was originally trimmed, although of course steeper. Rate of descent in still air, with airbrakes fully opened at 80 km./hr. (43 knots) was about 4.5 metres/sec. (14.7 ft./sec.), representing a glide angle near a one-in-four, which is a satisfactory steep approach for landing in fields over obstacles.

Directionally the Mucha is stable and the rudder, though never heavy, is pow-

erful and effective down to all speeds, including below the stall.

Stalling the Mucha is interesting, and special attention was paid to it. The first indication of the approaching stall occurred at 54km./hr. I.A.S. (29.1 knots) in the form of a faint rumble, which could be both heard and felt, and appeared to come from somewhere down by the tail. This cause is possibly the initial breakdown of airflow over the centre-section, so that there is a small amount of turbulence over the tail unit; the effect is much less than the usual pre-stall buffet. At 52km./hr. (28 knots), the aircraft begins to feel as though it were balanced on a knife-edge, and it is difficult to hold it level with ailerons alone; at 50/51km./hr. (27Knots) I.A.S. the aircraft cannot be held level, and one or other wing drops at this point: a spin will develop unless prevented.

In level flight, with airbrakes closed, the point of stall could be reached before the stick was fully back. Further rearward movement of the stick at this point accentuated the wing drop; but at no time was a spin inevitable, and the Mucha responded immediately to the appropriate recovery action. Little height need be lost, and in fact a series of three full stalls and recoveries, together with turns between each to look around the sky, resulted in a total loss of height of only 150 metres (490 ft.).

With airbrakes open, the stalling characteristics are not noticeably different. The sequence starts at 2km./hr. higher speed, and a slightly greater rearward pressure and movement is needed on the control column to bring the aircraft to the stall, but that is all.

As this pilot with parachute weighs 220lb, (98kg) the Mucha was flying close to its maximum all-up weight of 718 lb. (326kg) for these tests, and the c.g. would be near its forward position.

Nothing was found in the stalling characteristics of the Mucha in this test which could be beyond the competence of a properly trained pilot, for it must be assumed that such pilots have been adequately trained in spin recovery. If this is so, the Mucha can be considered an excellent club and training aircraft, for it will encourage pilots to fly with understanding and skill, and it will provide valuable experience, which is beyond the capacity of the completely foolproof aircraft. It is very likely with this idea in mind that the Mucha has been adopted by Polish clubs.

In the circuit the Mucha is particularly easy to handle. The powerful airbrakes



are very light to operate, and as they permit the pilot to vary the gliding angle as desired between 1-in-27.8 and 1-in-4, the approach path can be regulated with absolute accuracy, and touch-down should be possible each time on a selected spot.

An approach speed of 80km./hr. (43 knots) was found satisfactory in still air, increasing to 95km./hr. (51 knots) during the last 150ft. (46m) if there is a strong wind producing turbulence, or a wind gradient near the ground.

During the approach the excellent view from the pilot's seat was particularly pleasant. One effect, however, is that during turns coming in, the attitude of the aircraft can appear to be much more nose down than it really is; that is the only initial impression which soon passes, but it is worth noting since pilots unaccustomed to the fine view, should watch their speeds on approach until they are no longer in danger of being deceived about the attitude of the aircraft.

The actual touchdown is simple, and is best made more tail down than is customary on other sailplanes. The Mucha will then touch initially on its wheel, and within a few yards on to the forward skid as well, and pull up in a short space. The position of the landing wheel well aft of the c.g. confers similar advantages to the tricycle undercarriage in reducing the angle of attack immediately after touchdown, thus eliminating any tendency to balloon.

**Summary**

The Mucha created a most favorable impression in every respect. Its handling is delightful, and it has qualities as a trainer which it's pilot likes. It is strongly, but simply built and is capable, according to the Polish specification, of all normal aerobatics, including loops, rolls, spins, and flick rolls; it is permitted to stress the aircraft in these maneuvers up to 6g the right way up, and 3g inverted.

Finally, all this is accompanied by a



degree of pilot comfort and quality that few other aircraft can better, at any price and certainly none at the £1,151 for which the Mucha is offered in the U.K.

