



VGC News

No. 125 Winter 2008



Rally roundup

Modelling report

International news

Early New Zealand gliding history

A new looking oldtimer—IKV3 Kotka

CW reports from the 36th International VGC 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: Alexander Hurtle is flying the Standard Austria, D-4131.
photo by Thorsten Fridlitzius.

Back cover: the Swiss Spyr 5a soaring near Wels. photo by Gerd Hermjacob

Notice to all members

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Wanted

Vertical Format Coloured Prints of vintage gliders if possible, in flight, for the **future covers of VGC News**. PLEASE send them to the *VGC News Editor*

Margaret Shrimpton:- "Fairfields",
Fosse Road, Oakhill, Somerset BA 3 5HU. UK
Photos will be returned.

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CW looks forward to Achmer in 2009

We have held our 34th and 35th International Rallies in SLOVAKIA and AUSTRIA and we believe that they were successful in blazing hot weather and strong lift. The main thing is that all participants were happy on the ground and in the air, and that is important for our Rallies. Perhaps we had the best thermal conditions for cross countries in Slovakia. In

CLUB NEWS

State of the union

As a start, I have to apologise to Austin Wood. In my last letter I missed him as one of the retiring Committee members. Austin had already retired 3 years previously, but continued in the Committee until now. He did a lot of work for the club, first as Treasurer then later as secretary. Austin - Thank you.

As the new Chairman, I have a list of wishes, intentions, even hot points.

- The 1st hot point is to keep us in the air. I am talking about the EASA and ANNEX 2. We have to show who we are, and what we represent. We are the biggest (Vintage) Club in Europe, over 1000 members and more than 1500 Vintage Gliders. We are also the club with the most Inspectors, 80 or more. So we have a lot of experience and we like to share that as well. This has to be propagated, we have to change the mind of the government. First of all by the National Authorities represented by the National Representatives in the International Council. So if you need support, please contact us! Secondly, Internationally, by the Committee. We made a good start at the last Annual Dinner, thanks to the attendance of our special guest David Roberts, Chairman of The Royal Aero Club and vice Chairman of the BGA. We made an appointment with David that he will join us at our next Committee Meeting. Lastly, the VGC Technical Officer, now and in the future, is one of the most important Committee Members, we need a new one, so we have to find him or her.

- The 2nd hot point is to make the International Council Members more responsible as a National Representatives. This could be on coordinating and collecting membership fees (some countries are very well organized) or collecting copy for the News Letter. At the next Council meeting, we will discuss this.

- The 3rd hot point is Vintage Gliding in the UK. Since the Vintage Glider Club started in the UK, they do not have their own National Club. About half of the VGC membership is British and they do the most of the work for the Club, so I think it is fair that we support and help them to organize their national activities.

- The 4th - and fourth does not mean the less important! The fourth is the Newsletter. Margaret Shrimpton does a wonderful job. We are not only the biggest club, but we also have the most professional magazine. Wow! I am always excited when I find it in my post box. The Magazine shows who we are, it is the only stable communication we have during the year, so please read it and send your copy to the Editor.

We are very happy that Margaret will continue her job as Editor. But this is only for a limited period so at some point we will need to find a new Editor. In the meantime, half of Margaret's work is collecting copy, contacting people, asking and asking them again, worrying "do I have enough for the next Magazine?" So please help Margaret with copy. She needs stories, reports, copies of documents, photos, advertising, technical articles, drawings on so on! Give her an avalanche of copy, we are all responsible for the Newsletter!

- The 5th, the last hot point is the Committee, we are now with 6 members and we need 3 more. Now we have 2 new co-opted members; Klaus Shickling and Francis Humblett. But we still need; a skilled Technical Officer, PR Officer and eventually, a new Editor for the News Letter.

Because we are always looking in the small circle around us, we tend to invite people out of that circle. We do not know all the members, but in a Club with 1000 of us there must be plenty of expertise for the Officers we need! We have a maximum of 4 meetings a year, but do not worry if you miss one. So contact us if you are interested or you know some one who is capable for the job!

Is this all? No! We still do not have a host country for the 2010 International Rally. Poland cancelled because of the enlargement work on their runway. Netherlands has had to withdraw as they do not have a big enough airfield and Denmark is at the moment not able to organize, so we are hard working to find a new venue.

We want also to do more for and with the Modelers, they are a growing group members.

Lastly, if you ever write your memoirs, than you have to mention that you attended at least one VGC Annual Dinner in your life. Write it now in your diary for next year, the first weekend of October 2009, the 3rd.

Merry Christmas and Happy New Year for you and your Family.

Jan Forster, Chairman V.G.C.

Austria, we were fairly far from the mountains with not a good area for lift between us and them, which might have been a good thing as Johannes Fischer tells us that weather conditions were hectic in the mountains. We had over 100 gliders entered in Austria, with only one each from Poland and the Czech Republic and none from Belgium. We had no Minimoas, Steinadlers, Rhoenbussards, Rhoensperbers and only one Weihe were entered. We know that more of them are out there.

Perhaps more of these very historic gliders will come to Achmer. ACHMER is a large famous airfield where the first jet fighter squadron in the world was being worked up, (the Erprobungskommando Nowotny) during October and the first week of November 1944. Because of this, the airfield had its share of action and the field is not so large as it once was. Based at the airfield is a vintage gliding club in its own right, thanks to the German master craftsman Hermann Hackmann and a dedicated team, who restored or built again most of the 10 or 11 vintage gliders there. These are REIHER 3, WEIHE, MEISE, KRANICH 3, CONDOR 4, KRANICH 2, Lo 100, GRUNAU BABY 3, GRUNAU BABY 2B, SG.38!!!!. Then there is the (repaired in Denmark) KRANICH 2B—2 which is the last airworthy Mraz built Kranich 2B-2, the replica HOLS DER TEUFEL and the repaired nacelled SG.38 from the Czech Republic (as well as their KRAJANEK).

The REIHER 3 will be of course, the 'Pièce de Resistance', which is quite newly restored and may not have yet flown. There is the hope of seeing the new HORTEN 4A for the first time. Apart from these, from the rest of Germany, should be coming at least one MINIMOA, a 3rd HABICHT, a 2nd HUETTER H.28-2, a new, RHOENBUSSARD a RHOENSPERBER, a MU 13D-3 from Weissenberg?), more WEIHES etc etc and MEISES. We hope that we will see a collection of German vintage gliders from the old days never seen since 1945. The world should, and probably will, tremble! This is not to suggest that old gliders from other countries (such as the 1939 Dutch V. 20) as well as the British KITE 1s and PETREL etc and the wonderful HUETTER H.17as etc. and the Swiss MOSWEYS SPALINGERS, SPYRS and ELFES and the Hungarian CIMBORO and VOCSOKs will not also be warmly welcomed. We hope for good weather for the event.

International Rally update

Ulf Ewart has been working hard on the arrangements for next year's International rally in Germany. Klaus Schickling sends us an update in both German and English.

Klaus says "Yesterday Ulf talked to the regional government (Mr. Talle) and the LBA concerning gliders without EASA certification at the 2009 rally in Achmer. The responsibility is with the LBA, handling of this matter should be without problems.

1. The following documents are needed (copies are ok):
2. Certificate of airworthiness including all limitations
3. Certificate of registration
4. Certificate of annual inspection
5. Licence of the responsible pilot (issued in the country of registration of the glider)
6. Third party damage insurance

The certification of the LBA is free of charge (I can't believe that!) and valid for 180 days. Even people not being sure about their participation in Achmer should apply for the certification.

Ulf arranged the following with the LBA: The VGC members interested should send their paperwork to Ulf, preferably till mid February and he will drive to the LBA to get everything arranged.

Hallo Klaus,

gestern habe ich mit unserer Bezirksregierung (Christoph Talle) und dem LBA gesprochen bezüglich Segelflugzeuge ohne EASA-Zulassung.

Bearbeitet wird die Angelegenheit vom Luftfahrtbundesamt, ich denke, relativ problemlos.

Folgende Unterlagen (können kopiert sein) werden benötigt:

1. Lufttüchtigkeitszeugnis einschließlich der Einschränkungen oder
2. Flugzulassung einschließlich der Auflagen
3. Eintragungsschein
4. Bescheinigung der Jahresnachprüfung
5. Lizenz des verantwortlichen Piloten (ausgestellt vom Eintragsstaat des Luftfahrzeuges)
6. Drittschadenshaftpflichtversicherung

Die entsprechende Genehmigung des LBA ist kostenlos und ist gültig für 180 Tage im Kalenderjahr. Das bedeutet, daß sie z.B. bei entsprechender Terminfestlegung auch schon für ein vorgelagertes T21-Treffen in Anspruch genommen

werden kann. Ach wenn einer noch nicht definitiv weiß, ob er nach Achmer kommt, sollte vorsorglich die Genehmigung beantragen.

Ich habe folgendes mit dem LBA vereinbart:

Interessierte VGC-Mitglieder schicken an meine Adresse die entsprechenden Unterlagen, möglichst bis Mitte Februar. Ich werde dann mit allen mir vorliegenden Unterlagen zum LBA fahren, dort alles vorlegen, durchsprechen und die Genehmigungen veranlassen.

Notes from the Membership Secretary

The membership of the VGC has continued to grow steadily, and as I write is nearing the one thousand mark!

Unfortunately several members never renewed for 2008. Some of those who did eventually renew for this year only got around to it in the last month or so! This has caused a lot of extra work, chasing members up who clearly intended to renew, but had failed to do so.

Next year it has been decided that a new system will operate. The renewal notice will be sent out in the Winter edition of the VGC News. Members are requested to send their membership fee *within one month please*. Experience has shown that failure to renew during January usually means that the request has been put aside...!

In future, only those members who have renewed will receive their Membership Cards, and these will arrive in the next edition (Spring) of the VGC News! (Membership cards will no longer be issued automatically to all members with the Winter VGC News).

The membership fee has had to be increased this year to £27.50 (€35). This is the first increase for several years and reflects the relative weakness of the £sterling against the Euro. It has been decided that this fee will apply to *all members* whether 'European' or 'Rest of the World'! Further more the additional £2 fee for PayPal or Credit Card payments has been scrapped. Having a range of fees for various members paying by different methods has caused unnecessary extra work in the past, and it is felt that the new payment arrangement will be fairer to all.

In the UK several members have been paying by Standing Order in the past. Unfortunately this has now had to be

suspended. We are having difficulties changing our bankers at the moment and the old account has been closed. Furthermore, the standing orders were often not updated when required, and some members were still paying at old rates which had become out of date by several years! Again this causes unnecessary extra work, and attempts to get the Standing Orders updated has often proved a fruitless exercise. In Germany, memberships are collected by Direct Debit rather than Standing Order, and once the new Banking details have settled in we intend to explore this possibility for the UK too!

With best wishes for the New Membership year –
Nick Newton
 (memsec@vintagegliderclub.org)

The VGC Annual Dinner and Prize Giving 2008

During our Annual Dinner and Prize-Giving at Lasham on Saturday the 4th October 08, JAN FORSTER formally took over Chairmanship of the International VGC, from DAVID SHRIMP-TON, who has held the position for 17 years. David was awarded a model of his SLINGSBY SWALLOW and the Syd Davies Cup for meritorious service during the year.

JOHN DREDGE was awarded an engraved silver plate for his service on the Committee as a very reliable and good treasurer over a long term of time.

Both AUSTEN WOOD, who has been our Secretary / Treasurer for countless years, and PETER UNDERWOOD, who is our technical representative, and are also retiring from the Committee, both received ceremonial barometers, suitably decorated with VGC insignia, of a very high standard.

A Best Achievement Cup was awarded to GEORGE SLOT (Netherlands), who flew his RHOENLERCHE (PH-247) for 7 hours on one day in thermals, during our International Rally at WELS. THE GRAND CHALLENGE TROPHY for the BEST RESTORATION at an INTERNATIONAL RALLY was awarded to ANDREAS FAHRNI (Switzerland) for his MOSWEY 4. Hb-522. Andreas is President of the Swiss Vintage Glider Club. A Commendation award was presented to VOLKER SKRZYPEK (Germany) for his very finely restored KA-7 D-5250. A Commendation award was presented to



Presentation to David Shrimpton by Chris Wills. Money for the gift was raised by members at the 2008 International Rally at Wels.



The Trophies and Prizes (Syd Davies Trophy in foreground)



Guest of Honour David Roberts enjoying the occasion



Austen Wood enjoying his retirement as Secretary



John Dredge (far right) outgoing Treasurer



David Roberts addresses members after dinner



Nick Newton (Membership Secretary) auctions paintings donated by Wally Kahn



Peter Underwood receives his ceremonial barometer

NIELS EBBE GJOERUP (Denmark) for his finely restored HUETTER H.17A OY-CJX.

Margaret Shrimpton received some flowers for her efforts as VGC Editor; we are very glad that she is prepared to continue the job, as I am sure all of you will agree, that the VGC NEWS has some sparkle these days. She has accomplished wonders with its production.

David Shrimpton, Austen Wood, Peter Underwood and John Dredge have served the VGC Committee well for years. We are fortunate that they are replaced by new committee members, Bruce Stephenson (VGC Secretary) and Rick Fretwell (VGC Treasurer) who have already shown their excellent capabilities.



Nicky Barr (daughter of Mike Birch) models one of the auction items kindly donated by Wally Kahn

Our Guest Of Honour at our Annual Dinner, was Chairman of The Royal Aero Club and Vice Chairman of the BGA, David Roberts. We were very glad to have had him with us. In his very fine speech he said that we should be prepared from within, for what the European bureaucrats have in store for us without, so that it can be suitably discussed. Amongst our guests were Francis and Anne Francoise Humblet from Belgium, Hermione and Klaus Schickling from Germany, Bob and Sylvia Van Aalst, from the Netherlands.

Vintage Glider Club Historic Group (VGCHG)

During the last VGC rally in Wels, a group of club members all associated with gliding history called for a preliminary meeting to discuss the possibility to form an Historic Group within VGC.

The proposals made by the group were reviewed and accepted by the VGC committee members during the last VGC committee meeting held at Lasham on Saturday 4th of October.

The initial terms of reference of the VGCHG are as follows:

1. Ensure that the VGC is recognized as a world authority on gliding history.
2. Assist the VGC in its objectives as regards to information, archives and research.
3. Liaise with gliding museums and other aviation historic groups.
4. Propose and produce articles for VGC news. Larger material and

Diary Dates for 2009

3 - 11 January

VGA Annual Rally

Bordertown, South Australia. Contact: Ian Patching. patching@westnet.com.au; www.vintageglidersaustralia.org.au

2 - 4 May

Upward Bound Trust Rally (aka Kite Rally)

Haddenham. Contact: Gayle Pearce. Gayle.Pearce@astrazeneca.com; Tel: 01494 872029

23-31 May

UK National VGC Rally

Cambridge Gliding Club, Gransden Lodge . office@glide.co.uk. Tel: 01767 677077

2 - 6 June

Continental Slingsby Rally

Goch-Asperden Flugplatz, Germany. Contact: Bob & Sylvia van Aalst. sedbergh@hotmail.com; www.lsv-goch.de; www.geerttheunissen.nl/vliegen/edlg.html

19th June to 27th June

14th Camphill Vintage Rally

contact dlgc@glidingclub.org uk or Rob@titanic.co.uk

20th - 21st June.

'Longest Day Vintage Rally' at Bicester.

Aerotow (Cub) & Winch. Party & BBQ on Saturday evening contact: Mike Pettican on michael.pettican@gmail.com. mobile. 07788986362

24 June - 4 July

International Vintage Sailplane Meet

National Soaring Museum, Harris Hill, 51 Soaring Hill Drive. Elmira NY 14903. USA. www.SOARINGMUSEUM.ORG

Phone:

(607)
734
3128;
Fax:
(607)
732
6745



27th June 2009

100th Anniversary of the first Soaring Flight

Parham, W Sussex. Eric Gordon- England-from Amberley Mount 58 secs 1909,. when he was 16 years old. Contact: Andrew Jarvis. acjarvis1@aol.com .www.sgc1.org

19 - 27 July

VGC Rendezvous,

EDWN Nordhorn- Lingen, Germany. Contact: Hans Kruse, hans_kruse@arcor.de. Tel: 05907 940223 or 0171 9510900. Home page: www.lsvlingen.de

27 July - 7 August

VGC International Rally

EDXA Achmer, Germany. ulf.ewert@osnnet.de, info@vgc-deutschland.de. tel:49 5461 5147, Fax: **49 5461 5185, Information: www.vgc-deutschland.de

15 - 22 August

75th Anniversary of the Midland GC

Long Mynd, Church Stretton, Shropshire SY6 6TA Contact: Jan Outhwaite j.outhwaite@hotmail.co.uk.

29th August - 6th September

Yorkshire Gliding Club 75th Anniversary Vintage Glider Rally

Sutton Bank Yorkshire -celebrate a fun flying week at the historical gliding site - all vintage and classic type gliders welcomed to participate - together with gliders for static exhibition. Come met up other fellow ardent supporters of glider interests and social gatherings - view the clubs historical past. EDX Co-ordinator Phil Lazenby: Lazenby@onetel.com, Contact Yorkshire Gliding Club tel: 01845 597237 . Email: enquiry@ygc.co.uk. Website: www.ygc.co.uk The Slingsby Rally at Sutton Bank in 2009 will be expanded to celebrate the club's 75th anniversary. ALL members of the VGC are invited, with or without gliders. We plan to hold special events during the week and secure sponsors to provide prizes and facilities for attendees. As always, paid up VGC members will not be charged trailer fees nor temporary membership. Here's hoping for yet another week of benign soaring conditions for the delight of all our visitors.

6th - 7th September

Centre Aéronautique Carolorégien asbl (C.A.C)

EBCF, Routes des Lacs, 50 5630 CERFONTAINE, Contact: Marius Cohard. Tel 32 71 200 412, Fax 32 71 200 414. Tel club house 32 71 200 416. info@gravitypark.be.

able that members are connected and willing to reply promptly to queries from other members.

Membership will be divided into two categories: General or Specialist.

General membership is open to club members who feel, that by their knowledge and research into gliding history, can contribute effectively to the Group. As such, they will be on the regular distribution list with current information and request for assistance on external queries.

Specialist membership is open to members working on a specific subject and external historian, who, by their work can assist the Group when required.

For any specific questions about gliding historical topics received from VGC members, these will be submitted to the group members and hopefully a suitable answer will be provided. Francis Humblet, coordinator. Contact

38th International Rally temporarily homeless

It is with some concern that the 38th INTERNATIONAL VGC RALLY 2010, which was planned to be held at TERLET, the Netherland's National Gliding Centre above ARNHEM, can not now be held there as the Centre has too many other events planned during the summer of that year. The Dutch VGC Group has tried very hard to have our 38th International Rally held there as all the facilities are there. This is a great disappointment for our Dutch group as they have accomplished so many wonders of restoration and were preparing for a proud revelation of their beautiful work, in the Netherlands in 2010 at Terlet. An attempt is being made to find somewhere else possibly in Britain, Denmark or Sweden. - CW.

An Olympic event in 2012?

An idea from CW.

It has crossed CW's mind that such an event could be run for all OLYMPIA, MEISE, NORD 2000 sailplanes, of which there are still very many in existence in many different countries for all amateur pilots. The sailplane for them to fly was developed for the OLYMPIC GAMES in 1940 which were then not

specialist studies gathered from members will be collated into an e-magazine or onto a DVD sold in the Club shop.

5. Present short talks and conferences during the International Rally. This could also be extended to other rallies if requested.
6. Maintain a close liaison between the Group Historians.
7. Propose research topics in the remaining grey areas of gliding.
8. When necessary, react to erroneous or distorted historical facts posted on

some Internet sites. This will be done via VGC news and a dedicated page on the VGC web site.

9. Inheritances: Provide assistance in collecting and classifying material bequeathed to the VGC.

Organization and membership.

This will be kept very simple, with no definite structure required. A coordinator will oversee the operation, which in the main will be autonomous and liaise with the VGC.

As internet will be the main tool used for communication, it is therefore desir-

CLUB NEWS

held. The Olympia sailplanes, which were so good, and so much loved, that they have been built and flown ever since the 1940s. Some of them may need restoring but many are in first class condition.

The type was chosen in 1939 by the French for the Olympic Games, when it was put forward by the French delegation leader, Pierre Massenet, at an International Meeting and comparison flying, at Sezze near Rome in February 1939.

It was to be flown in Olympic events by amateur pilots in every country and built in these countries. Olympias still exist in Britain, France, Germany, Sweden, Austria, Hungary, Switzerland, Australia and New Zealand, and others could be made airworthy. The lottery and other finance for sport organisations could be approached to provide money at least for some sponsorship. CW would be glad to hear from anyone who has ideas on the subject

Errata VGC News 124

Bruce Stephenson wishes the membership to know that in the last issue, it was totally incorrect when it stated that he had done a 2:37min flight when he was attending the National Rally at Parham, which then went on to say; "This flight more than doubled his flying time on gliders".

He says "As flattering as this comment is to a beginner like me, I don't think that any club would solo anyone in under 1:15min total time, regardless of being a hotshot airline pilot or not! (We



The General Aviation Awareness Council
Patron: Sir Peter Masefield President: The Lord Rotherwick

Co-ordinating Office:
RAeS House
4 Hamilton Place
London W1J 7BQ
Telephone: 020 7670 4501
FAX: 020 7670 4309
Email: info@gaac.org.uk
Website: www.gaac.org.uk

PRESS RELEASE 5 DECEMBER 2008

GAAC Airfield Safeguarding Fact-sheets updated.