*Air Pictorial's* thanks are due to the agents, Norco Engineering, who arranged this test, and to the members of the Polish Airforce Association Gliding Club,

**Top: a Mucha at the 32nd International VGC Rally at Gliwice**  
**Above: BGA5176 landing**

based at Lasham, who are owners of the actual aircraft flown.

*With kind permission of "Air Pictorial" November 1962.* □

Here's what the Manual for the SZD-22B has to say on the production history of the type The SZD-22B "MUCHA-STANDARD" performance sailplane is the last stage in the evolution of the "MUCHA" sailplane, the big-series versions of which - IS-2 "MUCHA-ter" and SZD-12 "MUCHA-100" - have allowed Polish pilots many spectacular record flights and diamonds, including flights of over 500km, and even of over 600 km. Spectacular success has also been gained by the prototype of the SZD-22, on which the pilot Adam Witek won the world championship in the "STANDARD" class during the 1958 World Championship Flights in Leszno.

The main outstanding features of the SZD-22B sailplanes are the following: good performance, correct and agreeable piloting properties, great strength allowing aerobatics, easy servicing, very careful cockpit finish, and accessible price. These qualities were the deciding factor for the decision of taking this type of sailplane into serial production. In 1959 an experimental series of 15 sailplanes, designated as SZD-22A, was built in the "Szybowcowy Zakład Doświadczalny" (Experimental Sailplane Centre) - mainly for export. Since 1960 the sailplane, after some changes improving its operation properties, is built serially, under the designation SZD-22B, in the "Zakłady Sprzętu Lotnictwa Sportowego", (Sports Flying Equipment works).

The initial design of the SZD-22 "MUCHA-STANDARD" sailplane was headed by W. Nowakowski, M.Eng. R. Grzywacz headed the team responsible for bringing the type into production. The prototype was first flew in Bielsko on February the 10th, 1958, and the flying and the factory tests were carried out by A. Zientek.

**CERTIFICATE REGARDING CHECKING OP "OSTIV" REQUIREMENTS**

It is herewith certified that the type SZD-22B "Mucha-Standard" sailplane, Makers No 497, flown by the pilot Adam Zientek at a weight in flight of 330 kg, underwent on march the 3rd, 1960, the following tests:

- 1/ During vertical diving flight over a stretch of over 1000m with extended air brakes a checked indicated air speed /IAS/ of 240 km/h was achieved, corresponding to a calibrated air speed /CAS/ of 239 km/h.
- 2/ During diving with maximum speed permissible for flight with retracted air brakes, amounting to 250 km/h of calibrated air speed /CAS/, the air brakes were fully extended within a time not exceeding 2 sec, and operated efficiently.
- 3/ During diving flight with extended air brakes, at a speed of 230 km/h, the brakes could be retracted correctly within a time not exceeding 2 sec

## JOHN SIMPSON

1915-2007.

His death was reported this year and one more of Britain's links with pre-war gliding has gone forever. He was also the last living link with the old Cambridge University Gliding Club and became its first Silver C pilot and the first pilot to fly in wave in the UK, both in 1937. He came up to Emanuel College in October 1934, which he did with modest distinction taking a second in Part 1 of the Tripos in 1935, and a 3rd in Part 11 in 1937. But this was a common route for school teaching, where other activities counted for so much and John was soon heavily involved in the Gliding Club, which was founded in the February of his first year. After a few ground slides and low hops at Dunstable, he flew with the CUGC at Caxton Gibbet in the Michaelmas Term of 1935, and progressed to his "A" Certificate on the 3rd December. Next May found him as one of a party launching from near Haslingfield in the forlorn home that Barrington Hill might be soarable. In his second undergraduate year, John joined the club's committee and, by his third year he had joined the club's flying committee as an instructor. He stayed on at Emanuel after his BA Degree as a Student Teacher Exhibitioner, preparing to become a School Master. After which he started his chosen career at a school in Dorset. During these three years with the club, John made many memorable flights both from Cambridge and during National Competitions; one from Camp Hill on 2nd completing his Silver C (International Number 562. ). A week later, at a Camp on the Long Mynd, John made a truly historic discovery.... wave. On 8th September, 1937, he was bungeed off in the CUGC's Kirby KITE 1 to make the very first wave flight in the UK, rising to 8,500 ft, Also catching the wave was Captain R.S. Rat-tray in his CAMBRIDGE 2 reaching 7,900ft. John's account does not relate who was launched off first. It should be related that John and John Furlong discovered some very strange lift flying a FALCON 3 at Dunstable in the lee of the hill in a SE Wind shortly before this. This must also have been wave. In the meantime, John continued his flying from Caxton and participated in the CUGC's first expedition to Dorset. Here he gained his Silver C Height in a 20 mile out & return flight upwind from the Purbeck Hills. Back at Dunstable in July, he did his 5 hour Silver C duration flight on the hill in stormy conditions, which he