Wycombe Airpark, Eaglescott, Sandown, Redhill, Durham Tees Valley, Finningley, Branscombe, Wickenby, Llandegla, Manby, Strubby. All these airfields are under threat in one form or another and this is by no means a complete list. To help the these airfield fight back GAAC Chairman Charles Henry announced today that the GAAC Planning Fact-sheets 4a and 4b have been updated and are now available for down-load from the GAAC web-site www.gaac.org.uk Click on 'planning' and then 'fact-sheets'.

These two fact-sheets spell out the actions necessary to have an airfield added to the list of safeguarded sites held by the Local Planning Authority giving the airfield a strong measure of protection from local development including residential/commercial development, windfarms, communication masts and any structure or activity that would interfere with operation of the airfield.

Charles Henry stated in the most emphatic way that the factsheets were essential reading for owners/operators of all GA airfields and pledged that the GAAC would continue to represent the interests of GA to Government, CAA and EASA at the highest level and in the strongest terms.

Michael Powell
GAAC Press Officer
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are just as capable of breaking a perfectly good glider as the next man or woman!) What I actually did was 4 flights at Parham, one which was 2hrs 37 min, another one of 5hrs 26min and two flights of around 30 min each, which took my total time in the air to just 9 hours, which more

Above: be warned and be ready

than doubled my previous SOLO hours in gliders."

Also, our contributor on Modelling, Chris Williams tells us that we published his e-mail address incorrectly. It should be c_williams30@sky.com. □

BOOK REVIEW

A Glider Pilot Bold...

Wally Kahn

This is now in its second edition and if any glider pilot wants to know if all those gliding stories that get told in the club bar after a hard days flying are true – or at least based on a little bit of fact, then read this book.

Wally Kahn doesn't try to teach the reader to fly, he doesn't regale about how 'he done it' and there aren't even any 'there I was at 2000 feet' stories. What he does most effectively is lead the reader into the world, the community and the fraternity that's just, well, 'gliding'.

As I experienced the book (I didn't read it – I experienced it!), I encountered people and situations to which I was immediately able to relate,



reliving some of my own experiences, albeit in a less (thankfully) exciting manner. Centred around his life, his love of flying and the campaign for purchasing Lasham airfield, Wally pays homage to the many flying legends to whom we all owe our thanks for making gliding the rich sport and pastime that it is today.

I am privileged to know the author personally; his dedication, energy and single-mindedness towards gliding as a way of life comes through in every anecdote, story and account, even poems! This book is a tribute to both him and all the characters, personalities and distinctive moments that makes gliding so special.

Margaret Shrimpton.
A Glider Pilot Bold by Wally Kahn. Published by AFE, ISBN: 978 1 906559 069. www.afeonline.com □

AUSTRALIA

From the Vintage Times, issue 111, July 2008.

In the latest issue, the Vintage Times reports on a flight in by Erik Sherwin from Monarto to Stonefield and return in his Ka6e and a preview of the Goulburn Valley Soaring Open Day and Fly-In on 18TH AND 19TH OCTOBER, 2008. The Goulburn Valley Soaring is set to become an innovative part of gliding in Australia. Previously known as Mangalore Gliding Club, Goulburn Valley Soaring commenced operations earlier this year at its new gliding site at Warring in central Victoria. Conducting a safe and sound operation on a secure gliding site, the club is now well and truly open for business.

Included in this issue is a picture diary by Laurie Simpkins who was the Tug Pilot of a flight by T31b, piloted and photo'd by Stewart Hamey, at Boonah in Queensland.

Also advertised is an 'OldTimer's Week' at the Gliding Club of Victoria on 16th – 20th March 2009. All pilots and friends of all clubs welcome, age (assume gliders and pilots!?) – Ed) no barrier. Contact Jim Barton on 03 9309 4412 for flying enquiries and Rhonda on 03 5762 1058 for reservations.

The Newsletter gives readers insight of The Zephyrus. The Zephyrus is a tandem two-seater training sailplane designed by Doug Lyon and built by members of the Beaufort Gliding Club. It was rather long in gestation, designed about 1950 but not making it's first flight until the end of 1965. With a strutted wing of 17 metres span, it has a fuselage of steel tube framework covered by fabric. An unusual feature is that the rear cockpit is entered through a hinged door on the starboard side. Despite it's bulk and weight, Zephyrus soars well and, although used mostly as a club training aircraft, it has made a number of cross country flights in excess of 300 km. Apart from the ravages of time and the



The 'Old Beast' Zephyrus

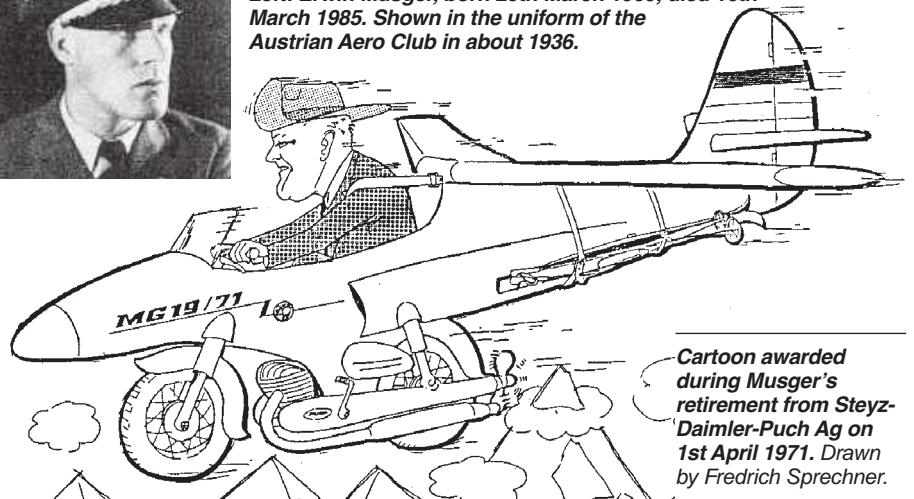
ministrations of not always gentle tyro glider pilots, Zephyrus is still pressed into service when the waiting list for the more glamorous white plastic is too long, or it is considered that some training sequence can be more effectively taught in the "Old Beast". With thanks to "Gliding in Australia", by Allan Ash, and for a personal contribution by Doug Lyon

AUSTRIA

A MUSGER MG 9a, a 1935 two seater, has been seen at the old Austrian National Gliding Centre of the Spitzerberg which is near the Danube, between Vienna and Bratislava. It was the only high performance two seater designed and built in Austria during the 1930s and it was hoped to equip each important gliding centre with one of them. One of them was flown into third place in the two seater class in the 1938 Rhoen Contest by Tony Kahlbacher, who



Left: Erwin Musger, born 20th March 1909, died 16th March 1985. Shown in the uniform of the Austrian Aero Club in about 1936.



Cartoon awarded during Musger's retirement from Stey-Daimler-Puch Ag on 1st April 1971. Drawn by Fredrich Sprechner.

died only two years ago. He also flew many records in the type. It was the 9th design by Erwin Musger and its wing plan form seems rather similar to that of his 1951 designed Mg 19. Drawings can be found for the Mg 9a, in the Austro Aviation Archive, and so the one that is now on the Spitzerberg will be restored to at least static exhibition, perhaps for their gliding museum at Vienna Neustadt. The Mg 9A is not in bad condition.

More about Erwin Musger in next month's issue – subject to permissions.

BELGIUM

From the Cahiers des Fauchures de Marguerites (DAISY Cutters) of OCTOBER-DECEMBER 2008.

This announces the most terrible year that is ever possible to recount. This is from their President Henrard Firmin and we suppose that it must relate to the frightful weather that also covered Britain.

Left: Erwin Musger's first Mg9, OE-Kamerad, at Budapest JSTUS Kongress in 1936. Photo: Imre Mitter via Chris Wills. Below: Mg 9a in the 1938 Rhön contest, It came 3rd in the 2 seater contest with Kahlbacher and Tauschegg. Photo: Karl Geisbe.

Perhaps the weather will recover for 2009 by the law of averages. He announces the wish to sell their M.200 two seater because in 2008, it only had 10 flights and 16 hours of flying. We congratulate their Hon. President Roland d' Huart for having flown it for 5 hours 23 minutes of this time. However, it is not attractive enough of their members and so they are looking towards obtaining a Ka-13 with open cockpits. We understand that this is an Alexander Schleicher Technical modification. The Cahiers gives much space to describing the brilliant and incredible aviation career of Gianni Caproni 1886-1957. He started it with Henri Coanda 1886-1972 and flew first 100 years ago in Belgium in 1908. Both of them followed their electrical courses at the Institute of Montfleury in Liege and constructed their first gliders 3, 4 and 5. Also there is no trace of these aircraft remaining but these aircraft were the first of a long line not only of gliders but also of aeroplanes. He started his own company in 1910 at Vizzola Ticino near the airport of Malpensa (MILAN).

LE CAUSSE MEJEAN. The Belgian members arrived there in France after several days and benefited from the sun from Wednesday the 18th of June. Everyone enjoyed flying in the super weather. We were not alone as we met by other Belgians, French and also Germans, who regularly come to the Causse Mejean for courses. Gilles Vernhet, the Chief Pilot, looked after us, and we wish to thank him, Martial, Hugo and all the other "caussenards" for their welcome. The Causse Mejean has smiled on us and already the wind is blowing in our ears for next year.

It is expected that the SPALINGER

S.15K will by now be ready to fly at JEZOW. It belongs to Johan Kieckens in BELGIUM. It must be the oldest airworthy SPALINGER in the world (designed first in 1936?). CW

BRITAIN

LASHAM REGIONAL CONTEST 16th to 24th AUGUST 2008.

In this contest, there was a section for Vintage / and classic gliders. The VGC was represented by Richard Moyses flying the prototype SKY. Then, there were the Skylark 4 and BOCIAN.

There were 6 days flying out of 9 days. Of these, four were contest days. The best flight was by Richard Moyses. The task was Lasham, turning point-Bicester and then, free distance. Richard appears to have turned Bicester and then set off North East. He arrived at Gransden Lodge A/F, home of the Cambridge Gliding Club. He thought of flying on, but then decided to turn back and land at Gransden Lodge

Sailplane & Gliding of October-November 2008, announces the restoration, after 14 years of work, of Roger Slade's GRUNAU BABY 2B, which had its first flight after restoration on the 13th of July 08. The first flight which was watched by many members of the Bath & Wilts Gliding Club (The Park), went well. She is BGA No 5066. and weighs about 380 lbs empty. Its log book shows two German post war registrations D-4932 and D-6932 a Serial Nr. 5 and the date 1943. We wonder if this indicates that she was built from the components of more than one Grunau Baby? She is painted in the colours of

old Grunau Babies of that time. RAL 1015. Elfenbein with interior German Cockpit Grey We hope that we will be lucky enough to see her at some of our VGC Rallies. She is the second VGC restoration that we have heard about in 2008. The other was the MINIMOIA at Dunstable BGA 1139, which brings the total of airworthy Minimoias in Europe to Four. Three are now airworthy in Germany. Another is soon expected to appear in Holland. A third restoration to flying condition in Britain. That we know about, is the MUCHA STANDARD of Bruce Stephenson which flew at our Parham National Rally.