*John Simpson and John Hassle in Min*

described as "horrible". During the next month, a CUGC team was at Camp Hill for the 1937 National Contest, in which he completed his Silver C (No. 18 on the British List, No. 578 on the International List), with a 78 mile flight to the East Coast near Flamborough Head. 1937 ended in a new chapter in John's gliding career; passenger carrying in a Falcon 3 flying at Dunstable. 1938 saw him making expeditions to other clubs with the CUGC and the unsuccessful attempt to soar the Western edge of the slope which is today's Bristol Club Site at Nymphsfield.

Back at Dunstable, he bought the KITE 1, which he had obtained from Keith Lingford. During 1938, he competed in that year's National Contest at Dunstable in that KITE 1. It was his 3rd National Contest. At the end of July he was at Sutton Bank sampling the latest Slingsby Sailplanes. i.e. the GULL 1 "the best machine he had ever flown", a KING KITE "Quite pleasant" and Philip Will's MINIMOA "rather like the FAL-

CON 3". He spent most of August instructing at Dunstable but, at the end of the Month he spent two days at Bem flying a GRUNAU BABY and a SPYR 3. Altogether, in 1938 John flew from 21 different sites, on 12 different types of glider and this increased his total flying time to 130 hours. New Year's day in 1939 saw him flying his KITE 1 for an hour over Dunstable and, in mid January, he became assistant Mathematics master at Clayesmore School in Dorset. He lost no time in introducing his school pupils to gliding and soon took delivery of the new one and only VIKING 2 side by side two seater. On the 7th of April 1940, although gliding had then become illegal for civilians, there was a gliding meeting at Wilmington in Sussex, which is rumoured to have been organized by Ann Welch under the shadow of one of the new and secret Chain home defence RDF (Radar) stations on Beachy Head. A

winch was brought out of storage from Redhill, by Brian Powell, who also flew Ann's GRUNAU BABY in the event. Brian, who was present at our last year's VGC National Event at Perham, retrieved with Ann Welch, Geoffrey Stephenson and his Blue GULL 1 from France in 1939. Also taking part at Wilmington were Philip Wills in his MINIMOA, Other ex. CUGC participants were Keith Turner in his RHOEN-BUSSARD and Ralph Slazenger. John flew not only his KITE 1 there but also had his first flight in the VIKING 2. His log book describes it as "wild flying to order"! He flew on seven separate days, including an hour's soaring on the ridge above the Long Man of Wilmington two weeks later. Shortly afterwards, the VIKING 2 was requisitioned by the RAF (with MINIMOA, & VIKING 1s etc) for the Radar Trials at Worth Matravers, near Swanage, where it was flown by P.A. Wills and others. It is worth mentioning that those tests did not start in earnest before 22nd June, or they might have been confused with a flight in a KITE (Briggs's) at Win Green on the 19th. It must now be mentioned that his VIKING 2 BGA 426, received its first BGA CofA in January It was broken up in flight by the military (by the young Wilkinson, who was killed over Arnhem, in 1944), on the 12/10/1940. Its two pilots escaped by parachute. It was a sad end for Britain's first high performance two Seater, which was very promising. It was a tragedy for Roy SCOTT, its designer and builder.