DENMARK

FROM NIELS EBBE GJOERUP
dated 25.8.2008.

Prior to WELS, we spent a few days at the Homberg where Johannes Lyng flew four, and I, three hours in the HUETTER H.17a. I never imagined that such a small amount of wood could bring so much true fun in the air!

Niels Ebbe also mentioned that the last wartime MRAZ built KRANICH 2B-2 that was broken during an air display in Germany three years ago, is now out of its fuselage jig. Its fuselage just required installation of its stern post and some upper surface plywood skinning last August and it may well be repaired and ready to fly with its former German C of A by next summer. It still has its almost new metal trailer. Its repair will represent a fantastic achievement by the members of the Danish Vintage Gliding Club.

It is incredible to us that this is the

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last of the over 1,600 KRANICH 2B-2s built by the MRAZ firm during the war. Many were destroyed by enemy action, for taking up hangar space, when new two seater sailplanes were available, and for having glue failure. It is incredible that a sailplane that flew all the world two seater records could have been treated like this.

FRANCE

We imagine that by now, the AVIA 152A wartime built Primary Glider, will at last have been flown at ANGERS at the Musée de l'Air Regionale where it was to have been aerotowed behind the Morane 505 STORCH.

We understand that a HUETTER H17A was found stored by a farmer several years ago and that its woodwork was perfect. We know that such a machine was flying at La Ferte Alais in 1962. It just needs new fabric. This could be the H17a that was bought together with three SPALINGER S18s and a GOEP-PINGEN 2 two seater by Eric Nessler from Switzerland in 1942 to reinforce the French gliderpark of that time.

We have heard that the AVIA 40P of Francois Ragot was originally built for the Germans by Roche Aviation and was finished after Christmas in 1942 when all gliding by the French in France was forbidden. It could have been one of the 14 that were flown by the Wehrmacht Luft in Germany in 1944 and brought to England together with some German sailplanes, after the war. We know only that it was serviced by Don Burgoyne and was flown by a syndicate, which included the late very renowned Col. Benson on the Long Mynd during the early 1950s. Its location was then changed to the Cornish Gliding Club at Perrenporth where it was owned by another syndicate. It was later sold to

François Ragot, who had it superbly restored at Wycombe Air Park by the late Mike Birch before it was returned to France. It is now the only Avia 40P of about 50 built in the world between 1935 and 1942. It was designed and first flown in 1935, and became almost the only sailplane in France during 1941/2 (except for the five Spalinger S.18s - two S.18 s were already in France from before the war) that were suitable for Silver C cross-country attempts. 24 Silver Cs were then flown during 1941/2. CW

From Dedale: At the Annual General Meeting of Dedale, which took place at Broude during Friday 1st of May 2008, 33 Dedaliens were present and these included 2 Swiss members and one Italian. 12 Dedaliens sent their apologies for being absent. 12 gliders were presented on the platform; the Fauconnet of Didier Hasatte (formerly that of Peter Urscheller), the Messenge M.100, the M.200 Foehn; a Ka-4; a Ka6E; Ka7; C30S Edelweiss, Breguet 905 Fauvette; WA 26 Squal, Marpha; ASK 14; MS 317 (Morane towplane). The Presidential M-200 and the Boulanger/Saint Denis MILAN were not there because their owners were expecting bad weather. The DEDALE Assn was founded in 1979. Next year will be the 30th Birthday of the club. A minute's silence was held to remember Jean-Paul Robin who left us on the 6th January 2008 due to a brutal Cardiac Arrest. Members remembered his superb Castel 25S decorated in the colours of the Armee de l'Air (Salon de Provence). There were 79 members in 2001, 83 in 2002, 75 in 2004, 65 in 2005, 76 in 2006, 91 in 2007. After 30 years, they are hoping to achieve 100 members. In 2007 their flying aircraft comprise Nord 1300 (Grunau Baby 2B), MILAN (Weihe); AIR 100; BOCIAN; NORD 2000 (Meise); BREGUET 905 (Fauvettes); CASTEL 25S; WA

20/21/22; WA 26/28. Ka6s; BREGUET 901; A60s (Fauconnets); M.100 (Mesange); C30 Edelweiss; TOPAZ. These represent about 83 machines. The single seaters represent 11% of the total of 954 single seaters flying in France. The vintage two seaters represent about 18% of the 638 two seaters flying in France.

Bernard Gabolde has announced his purchase of an airworthy T.21b from Sweden and his intention to fly it from the Montagne Noire Centre in the South of France. It should have good warm weather there. So far as we know, this is the first T21b to be in France. Bernard has also informed us that the site of La Montagne Noire, it's buildings etc, will soon become classed as French National Heritage and this should protect from the voracious appetites of the societies wishing to produce wind electricity.

GERMANY

Reiher restoration in Achmer almost completed!

The new canopy has been the problem child of the restorers. It is now ready and hardly differs from the original. Fuselage finishing is scheduled for beginning November 2009. Wings and tail section have already been painted in Poland one year ago. Stefan Krahn is the latest member of the restoration team around Herman Hackmann and Oswald Dickau. Stefan will mainly take care of fine tuning and registration paperwork. Furthermore the carried out balance point weighing went well. The team is confident to successfully pass the examiner's final technical check by end of November 2009.

German VGC General Meeting took place on October 11th, 2009 in Dietershausen near Wasserkuppe. The members got together Saturday afternoon finding

Reiher restoration in Achmer almost completed!



perfect sunny weather conditions. Visiting the Vintage Glider Museum was of course mandatory for most of the members. During a walk around the Kuppe almost all possible ways of airsports were actively carried out: scale gliders at the slope, SG38 in bungee launch, paragliders and conventional gliders. The meeting itself was held in the evening. One agenda item was the VGC family membership. Ulf Ewert reported about the corresponding agreements negotiated with Nick Newton, the Membership Secretary. However, German VGC members found that the regulations in place are insufficient. Further communication is required here to finalize the agreement.

Klaus Fey shared his impressions from the recent visit to **Elmira, USA**. It has been an fantastic soaring vacation he spent there together with his mates Peter F. Selinger, Sabine and Guenter Brodersen and Frits Rud. Klaus already plans a further trip to Elmira in 2009. He would be happy if further interested members would join him.

Preparation work for the **2009 VGC Rallye in Achmer** is in progress. Registrations can be made at the freshly redesigned German VGC homepage www.vgc-deutschland.de or via Email to info@vgc-deutschland.de.

Der in Achmer gebaute Reiher ist fast vollendet!

Die Haube, das Sorgenkind der Erbauer, ist fertig und vom „Original“ nur schwer zu unterscheiden. Anfang November wird die Endlackierung des Rumpfes durchgeführt. Flächen und Leitwerk sind bereits vor einem Jahr in Polen lackiert worden). Das Werkstatt-Team Herman Hackmann und Oswald Dickau konnte wieder durch Stefan Krahn ergänzt werden, der sich maßgeblich um das Feintuning und die Zulassungsunterlagen kümmert. Die durchgeführte vorläufige Schwerpunktprüfung lässt keine unangenehmen Überraschungen bei der Endabnahme erwarten, alles ist im „grünen Bereich“. Wir sind sehr zuversichtlich, die abschließende Prüfung im November mit Erfolg bestehen zu können.

Am 11. Oktober fand in Dietershausen an der Wasserkuppe die alljährliche **Versammlung der deutschen VGC-Mitglieder** statt.

Man traf sich bereits am frühen Samstag Nachmittag auf der Wasserkuppe bei herrlichem Sonnenschein. Das Oldtimer-Museum zu besuchen, war für viele Teilnehmer eine „Pflichtveranstaltung“. Bei einer Wanderung über die Kuppe konnte

man noch die Ausübung nahezu aller Luftsportarten sehen, angefangen von den Modellfliegern am Hang, SG 38 mit Gummiseil, Gleitschirmflieger und Segelflugbetrieb.

Ein spezielles Versammlungsthema auf der Abendveranstaltung war dann unter anderem die „Familienmitgliedschaft“ deutscher VGC-Mitglieder. Ulf Ewert berichtete diesbezüglich über die bisherigen Vereinbarungen mit Nick Newton, die aber nach Auffassung der Teilnehmer nicht weit genug gehen. Hier ist noch weiterer Gesprächsbedarf erforderlich, um konkreten Vereinbarungen zuzustimmen.

Klaus Fey berichtete über seinen **Besuch in Elmira, USA**. Es war ein klasse Fliegerurlaub, den er dieses Jahr auf diesem schönen Flugplatz gemeinsam mit den Fliegerfreunden Peter F. Selinger, Sabine und Günter Brodersen und Frits Rud verbracht hat. 2009 möchte er diesen Trip auf jeden Fall wiederholen. Über jeden weiteren Interessent würde Klaus Fey sich sehr freuen.

Die Vorbereitungen für das **VGC-Treffen 2009 in Achmer** sind angelaufen. Anmeldungen sind ab sofort auf der neu gestalteten deutschen VGC-Homepage möglich www.vgc-deutschland.de oder info@vgc-deutschland.de

MORE NEWS from CW. Dr Bernd Ewald reports on the 100th Anniversary of DARMSTADT GRIESHEIM airfield during the first days of September 2008. It has a beautifully restored control tower which is suitable for celebrations etc and



A selection of photos taken at the Darmstadt Griesheim airfield's 100th anniversary. Above JU 52



Messerschmidt Me 108

a fine new, large hangar. At the anniversary were about 100 aeroplanes and gliders. Among them were four ME 108 Taifuns (the last airworthy ones in Germany), an unpowered ME 163B (probably that which was built by Seppl Kurz of the OSC Wasserkuppe) which made many flights, and Lufthansa's Ju 52 which gave many joyrides. Among



Akaflieg Darmstadt D 36



Collection of Biplanes



Lippisch Raketen-Ente



Rhönsperber. Photos: Dr Bernd Ewald

the exhibits must have been many DFS designed sailplanes such as "REIHER", "MEISE" and "WEIHE" etc. It is a pity that the D.28b "WINDSPIEL" and D.30B "CIRRUS" could not be there. With its best proved L/D of 1.37.5, the latter was the proved most efficient sailplane of before 1940. Both were destroyed by foreign intervention in 1945. (See 3-view illustration)

DARMSTADT GRIESHEIM was Germany's first airfield and was created together with a flying school and workshop by AUGUST EULER, who held German Pilot's Licence No.1. His most important pupil was Prince Henry (Heinrich von Preussen) of Prussia who was Queen Victoria's grandson and the Kaiser's brother. He was forever a strong supporter of gliding and powered flying

Darmstadt Griesheim became the home of DFS Deutsche Forschungsanstalt für Segelflug (German Scientific Institute for gliding). During its history, Hans Jacobs was one of its designers, Heini Dittmar and Hanna Reitsch were its test pilots, while Peter Riedel was the aerotow pilot. It was to here that many pilots from the Wasserkuppe came to learn aerotowing. The Americans handed the airfield back to Darmstadt University last summer.

Concerning the new **HORTEN IVA** from Professor Dipl.Ing Bernd Ewald, dated 11th October 08. The assembly of the wings makes good progress at Sascha Heusers. Both wooden main planes are plywood covered, all the nose ribs are in place. The nose D-box is installed without any problems. The root ribs with the tangential beam is installed. For more photos see also <http://holzleicht-flugzeugbau.de/>. Within three weeks, the Centre Section will be taken to Potsdam where Sascha Heuser has built the main planes to have the main planes fitted to it. The **MINIMUM TARGET** is to have the sailplane finished without fabric etc by the International Rally at Achmer in August 2009. The **MAXIMUM TARGET** is to have it finished and flown for as long as possible by the before mentioned date.

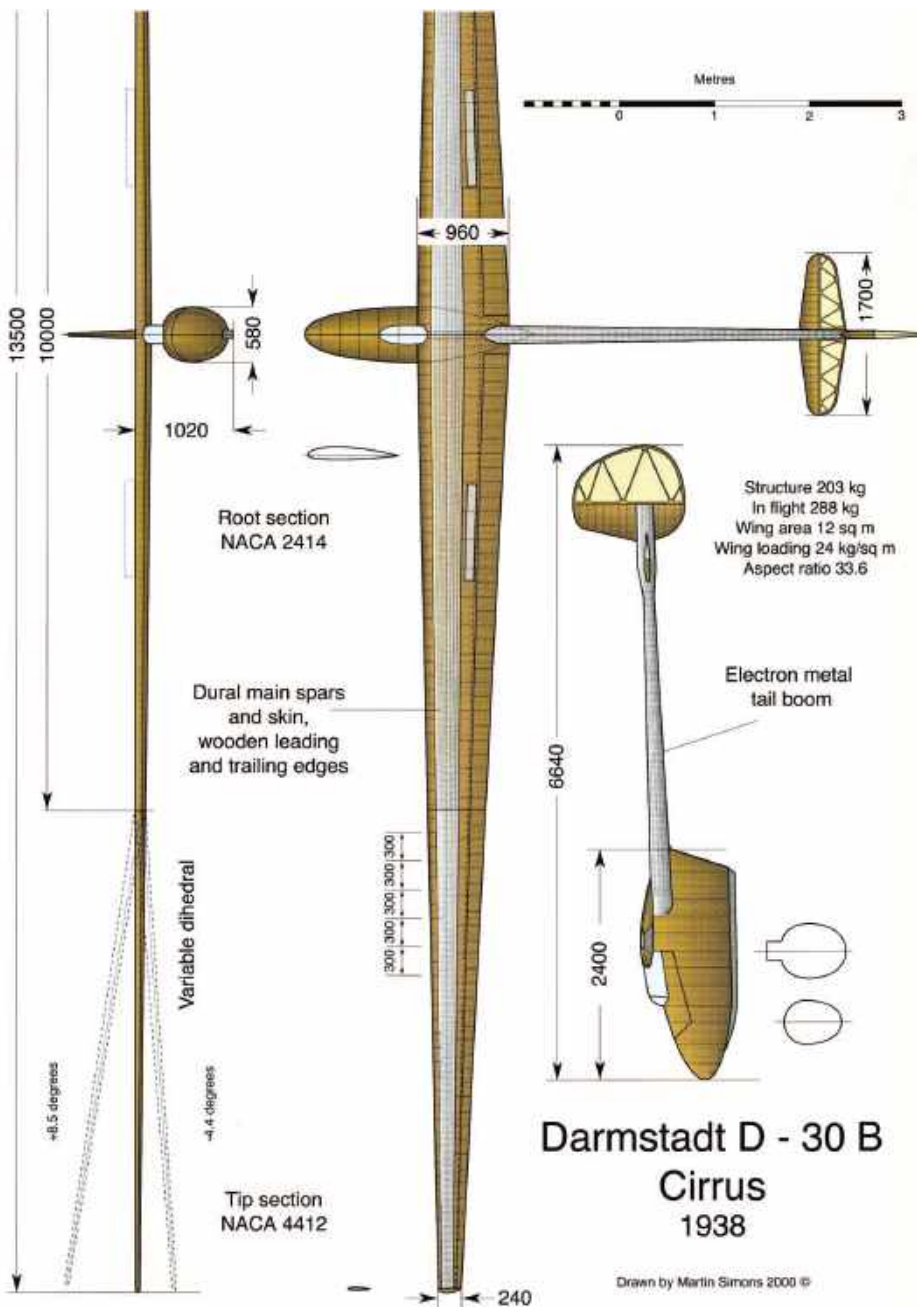
D30 Cirrus. Lack of yaw stability, due to there being no fuselage side area, may

Right: on the left, Sascha Heuser, who is working on the Hölva at Potsdam. Centre, Peter Hanickel, who restored beautifully, the Hölva LA-AD at Oberscheisheim. Right, Dr Bernd Ewald, who is behind the new 'to fly' Hölva project. Photo: Chris Wills



Photos show the assembly of the Horten IVA's wings making good progress at Sascha Heusers





Left: the detailed drawing of the D30 Cirrus reproduced by kind permission of Martin Simons.

Right: the less detailed drawing is from the Akaflieg Darmstadt, with CW's annotations.

Akureyri was modified to carry oxygen between the feet of the pilot in the cockpit's nose because the waves carried the pilots sometimes to over 6,000 metres above MSL and the fjords.

During summer, they can fly until midnight (mid summer night). They can see enough, although thermals "go to sleep" then. However, they can continue to stay up over the 1,400m high ridges above the long Arkureyri and Husavik fjords. On the old airfield of Arkureyri, there is still one hangar standing, which was built by the RAF in 1941. Now there is a GRUNAU BABY and an original GDR (East German) LOMATSCH LIBELLE (one of only two in the world), a Ka 8, a Ka-7, a TWIN ASTIR 111 SL (self launch) sometimes a DUO DISCUS, a PW5, an L13 BLANIK, an LS 8 and last but not least, a good launching TOST Winch there. The club members there are wonderful. (Contact for Chairman Sigtryggur Sigtryggsson, Theriak ehf Skipagata 18, is-600 Akureyri, Iceland. email: sigtryggur@theriak.is or Gunnar on email (gunnarElug@hotmail.com) or Theodor Wasson (toti@Pukar.net). They have everything there for some wonderful gliding.

During the war, a Large British Military aircraft crashed there in the mountains above 1,200 m MSL. Only in the year 2000 did the glacier there "give up" the remains of the aircraft. There is a stone now to remember the four RAF pilots. JOHANNES FISCHER, Ettenstatt, 14.09.2008.

have contributed to the groundloop and resultant severe damage during its first launch at the 1938 Rhon Contest. Increase in rudder area may have been incorporated as part of its repair. This might assist any models of the aircraft. It has two jettisonable undercarriages which released simultaneously. The detailed drawing reproduced by kind permission of Martin Simons. The less detailed drawing is from the Akaflieg Darmstadt.

HUNGARY

It is possible that a National Rally for Hungarian vintage gliders will be organised soon. Information received by CW from Laszlo Revi.

ICELAND

News about Icelandic gliding from JOHANNES FISCHER.

Dear Chris, Thank you very much for your letter which got to me only on the 9th September, because my family and myself were abroad in Iceland. There, I found two EoN OLYMPIAS not airworthy but in quite good condition. One was in Reykjavik and the other one was in Akureyri in the very north of Iceland, where I had some beautiful flights, seeing fjords, glaciers and ridges without crossing the Arctic Circle, but flying in thermals and under wave only 50 miles south of it. That was on the 5th of September 2008, flying in Ka-8, PW-5 and in a Twin Astir111 SL. The EoN OLYMPIA of

ITALY

We have heard that Vincenzo Pedrielli's UREND0 has been damaged but we hope that by now, it has been repaired.

THE NETHERLANDS

The SLINGSBY T.21C (formerly BGA 1030, works No.1086), which was broken during a very fast winch launch which burst its nose open, is now almost repaired.

The BOCIAN which belongs to Hans Disma has a new Cof A and is awaiting its paperwork. The SLINGSBY SKY,

POLAND

An owner is being searched for to own the new SALAMANDRA nacelled primary at JEZOW.

An EON OLYMPIA (BRITAIN) is also at JEZOW awaiting restoration, as also is the FAUVEL AV 22 of Ian Dunkley. Both are expected to be restored soon.