It was at about this time that John was preparing, perhaps inadequately, his Tribunal for assessment as a Conscientious Objector to military service. A man of strongly held principles, he was determined to make a stand, despite being advised that his occupation would probably exempt him from conscription. His first Tribunal rejected his arguments, but an appeal later in the year was successful, with the curious proviso that school teaching was not an option. He chose to serve in the Friends' Ambulance Unit. Whilst waiting for a course in a training course with the F.A.U., he continued to teach at Clayesmore, but the call of the air still remained strong, and in August 1942 he felt able to assist in the training of Air Cadets during the school holidays. In the mean time, he had taken delivery of a PETREL BGA 418 that had been flown during the 1939 British National Contest at Camp Hill

***one flight is annotated "Cirquit". Two Passengers"!***



*John Simpson meets the Duke of Edinburgh at Lasham comps in the early '60's*

by Willy Watt, in which he enjoyed a first flight at Welburn during an ATC Camp. Most of the flying there was in a FALCON 111 two seater, although one flight is annotated "Cirquit". Two Passengers"! Clearly some of the cadets were smaller than others. In September, he continued to teach, flying at Yeovil with a first hop in a Dagling (Zoegling) for the Director of the ATC. The provision of gliders at Yeovil was not as generous as at Welburn, comprising of DAGLINGS and a TOTTENHOE, but his beloved PETREL did however come too, in which he gave two demonstration flights at HMS Heron at Yeovilton. The New Year found him at Plymouth with two demonstrations in a DAGLING before finally signing off from the ATC with a flight in a VIKING 1 at Yeovil, shortly before he was called forward for training as a medical orderly, driving instructor and motor mechanic with the F.A.U. His experience with the F.A.U. is wonderfully described in his book "Letters from China. Quaker Relief Work in Bandit Country 1944-46"; for the most part a compendium of letters to his future wife Jean. They provide a fascinating insight, not only to his time with

the F.A.U. but also to his character and approach to life. Of course, you can not keep a good man on the ground. and the book includes a photograph of

him in a RHOENSPERBER after a "delayed descent from Dragon Mountain" near Chungking on the 9th of July 1945. It should be mentioned that China had

been involved in a bloody war with Japan for many years but they were very glad to have had John with them at their Gliding Centre.

After the war, in 1946, John had a short, and not very productive spell as CFI of the CUGC. But was reunited with his PETREL which he flew again at Rearsby during the Easter Meeting in April, which was Britain's officially legal post war gliding meeting or contest. Back at Caxton with the CUGC in May, there seems to have been some sort of celebration and reunion. John's Log Book on consecutive days describes flights in Stephenson's BLUE GULL and Philip Wills's WEIHE. Later in the summer, he was seen at the Long Mynd selling his PETREL to Espin Hardwick. At that time he made acquaintance with what was to become the workhorse of his two seat training career, the T. 21b. This was at Dunstable, before dashing off for a week in Switzerland, flying at Bern and Samedan. 1947 brought big changes to John's gliding, the priorities being his marriage to Jean with him teaching to earn a living in post-war Britain. This is reflected in his Log Book but he did obtain on the new KITE 2s which he flew on two non-soaring days at the BGA's National Contest in 1947 at Bramcote during June. He managed a few days at the Mynd, flying the PETREL and a couple of OLYMPIAS. September 1947, and gliding became a low priority with only a few flights at Bristol, Redhill and Dunstable for the next two years. 1947 saw his move to Leighton Park School near Reading. It was not