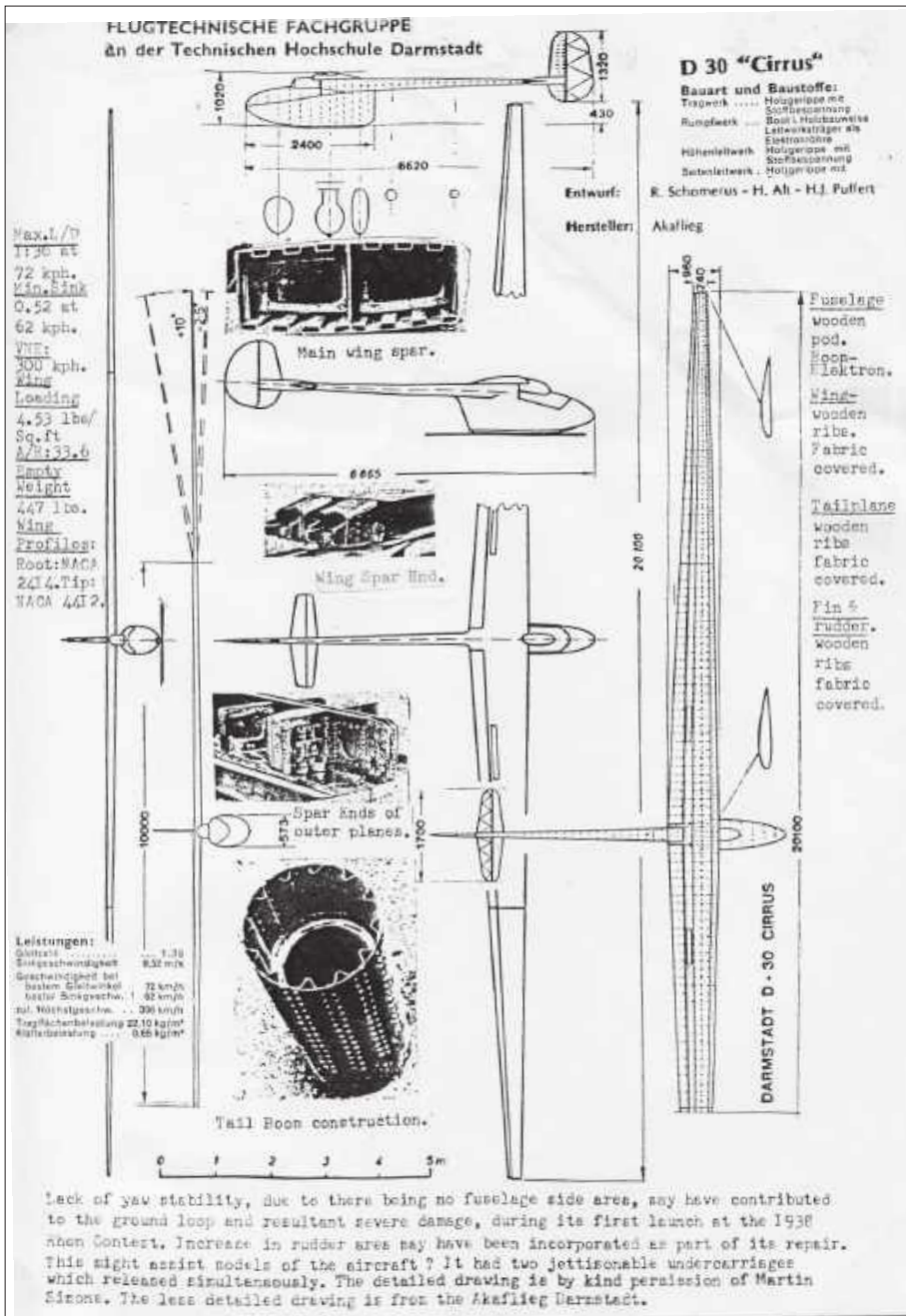
SWITZERLAND

From Daniel Steffen
Rally Challenge Trophy, Best Restoration Moswey 4a, HB-522

Since boyhood Willy Fahrni dreamed to be one day the owner of the best and most beautiful glider in the country. The dream became more realistic when adolescent Willy watched from the family home a yellow glider to be rigged downhill, at the airstrip called Speck-Fehrltdorf and then wheeled away for a closer look. Indeed, it was the Moswey 4a, HB-522. He was allowed to sit in the cockpit, this was his great day! The Moswey then took off for a foehnwave research flight over the Alps.

Many years passed. When Ted Hull put this Moswey 4a on sale, Willy and his brother Fritz drove to Dunstable during a rainy and foggy weekend late in November 1993, purchased and brought the glider in its trailer back to Switzerland.

Below: Willy Fahrni as boy in the cockpit of his dream sailplanes Moswey 4a HB-522 on the airfield Speck-Fehrltdorf in 1954
Bottom: Willy and Andreas Fahrni pulled their Moswey 4a HB 522 to the launch point on the VGC Rally at Wels. Thorsten Fridlitzius



which was formerly BGA 694, G-671, in which Philip Wills won the 1952 World Championships in Spain, has been repaired, after being severely damaged in West Wales in 1979, was repaired, but was broken again. However, it should be repaired soon. The 1939 V20 sailplane is finished and awaiting paperwork.

BOB PERSYN has received a Royal Decoration from the Queen of the Netherlands for services to aviation over a long period.

Bob's MINIMOIA has been at JEZOW (Grunau) for several years. There has been a delay owing to it needing air brakes (according to the Authorities). The 1936 plans showed no airbrakes or spoilers but were the drawings used for the Swiss Minimoia (of Werner von

Arx), the Minimoia at Landsberg and the Minimoia at Donauwirth. A Dutch team is in Jezow designing airbrakes for the Minimoia there. This is the Minimoia that has been built largely by Bob Persyn. It is expected to be airworthy by next spring. This may mean that 6 Minimoias will be airworthy in Europe with one more in Japan). PETER DEEGE has now restored the three Bauling (Dutch built) GRUNAU BABIES (PH-101, PH-152 and PH- 358).

NEW ZEALAND

The Mg 19a STEINADLER from Mario Sells near Munich has arrived and has been successfully rigged. Its rudder was damaged in transit.





Above: Andreas Fahrni begins an aerotow with the Moswey 4a HB-522 at Grenchen airfield on 29th June 2008. Archive Andreas Fahrni
Below: Andreas Fahrni demonstrates the special airbrakes of his Moswey 4a HB-522. Archive Andreas Fahrni



The dream came to reality! Willy did the restoration during the winter seasons from 1999 – 2002. He managed to keep the glider airworthy during the gliding seasons. He spent more than 4000 work hours and brought the Moswey into “a better state than new”. The attribution of the Rally Challenge Trophy for Best Restauration, long awaited, is the recognition of this effort. Bravo, Willy!

The Moswey 4a is not unknown to many VGC members. Ted Hull, London, brought it many times to our VGC-Rallies. The Moswey 4 is a development from the successful Moswey 3. The designer and constructor Georg Mueller had planned line production of the Moswey 4. Instead only two of them were finished; the Moswey 4 HB-520 (span 14.4 meters) and the Moswey 4a HB-522 (span 15.9 meters). The Moswey 4a took off for the first flight on 25th February 1951 at Birrfeld in Switzerland. The owners of the HB-522 were Max Schachenmann, Karl Ruckstuhl, Emil Berna, Guenter Steiner, Ted Hull (1977 - 1993), Willy and Andreas Fahrni (since 1993). The logbook of this Moswey shows approx. 1400 starts and 2'000 flight hours per end of 2008.

Willy was also involved in the transfer of the Moswey 4 HB 520 from South Africa (Orkney at Vaal River) back to Switzerland in 1988.

International Spatzen-Treffen at the Regional Airport Birrfeld

Four German Spatz-owners met for the 1st Spatzen (sparrow) meeting at Kempten in 1984. This event became a successful tradition. With two exceptions (Kortrijke (B) 1992 and Terlet (NL) 2005) all Spatzen-Treffen were held in Germany.

The 25th Spatzen-Treffen took place for the very first time in Switzerland from 17th to 23rd August 2008. The organizers Willi and Juerg Waelti, the most active Spatz owners of Switzerland, were supported by the gliding club Lenzburg. Unfortunately the weather was bad and did not allow much flying. However an attractive side program was provided and on Wednesday evening, Willy and Andreas Fahrni demonstrated bungee launches. The light Spatz (empty weight about 180 kg) suits very well for this take-off procedure. The best flying day was Thursday: 19 launches resulted in 39 flying hours. The longest flight was 5 hours 44 minutes and the best cross-country flight was Birrfeld - Biel - Olten (170 kilometres).

The Scheibe Spatz was built from 1952 until 1966, with a steel tube fuselage with fabric cover. Wings and tails are in wooden construction. The different versions were A-Spatz, B-Spatz, Spatz 55, L-Spatz, L-Spatz 55, L-Spatz 55W, L-Spatz III and SF-24-Motorspatz (powered L-Spatz 55). The letter L is standing for Leistung (performance). About 650 Spatz's were built, from which the L-Spatz-55 with 450 units was the most successful type. Egon Scheibe designed the L-Spatz 55 as a cheap sailplane with good climbing performance and reasonable glide angle. Baptist Hofmann realised the longest

Below: perfect weather conditions on the 25th Spatzen-Treffen at Birrfeld, Switzerland. Daniel Steffen



Right: Gerhard Tischler from Ravensburg (Germany) owns this perfect restored L-Spatz 55 D-8842. Daniel Steffen

Lower right: the firm Avialsa built about 150 L-Spatz 55 under the name A 60 Fauconnet. This in No. 45. Daniel Steffen

cross-country flight over 662 kilometres from Burg Feuerstein to Cosne-sur-Loire on 26th May 1957.

The L-Spatz 55 was common in Germany, France (produced as A 60 Fauconnet) and Austria. In Switzerland only 5 of them were registered in the fifties (HB-575, HB-593, HB-607, HB-612, and HB-627) and between 1985 to 2003 another four L-Spatz 55 came in from Germany (HB-751, HB-732, HB-737, and HB-255). Out of these 9 imported gliders only 4 are airworthy at the time.

The participants of the 25th Spatzen-Treffen were:

L-Spatz III, D 1389,
Thomas Haecker, Weissenburg (D)

L-Spatz 55, D 8404,
Reiner Moessner, Haundorf (D)

L-Spatz 55, D 7503,
Bernd Mueller, Pfungstadt (D)

L-Spatz 55, D 4697,
Markus Poenicke, Giessen (D)

L-Spatz III; D 9419,
Horst Ruegamer, Nürnberg (D)

L-Spatz 55, OO YBB,
Achille Servranckx, Vilvoorde (B)

L-Spatz 55, D 8262,
Gerhard Tischler, Ravensburg (D)

L-Spatz 55, HB 737,
Juerg and Willi Waelti, Unterentfelden (CH)

L-Spatz 55, D 8842,
Werner Brombacher, Owingen (D)

L-Spatz (special), OE 0362,
Franz Havlicek, Kronenburg, (OE)

A 60 Fauconnet, F COQX,
Michael Beutel, Pleidelsheim (D)

A 60 Fauconnet, F CCLI,
Pascal Lyqutey, Goux les Dambelin (F)

A 60 Fauconnet, F CDLC,
Didier Hosatte, Voujeaucourt (F)

Kranich 3, D 0682,
Hartmut Sammet, Böbingen (D)

Doppelraab V, PH 814,
Marijke Waalkens, Leeuwarden (NL)

Mosquito, D 0026,
Alexander Jacobi, Laupheim (D)

Spalinger S 18 III HB-458 sold to the USA

Fridolin Gallati sold the Spalinger S 18 III HB-458 to Bob Gaines for Jerry Wenger in the United States of America last summer. Willi Schwarzenbach und Werner Rüegg supported Bob very much in order to achieve the special FAA Experimental certificate. Bob made



the initial flight test then it was flown by Dave Schuur, Dave Ochsner, Jim Croche, Dean Carswell and Mary Cowie. These flights were made at the VSA Annual Midwest Vintage/Classic Sailplane Regatta at Lawrenceville, Illinois in mid-September 2008. They were enthusiastic about the Spalinger S 18 III. Dean Carswell, Director of VSA and SSA, wrote

a Pilot Report in the Bungee Cord about his flight in the Spalinger which was his 13,128th glider flight.

Jakob Spalinger designed the S 18 in 1935. The first flight took place on 24th May 1936. The original 13.3 m span S 18 I was followed by the 14.3 m span S 18 II and later by the S 18 III with a lower wing position and airbrakes



Spalinger S 18 III HB-458 ready for takeoff on the huge airfield at Lawrenceville in Illinois. Roger Bard

Dean Carswells tested the Spalinger S 18 III HB-458 at the VSA Annual Midwest Vintage/Classic Regatta at Lawrenceville (Illinois) on 19th September 2008. Roger Bard

Below: The simple cockpit of the Spalinger S 18 III. The instruments are (of course) metric. Roger Bard



instead of spoilers. The S 18 became the most popular Swiss performance sailplane for the next twenty years. The design of the S 18 was simpler and cheaper than those of the other Swiss gliders of that time (Moswey and Spyr). More than fifty S 18s were built. Some were even sold to France, where Eric Nessler set a duration record of 38 hours 21 minutes in 1942.

The Spalinger S 18 III HB-458 was built in the carpenter workshop of Jakob Lemp, Wynau, during World War 2 in 1944. The first owner was Marc Dugerdil, himself president of the glid-

ing Club Genève (GCG). He allowed the GCG members to use his Spalinger S 18 III as a club glider. Peter Egger could take over the HB-458 under the condition that he would restore it and get it airworthy within one year. The glider was in a bad state but nonobstant this fact, Peter Egger did an excellent job and reached the challenge within time. The first flight after the restoration took place at the VGC-Rally in Lasham on 24th July 1980.