until 1950 that his pilgrimage to the Long Mynd was restored first at Easter and later in August. There he had another opportunity to fly the PETREL. By now, John had decided to settle down with the London Club at Dunstable, formalizing his position as an instructor with checks in the T.21 with Geoffrey Stephenson and Dan Smith. For the next few years, this was the focus of his gliding with occasional solo flying mainly in OLYMPIAS, with the odd GULL 4, SKY and PREFECT flights and regular trips to the Long Mynd, usually in the summer holidays. Lasham received a few visits later in 1951. Easter 1952, saw the first of regular instructional Camps at Dunstable for boys from Leighton Park School, with over 100 flights during a ten-day period. John returned to the competition scene in July 1955 with a team entry flying an OLYMPIA from Dunstable at Lasham, where he recorded his first cross country out-landing since the 1938 National Contest at Dunstable. Later in the contest, he achieved his first real closed circuit task, taking over 5 hours to accomplish a 100 km triangle. Two years later, he made his last appearance in a National Competition, flying another Olympia at Lasham. 1956 saw another change; the Leighton Park school Easter Camp moved to Lasham, which remained the main base for the rest of his gliding, although he continued to fly and instruct from Dunstable from time to time, with regular summer visits to the Mynd, and helping out with course instruction at Firlie in 1956, 57 and 58. During the 1950s, he did become involved flying the 1939 designed high performance two seated GULL 2. During the war, it did service with Air Cadet Units (under John Furlong) and finally became civilianised with a BGA C of A number 664 in April 1951. It revealed its high performance when Brenig James flew it on a National 100 km speed record. It was finally demolished at Lasham in 1957. Over the next 8 years, John accumulated another 3,000 launches, a very large majority of them instructing, mostly in T.21 s, including "MIN" which was built from a kit of parts by his pupils at Leighton Park. A project described in his book "*Tackle Gliding this Way*" published in 1961. They built the fuselage, fin, rudder and tail plane and fabric covered them. The wings arrived from Slingsbys without fabric, but they knew how to fabric cover these. "MIN" was unfortunately blown over but it was replaced by a T.49 "CAPSTAN" in 1963. This was named

"MOOMIN". In 1962 he reacquired a taste for cross country soaring as he participated in the Lasham Easter Rally, finishing the Rally with over 100 hours of solo flying and 10 cross countries, including a (100 miles?) flight to Dunkeswell in a SKYLARK 2. Early in 1964, illness struck, which was to preclude him from any further solo or instructional flying. He was very depressed at the time, but he soon threw himself into a determined programme to explore the sea breeze front which reaches Lasham on average several times each year. Some of the research was done with simulations in the school's labs, using tanks with water of different density. At other times it would be done by flying instrumented two-seat gliders and motor gliders in to real situations, supported by a network of ground stations strategically placed at schools between Lasham and the South coast. John himself flew on many of these flights, some of which were even coordinated with special radar observations from the Marconi Research station at Chelmsford.

John received the Churchill Award for this work in May 1967: a photograph of the presentation at the Lasham Nationals is in the 1967 issue of S & G. John left Leighton Park School in 1970, moving first just across the road to the Department of Meteorology in Reading University where he continued work on the Sea Breeze with professor James Milford. In 1976, he joined the Department of Applied Mathematics and Theoretical Physics at Cambridge, where he expanded his work on Sea Breezes to include gravity currents in general, being awarded his PhD in October 1981 on the basis of his published work. Over the next few years, he made many contacts with researches at home and abroad; publishing first in 1987 Gravity currents in the environment and the laboratory, which includes many references to gliding. It was followed in 1994 with his comprehensive survey. Sea Breeze and Local Winds. A good deal of the latter is concerned with conditions in the United Kingdom, particularly to those of interest to glider pilots, but it is also interesting to see how widespread these effects are. The book is now even more accessible having been reissued in a soft cover in 2007. Although John's active gliding career was so abruptly curtailed by illness over forty years ago, there will be many glider pilots still around who benefited directly from his patient instruction including at least one world champion. There will be others still to

come who will gain from reading his books. We can all draw inspiration from reading his books. More generally, we can all draw inspiration, and remember with gratitude, the efforts of his generation in laying the foundations for the freedoms we enjoy today.

*See the article on the the Viking*

## Jean-Paul Robin

Jean-Paul left us last December after a three months spell in hospital; I first met him in Vinon when he was working at the Glider Regional Workshop and then at various Vintage rallies.

He will mostly be remembered for the superb restoration of the red Castel 25S in the early nineties and I believe he won, at the time, a best restoration prize for his effort.

He came to see me two years ago to see if he could fly his Pou du Ciel from Aspres. He joined our club and started

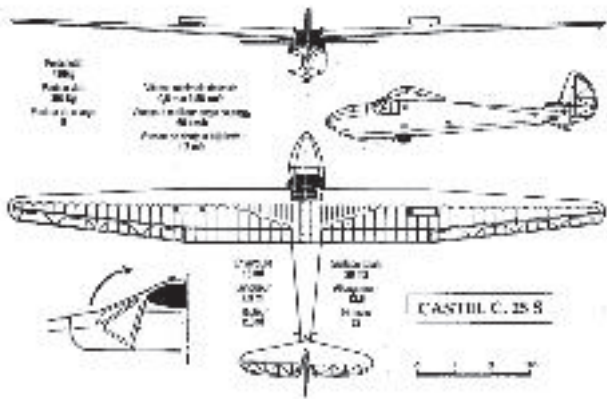


*Above: Jean-Paul Robin (on the left)*

flying in the Falke and Bijave. Then, of course, the fate of the Castel was discussed and it was decided to restore it for the 2007 season.

In France, the Castel 25S is the mythical glider flown in the film *La Grande Vadrouille* with DeFunès, Bourvil and Terry Thomas as the RAF pilot. At the end of the film, two C25S are used to fly from occupied France to the free zone with three people in each! The film is

*Below: Jean-Paul Robin closes the canopy of a Castel 25S, the mythical glider flown in the film La Grande Vadrouille*



still in France a most popular feature with over 18 millions entries and countless television appearances.

Based on this, we use the restored machine as our main publicity stunt last season with the press and local television chain and as a result, a lot of people just came to the airfield to see “Le planeur de la Grande Vadrouille”

Jean-Paul last flew in September when we hosted a vintage week-end for the vintage members of Lyon Corbas. He was taken ill to hospital the following week and asked for a permission to come to the airfield to de-rig the Castel in November. A party from the club was present at his funeral.

*Francis Humblet*

## **PIERO MORELLI**

We are sad to note that PIERO MORELLI, passed away on January 2nd 2008 at the age of 83. The aviation and the soaring world will never forget him and his brother Alberto who also passed away 3 years ago.

*Vincenzo Pedrielli*

### **Roger Crouch remembers Dick Stratton**

RICHARD BRIAN (DICK) STRATTON. (1923-2007), who was for many years the BGA’s Chief Technical Officer, started his remarkable aviation career as an RAF Flight engineer on flying boats, later becoming involved with the flight

testing of the Saunders Roe Princess flying boat, the SR 53 rockets aircraft and P 531 helicopter. He followed this up by becoming Chief engineer for CSE Aviation at Oxford Airport Kiddlington, and later still an aviation consultant.

A Fellow of the Royal Aeronautical Society, he was also a Royal Aero Club Silver Medallist, awarded for his services to aviation. His long association with gliding began when he joined the ATC Gliding School at Christchurch in the early 1950s, where he quickly became an instructor— an activity he continued well in to his seventies. After a short spell in the Isle of Wight gliding club, he began his long association with the RAFGSA joining their club at Andover. After the founding of the RAFGSA at Bicester. Dick quickly became one of its stalwarts, tug pilot, instructor, converter of the Chipmunk tugs to modern engines, and general gliding guru.

The list is endless. Living next to the airfield as he did, seldom a day went past when he was not there, supporting and helping especially the young in their gliding and flying. He must have sent dozens of people solo over the years.

Dick, who during his time as BGA CTO set up a glider, motor glider and tug maintenance system that we could be proud of, had little time for petty officialdom.

He was an engineer of the “if it ain’t broke, don’t fix it” brigade and the stories of his practical approach to engineering and flying are legendary. “I shall never forget the huge compass error on a Bicester RF-4 with the aid of a portable MiG Welding kit” says one person. Or, on another occasion, when discussing another modification to a glider, Dick said “use stiff nuts”. Not happy with that “replied the engineer, “Dear boy” said Dick, “entire American aircraft are held together with stiff nuts. Why in God’s name do you want to start a rabbit warren?!” “OR again” “Rubbish, just get on with it and don’t muck about”, -this last bit of the sentence was always with his characteristic twitch of his shoulders. His last project was to oversee the rebuild of the Ulster GC’s Super Cub. A very fitting memorial to his engineering skills.