Peter brought his Spalinger to many International VGC-Rallies. We remember the seven VGC-Rallies when three

Swiss Spalinger S 18s were present: Amlikon/1985, Lasham/1986, Aalen-Elchingen/1987, Keiheuvel/1990, Schaffhausen/1991, Terlet/1992 and Celles-sur-Ource/1997.

AMERICA

Peter Elter's SPALINGER S.18 has been bought by an American. Now the American VSA members have a MOSWEY 2A, MOSWEY 3 and now a SPALINGER S18.

MORE AMERICAN NEWS. From Bungee Cord Vo.34, No.3. Autumn 2008

A round up of 2008 US National Rallies. SOGGY SOARING SOUTHWEST.

It was the weekend before Memorial Day, when I resolved to transfer from the panic ridden, exhausting Mountain winter sports to the much more rewarding summer time sport of soaring. I hung up my instrument of potential bodily harm (a Snow Board) and drove up to Tehachapi to dust off the old KA-8. There was a bit of a "buzz" about a new ship to the western fleet. Ron Martin brought his beautifully freshly restored SCHWEIZER 2-22 Ser. No. This ship should now be flying and what an addition to the sky, it is no less than absolutely beautiful.

Before long, the sky was filled with vintage and classic sailplanes. Soaring was low and challenging but fun. Jeff Byard first flew his Bowlus Baby, and then gave rides in the TG-2 to Scott Schultz and the new editor of Soaring Magazine, Chuck Coyne and Doug Fronius got airborne in his LK-10. With him was our international guest, Francis Humblet who was visiting the States with his wife Anne-Francoise. Their passion for vintage soaring was infectious and Francis spent hours going through Jeff's library. Incidentally, Francis helped Chris Wills with the very first International Vintage Glider Club Rally at Husbands Bosworth in 1973 in England. Dan Armstrong hopped some rides in his 2-22. After all was said, Ron had the longest flight in my KA-8. We were lucky to have the Associated Gliding Clubs of Southern California (AGCSC) join us. It was great to see some new faces and to share our little corner of the Gliding Movement with them. The ACGSC is in a sense a Vintage Soaring Club. Started in 1930, the club was behind all the activity at the famous Torrey Pines Gliderport. With the customary BBQ, the first day of the Western Regatta was over and everyone hoped for

better soaring on the next day. However, the predictions for better weather were somewhat off and I awoke to see the thickest fog I have seen this year (and I live in Thule Fog ridden Bakersfield, CA.). The chores of the morning were hangar cleaning and a group photo session. During the entire time, we were waiting for the weather to lift, but it never did. The only flights were done on Jeff Byard's Slingsby T.38 Grasshopper which was perched on a tripod. With a cold rain drizzling through a half mile visibility, the Grasshopper seemed to be perfectly delighted in this very English weather and, for two hours everyone got the chance to ride a gentle breeze on anchored 1930's wings.

Soggy from the flying, the crowd dispersed to dinner and that was the end to a very wet, but none the less fun, Western regatta. *Taken from an article by Joshua Knerr.*

2nd GREAT NORTH EASTERN VINTAGE AND CLASSIC SAILPLANE RALLY

Information from Jim Short.

Following up on their success of 2007, the Finger Lakes Soaring Club again hosted a Vintage and Classic Rally at Dansville Municipal Airport in Western New York State. Good soaring conditions often range from Dansville, home of the FLSC to Elmira and Binghamton to the Southeast and in to the Pennsylvanian Hills and forests to the South. This year proved no exception, particularly when combined with the enthusiastic hospitality of the Dansville crowd. The Meet organisers, Tom Roberts and Jim Rizzo greeted everyone and helped everyone who wanted to fly to launch swiftly in to the near-by ridge and house thermals. The group at Dansville always makes this one of the fun social events of the vintage season. Out-of-Towners include Jeff Stringer from Niskayuna, NY, with his KA 6CR, Charles Boudreau from St Catherines, Ontario, with the Niagara Soaring Club's 1-26B, Rusty Lowry and Jim Dayton from Patuxant River; MD, with their short wing 1952 SCHWEIZER 1-23; and Jim Short from Homer Glen, IL with his 1947 SCHWEIZER 1-21. Especially notable were Bill Jokerst and Dave Schurr from Farmington, MO and Flat Rock, IL; with the debut of the International Morelli Club's M-100S sailplane S/N-034. Locally, Tom Roberts flew his great looking BERGFALKE 3, the only vintage two seater in attendance. The Finger Lakes

Club's SCHWEIZER 1-26A S/N 034 completed the vintage roster as it has been in this club for 49 years!

Soaring conditions were good on Thursday June 11th, with altitudes of over 6,000ft being common. The gentle west wind drifted the vintage sailplanes over the Dansville Ridge and high ground towards the Finger Lakes and the nearby village of Wayland. Although soaring conditions started late in the day, they did provide some spectacular views of Upstate New York Scenery. The air was clear and pleasant and one could see half way to Elmira. FRIDAY started with rain that was not scheduled to clear until late. So most of the vintage group relaxed by visiting the near by Glen Curtis Museum in Hammondsport, NY. Hammondsport is a popular vacation sport and the local restaurants proved to be a great place for lunch. One of the groups also took the opportunity to visit the National Soaring Museum at Harris Hill. Surely they thought about the fact that it is only 52 air miles, and may be this would be an appropriate vintage cross country task some day. Saturday was an interesting day with lower clouds and softer conditions and rapidly building towering cumuli, allowing altitudes of up to 5,200 ft MSL. All this came to an early end when a line of showers drifted over the airport erasing all forms of lift for the next two hours. Fortunately, convection started again in the late afternoon and weak bubbles of lift were augmented by a slight shift in the wind that resulted in weak slope lift for as long as anyone wanted to fly. The Meet closed with a great dinner at the FLSC's Club House and plenty of camaraderie and story telling.

12th Annual MIDWEST REGATTA - UNDER WATER

from Dave Schuur.

It's no fun being awakened at 3.00 AM by a weather radio particularly when it's the second time that night. By 7.00AM both the Wabash and Embarras river levees had broken east and west of the airport. At that time, I sent my wife home and she got out on the last open road thanks to directions from Paul Raboum, who was coming in to help work on a glider and prepare for the regatta. After that we were stranded on the airport for the week. The Regatta was cancelled, work was completed around the glider port and we got food in by towplane. The three glider club members living in the club house, finally left for a few days by towing a two place glider to another airport.

The flood covered between 20-40,000 acres and water levels rose to within a few hundred feet of the runway. Thankfully, there was no damage to airport facilities or gliders. The surrounding area however was devastated with many losing homes and crops.

SOUTHEASTERN VINTAGE / CLASSIC REGATTA.

By Robert Gaines.

The old brochure describes Chilhowee as nestled in the valley at the foot of the Cherokee National Forest and bordered by the Hiwassee River. The EASTERN VSA MEMORIAL DAY week-end in South East Tennessee did not disappoint members.

Coming in from Georgia, South Carolina, Maryland, Michigan, Virginia, Illinois to fly the many Schweizer and Schleicher sailplanes. The sun warmed the rocks and trees on the Popular Ridge which allowed many nice flights of several hours. The tow pilots were all local VSA members and did an excellent job of keeping the Call Air and Pawnee running all day. Jim Short probably flew the most hours of all participants. Barton's excellent Ka-2 was airborne several times with friends while the most beautiful Ka-13, restored by Stoia was cruising in the cululus filled sky. The four Ka-6 s had no problems staying up. Visiting power pilots brought a yellow and blue military coloured (Army) STEARMAN and a rare Bellanca CRUISMAS-TER. Lee and Mary Cowie set up shop with the latest creations including the new denim shirts. As the shadows got long with the setting sun, there was plenty of wine to help some of us down fried chicken. Perhaps the caterer had a fear of salmonella since it sure was well done. The ribs came out better during the next evening and, on both evenings, the International Space Station could be seen passing in the western sky. A non VSA member won a north Georgian bottle of wine by answering 9 of 10 questions on the Quiz Promenade. All other quiz participants are now scheduled for remedial training. "NO PILOT LEFT BEHIND" has a way to go!

NEWS CONCERNING THE NEW USA RHOENBUSSARD. This machine may now be finished and probably has been exhibited at the US Soaring Convention. Its builders were Mike Redman, Sam Armstrong, and Loren Noher. The workshop belonged to Mike Redman and is located at Powel, WY. The same brave team still has the intention of building a REIHER! □

The 36th International VGC Rally



Wels, Austria

30th July to 10th August 2008

*Report by Chris Wills
Photos by Alexander Hurrle,
Tamara Slot, Rob Temple and
Thorsten Fridzilius*

The airfield arose from a Parade Ground for the numerous imperial regiments (Ulans, Dragoons and Alpine Troops) that were then stationed in Wels. The first flights took place during a Flight Week in 1910. At that time, a Wright flying machine was the first aircraft seen over Wels. However, a glider inspired by the “Zanonia” leaf, built by Franz Wels, was used for the first manned flight over Wels on the 2nd October 1907. Up until 1930, the airfield was used occasionally for diversionary and emergency landings. In 1934, it was extended to become a military airfield by the airforce of the First Austrian Republic. From 1938 to 1945, the German Luftwaffe was stationed on the field with different combat units and their Flight School A/B115. Ju 87 Stukas and Ju 88s were repaired here as well, and the hangar, which is still in use, was then built. Their Flight School adopted the emblem of the ‘Wels’ (Catfish) used by the flight school A/B115. In 1945, 50 gliders were collected by allied forces at Micheldorf and were run over by tanks. However, others were hidden.

No flying took place during the Allied occupation between 1945 and 1949. From 1949, gliding was permitted again in Austria except in the Russian occupied zone. The American Occupation Force left Wels in 1955. The ‘Weisse Moewe’





Clockwise Top left: the VGC's newest special interest group – the Kamper Amadeus Quintet entertained us throughout the Rally.

Traditional music during the Austrian National Evening;

The Rally caterers provided an excellent spread during the National evening and throughout the Rally.



Harald Kamper, as host to the 2009 Rally at Achmer takes custody of the VGC bell.

One of the several Bucker Jungmans resident on the airfield at Wels.

The excellent Schuhplatters gave the ladies much to enjoy.

The Swedish members' table at the International evening.



gliding group then sprang into life using three almost new Grunau Baby 2Bs, an SG38 and a Kranich 2B-2, which had been hidden since 1945.

From then on, the field has been used by the "Weisse Moewe" (White Seagull – taken from *Jonathan Livingston Seagull* by Richard Bach) which was the new name given to the model, gliding and powered flying group, which was found-



ed in the Rote Krebs (Red Crab) Gasthaus on the 29th April 1949. In 1970, the construction of the asphalt runway and taxiway was initiated, giving the airport its current appearance worthy of a centre for Austrian Aviation. Short sighted politicians would like to cover half of one of the most beautiful general aviation aerodromes in central Europe with concrete.