It’s also thanks to him that many a PFA aircraft is flying in the UK and very often on MOGAS- the use of which he trailed in order to make it legal. There was not a Gliding Club in the UK that

he did not visit, even after he gave up as CTO, always offering advice and encouragement wherever he went. It was largely due to his encouragement that clubs exchanged their often dangerous and inefficient winches and cables for modern and safer ones.

On a personal note, Dick gave me my first flight in a glider at glider at the age of nine, and the instructor on my ab-initio course, a general gliding mentor and friend. I was immensely privileged to re-solo him after he regained his medical on his 80th birthday in the same type of glider as my first solo in a T.21. Just days before his death he showed me with glee evidence of his latest victory over the (Gatwick) “Kremlin” (his name for the C.A.A.) - a refund of the fee they had demanded for his engineering licence renewal.

As a person, Dick was- to quote from one of his many admirers- “often blunt, and only rarely wrong – but he was also quietly thoughtful and, behind his gruff façade, a kind and gentle soul”. One

*Right: Dick Stratton Below: Saunders Roe Princess flying boat on which Dick was a flight engineer*



could fill a book about this remarkable man – suffice to say, Gliding, the Wind Rushers GC, and British Aviation will be the poorer for his passing. Dick, we will miss you.

*Roger Crouch. Reprinted from the December 2007- January 2008 SAILPLANE & GLIDING.*

*CW adds,* Dick always came forward to greet him when he arrived at Bicester. He was often seen doing the most menial tasks such as retrieving winch cables and gliders and driving the winch etc, even during bad weather, or just being a very good club member of the old school. We need more like him to resist the “stuff and nonsense” (his phrase) of the various “Kremlins” in Europe and beyond. I was very honoured to have had him for a very warm friend for so many years. □





# Salamander Update

*from Janek Szladowski – Manchester, UK*

The attached photos show Mietek Smagacki with the replica SALAMANDRA which he is helping construct in SZD Jezow.

Mietek has long since retired but loves to pop in to the workshop now and then. He is one of the old guard craftsmen / constructors who cut their professional teeth on production lines in Jezow in 1960 – ties mainly constructing SZD Bocian. Not many of them are now left.

Leszek Jankowski, from SZD Jezow, tells me that not much progress has been made with the Salamandra since I made this picture nearly two years ago.

The full production capacity at Jezow now centres on deliveries of PW-6 orders from as far as Australia and USA.

The present younger workforce specialise in glass-fibre construction and are unwilling to learn the old “wood and



fabric” techniques.

The undertaking of the restoration work on older gliders requires therefore patience and reliance on only a few craftsmen who can be diverted to this

demanding work. There is therefore a short queue of gliders awaiting restoration work including the Dutch Mini-moa, AV22 and, of course Salamandra, which await completion. □



# Viking reflections

*From the SAILPLANE, October 1939. By P.A. Wills.*

SUNDAY, August the 27th 1939: The last weekend of Peace. And yet some people at Dunstable managed to get their minds off Hitler very satisfactorily. For this was the day chosen by the Viking two seater to leave the egg. In appearance this machine is extremely like the single seater (Viking 1); in performance, however, there is one striking difference. After various cautious efforts to get her 1,100 lbs off the ground we did a hefty ground loop with a winch-bungee launch. The controls seemed to function very well, so next we took her to the top of the hill. The wind was exactly along the hill from the S.S.W. We did various descents with growing confidence, and after tea, we found that the wind had gone round on to the hill. With a reassuring self confidence, the designer and manufacturer (Roy Scott) strapped himself into the seat beside me and we were launched. The wind was light and oblique and two GRUNAUS disporting themselves in the lift, varying from 100 to 300 ft, made manoeuvring so large and novel a craft a full time job, which gave rather less time for analysis of her handling. Nevertheless this did give one a chance to estimate her relative performance against them.

Flying speed seems to be 40-42 mph; the stall around 37 mph. These figures are the same as for the MINIMOA, and surprisingly higher than for the VIKING 1. Personally, providing adequate spoilers make landing easy, I consider these

speeds about right for a high-performance machine built for cross country work. The sinking speed was hard to judge on a flight lasting a quarter of an hour in such restricted conditions; however there seems to be no doubt that it is better than a GRUNAU. If we assume therefore that it is around 2 ½ ft per second at 49 mph, we get a gliding angle of 1 in 24. This is an exceptionally good figure and one which offers first class cross country possibilities. The best gliding angle is likely to be at a rather higher speed than that of the normal flying speed. The controls seemed good, light, but firm in action. The machine was slightly nose heavy, though I understand that the C of G came out right so I expect that this nose heaviness can be cured by slightly less incidence on the tail plane. The spoilers were adequate; in fact I found a spot landing after this first flight required no excessive effort or skill. The landing wheel is, of course essential on so large a machine, both for handling on the ground and for take off. On this flight, the wheel brake was not functioning; this no doubt has since been rectified. The ingenuity of the VIKING fittings is now well known and the task of rigging and derigging this machine is wonderfully quick and simple in spite of her size and weight.

If only Hitler had given us another week, the British height and distance records (for two-seaters CW) were in her pocket. This crime is yet another to be

added to the long list to the long list now under consideration.

Editorial Note. The VIKING 2 was fully described with General Arrangement drawings, in the SAILPLANE for February 1939 on Page 25.

The wing span is 61ft (18,6m.). Wing Area is 235sq. ft. ( 21.83sq. m.). Empty Weight is 510 lbs. ( 231.34 kgs). Flying Weight is :- 412.77 kgs. 910 lbs. Wing Loading is :- 18.55 kg/ sq. m. (3.80 lbs/sq. ft). Seating is side by side, and overcrowding is avoided by making room for the off side arms of the occupants in the wing roots (GOEVIER fashion?) Special features are that all working joints in the control system are fitted with ball races, both sets of rudder pedals adjust separately without disconnecting the control wires, and earth can be scooped up in the detachable nose to balance the machine when flown as a single seater.

Even before the test flights, three machines of the type had been provisionally ordered, though the orders have had to be provisionally cancelled, as unfortunately under present conditions none of these prospective customers is in a position to do much flying.

CW adds.... this was Britain's first designed and flown high performance 2 seater. It received its first BGA CofA in January 1940. After being bought by the late John Simpson to fly his school-boys, it was requisitioned by the military on the instigation of Wing Cdr. Mungo Buxton to take part in the early Radar Trials on the South Coast at Worth Matravers, together with Minimoa, two VIKING 1s and some KITE 1s in June/July 1940. From its first test flights on the 27th August 1939, it lasted only until the 12th October 1940, when it was broken up through aileron flutter by the young Wilkinson, a pre-war glider pilot, at Moberley. Both pilots escaped by parachute. This has been often written that these were the first parachute descents from a glider... but this is not true. This was a sad end for Britain's first high performance 2 seater sailplane. The young Wilkinson was sadly killed over Arnhem in 1944.

It was particularly sad for Roy Scott who had designed and built it. He is believed to be still alive and well at his South Coast address.

Britain's second high performance 2 seater was the Slingsby GULL 2. It survived the war in an ATC (Air Cadets)



*Left: Viking II at Clayesmore School*



Above: Viking designer Roy Scott  
Right: Viking I C/n. 114 BGA416

Unit being guarded by John Furlong, an ATC instructor. It received its first BGA CofA No. 664 in April 1951 for civilian use. It soon revealed a very good performance being flown by Brenig James on a 100 km speed dash. It also took part in National Contests. It was severely

broken during a severe Ground Loop at Lasham prior to its CofA expiry date in April 1959. It first flew in April 1940 but was first designed in the Autumn of 1938 but construction was delayed due to the commencement of the war. CW.



**FATES OF THE FOUR VIKING 1s**

C/n. 111. Sold to Argentina pre war by Philip Cooper.  
C/n. 112 BGA 415. Impressed. Struck off Charge 1942.  
C/n. 114. BGA 416. G-ALRD. Sold to Holland airworthy in 2004.

C/n.119 BGA 425, Impressed for war service in The A.T.C. and was sent to the S.W. Area Gliding School. Withdrawn from use in 1942