RALLY ROUNDUP

The airfield contains not only the gliding club, but also a powered flying club as well as a collection of Bücker Jungmans and Jungmeisters for historic aerobatic training. There is also a small museum. The airfield is also the home for some rare birds including the CURLEW which, almost extinct, settled there in 1997. There are now eight breeding pairs, which gained nation wide significance in 2008. This is impressive for a bird which is on the Austrian red list for almost extinct birds.

The WELS AIRFIELD airfield is situated on a large plain between the town of Linz and the Alps, which are about 14 miles away. In spite of this, the area is known as Ober (Upper) Oesterreich and is a good area for thermals. For two or three years, the Oldtimer Club Wasserkuppe has been holding summer gliding camps there and has the best relationship with the "WHITE SEAGULL" and the Vintage Gliding Club of Austria.

Within this meeting, the "WHITE SEAGULL" was to celebrate its 50th ANNIVERSARY. On arrival, we were immediately struck by the warm welcome and by the magnificence and lavishness of what our Sponsor and others had done for us. The main sponsor was FRONIUS, which specialises in ultra modern electrical technology including electrical welding, battery charging and maintenance. We thank them for what they gave us with all our hearts.

Already on Tuesday the 29th of July, some of our members, instead of going to Gundelfingen, had started to arrive at Wels airfield to try out the area and their machines.

It seems that the Lithuanians were keen to blow the dust off their aircraft after their long trailer journeys by flights of over 3 and a half hours in their BERGFALKE and L-SPATZ 50 gliders.

On WEDNESDAY the 30th July Georg Fliss flew SPYR 5a, HB-509 for

2 hours 24 mins. This was the machine that won the first day during the 1954 Camphill World Championships when Hans Nietlispach and Bernhard Mueller broke through to the East Coast of England. This Spyr 5 was built after WW 2. The Spyr 5 of the Roth brothers was the first of the two built and was built during WW.2.

FRIDAY 1st of AUGUST 2008

In the evening was our Opening Ceremony but during the day, there were 76 flights totaling well over 100 hours. To think that all these flights were carried out BEFORE the Rally had even started, that the launching equipment did not wear out and that the ground organisation kept going in almost unbearable heat and often without shade, boggles the imagination. We should congratulate every one on their achievements. On these days, cloud bases were at over 4,000 ft.

OPENING CEREMONY FRIDAY EVENING 1st AUGUST 2008. There were welcoming speeches by FRIEDRICH ZINNHOBLE, PRESIDENT of the "WHITE SEAGULL" Club, MICHAEL GAISBACHER, CHAIRMAN OF THE GLIDING SECTION OF THE AUSTRIAN AERO CLUB, and then by C.WILLS, PRESIDENT OF THE VGC, who rang the CEREMONIAL BELL, which was recently replaced by a new one by WILLI SCHWARZENBACH (Swiss founder member of the VGC). The bell was then attached to the collar of a large inflatable

*Left: VGC Sales, managed by David Weekes, was busy all week.
Below: the AGM was well attended.*





*Left: the Danish SHK
Above: the Rally is a family affair
Below: well organised hangarage - a regular feature at our rallies these days.*

Cow which was encouraged to ring it. Then followed an absolutely charming rendering of the AUSTRIAN NATIONAL ANTHEM on recorders and other instruments by the KAEMPER ARMADEUS QUINTET. The Swiss then felt that they should draw attention

to the imminence of their NATIONAL DAY by playing their NATIONAL SONG. Then followed a very sociable evening when everyone met old friends who they had not seen for a year. There we saw JIRI LENIK, who can now walk better than CW, after his severe SG38

accident, during the preceding year's International School Glider Meeting on the Wasserkuppe. Photographs revealed that the broken SG.38 "ERWIN" (Named after Erwin Primavesi, of the Akaflieg Prague, the German, who started the gliding in the Rana area in 1932), should be repaired by next summer. Jiri is going "all out" on this. "ERWIN" is a VGC tradition as it has the signatures of everyone who has flown it (half the VGC) on its fuselage sides.

The next project to be continued at Rana will be the "SDY VLK" (Grey Wolf) replica of a very famous pre 1938 Czech two seater. PETR HANACEK was the only Czech flying entry as, all the other Czech old gliders were taking part in the decentralized Czech National Contest, which goes on for the whole season.

SATURDAY 2nd August.

INTERNATIONAL EVENING

Perhaps anticipating the above, there was less flying today.

Total Flying Time was 8 hrs 40 mins.

Total aerotow number was 12.

Total number of winch launches was 8.



RALLY ROUNDUP

Therefore, there were only 20 launches.
PH-1233 KA-6E. 52 mins. A Ording.
BVP CAPSTAN 26 mins A Barrett.
D-7479 MUCHA 1 hr. 42 mins. A
Schmied/Schaumann. BNK SKYLARK
4 1 hr 32 mins. A. Boulton.
PH-1223 KA-6E 1 hr 25in A. Oding.
D-6290 KA-6 CR. 27 mins A.
Rodenkirchen

The INTERNATIONAL EVENING was its usual success. We were glad to welcome our late member IMRE MITTER;s son and his wife from Budapest. He had for sale his art works connected with gliding. The food and drink had to be seen to be believed. The Dutch specialities from Batavia were especially good, and some of the schnapps was especially strong!

SUNDAY 3rd

Total Flying time FOR 3rd AUGUST was 228 hrs 42 mins.

There were 97 aerotows and 65 winch launches. This was a record for one day's flying for the VGC. (Later in the Rally, this record was again broken)

MONDAY 4th

We were informed that a cold front would be coming in. Showers were expected during the afternoon and wind would be gusting to 35 knots. There were 24 flights on this day. Among these were 16 aerotows and 8 winch launches. The longest duration flight was by Johannes Lyng in the long span LEHRMEISTER OY-XAY. It was 58 mins from an aerotow. 2nd longest duration flight was by the Ka-7 OH-947 of 50 mins from an aerotow. 3rd longest duration flight was 35 mins by Algotson in the BERGFALKE OE-0733.

A delicious Austrian speciality, PANCAKES, with either apple or hazel nut or cheese, were served in the evening.

TUESDAY 5th

On this day, there were only 4 aerotows and 30 winch launches.

WEDNESDAY 6th

This was to be our good day and some celebratory jodelling was heard during briefing. Weather forecast was that after 1100 hrs, there would be 3 metres / sec thermals to 1,800 metres. The non obligatory task was to the Traunstein mountain and back. There was an airfield at the mountain and two others on the way there. In the event, the weather was not so good as it was supposed to be.

*Top: the Skylark from Weston on the Green (Oxford Gliding Club)
Centre: the Swiss Spyr 5a
Right: view from the cockpit of George Slot's Ka4*



RALLY ROUNDUP

*Left: the Fauvel AV36
Centre: Laszlo Revi brought the perennial
Cimbora from Hungary
Bottom: the beautiful Wiehe of
Gert Herm-Jacob*



JOHANNES FISCHER alone completed the task in his MEISE D-7380 using very low lift in the valleys and took 5 hrs 3 minutes to do it. 9 other pilots landed out on the airfield of Gmunden. Two other gliders, a MUCHA 100 and a T21B, (David Weekes) landed in fields. It is thought that the total distance there and back was about 60 kms.

On this day, there were 111 aerotows and 73 winch launches for 256 hours flown. This once again was a record for the VGC.

It would seem from this, and on many other days, that the lift would start over Wels at about 10.00 hrs and that with luck very long duration flights could be carried out. However, after leaving the site, there were very large areas of no lift at all and this did not encourage cross countries.

To give an idea of the longest durations of the flights on this day, we note the following.

PH-247 KA-4 Slot 7hrs. 00mins
DPG (BGA) MU 13D-3 Moore. 5hrs 10mins.
D-8049 L-SPATZ 55 Bornheber 6hrs 3mins.
HB-522 MOSWEY 4A. Fahrni. 4hrs 14mins.
D-8223 HUETTER H.28-2 Kaluza 5hrs 14mins.
D-6373 FOKA 4 Ewert 5hrs 32mins.
2001 MUCHA 100 Earnshaw Fretwell 6hrs 09mins.
ESM FAUVETTE Doppelbauer. 5hrs 17 mins
D-7380 OLYMPIA MEISE Fischer 5hrs 07mins.
G-CHJP (BGA?) KA6CR Cornelius 5 hrs 22mins
D-3214 BERGFALKE 3/ 4 Maleschka 5hrs 31mins.
PH-1223 KA-6E. Ording 5hrs 09 mins.
D-6071 KRANICH 3 Hahn 4hrs 38 mins
F-CDGA EDELWEISS Renaudin 5hrs 02mins.
OK-0415 HOLS DER TEUFEL Kern 4hrs 31mins.
BSZ (BGA?) SKYLARK 4 Hayes 4hrs 16mins.
HB-724 KA 2. Baer. 4hrs 47 mins.
D-9357 FOKA 4 Maleschka. 4 hrs 36mins.

During the task, when the weather was clearly not as good as expected, 9 landed on an airfield (Laarkirchen A/F) and two gliders, the Oxford T.21b flown by David Weekes and Peter Brookes and a MUCHA 100 flown by Benno(?), landed in fields. Hannes Fischer achieved the task in his OLYMPIA MEISE by scraping home at low altitude.

Everyone must have been tired after these great efforts because an unsuccessful attempt was made to take a group photo. This was postponed until the next evening.

TONIGHT WAS THE AUSTRIAN EVENING. A group appeared in traditional Austrian dress to play us music and to demonstrate Schuhplatters. The principle instrument leading the band

RALLY ROUNDUP

was a 17 year old vintage Base Trumpet that sang like a euphonium. Finally, each country sent one person to indulge in the Schuhplattler. This caused a wild scene. There was plenty to eat and drink.

THURSDAY 7th

There were 28 launches on this day, 20 of them being winch launches. The longest duration of 22 mins was flown from an aerotow by Harald Kaemper in his KRANICH 3 D-8044. This aircraft was given 6 air experience flights on this day.

In the evening, at last a GROUP PHOTOGRAPH of all members participating was taken before the hangar.

FRIDAY 8th

There were 43 launches on this day. 33 of them were winch launches. The longest duration of 56 minutes was flown by the Finnish KA-7 OH-947 from a winch launch. The second longest duration of 50 mins was flown by Gabolde in his FAUVETTE F-AZGB flown from an aerotow. 49 minutes

*Top: last year's award winning Specht
Right: the Hols der Teufel
Below: Marijke Waalkens' Dopplerab*



from an aerotow was flown by Barrette in a CAPSTAN BPV and 48 minutes was flown by the Finnish KA-7 OH-947 flown, again from an aerotow.

It was on this day that the Austrian MG 19 STEINADLER of the WHITE SEAGULL CLUB was taken down from its lofty perch in the hangar where, together with the club's GRUNAU BABY 2B they had been put to save hangar space for our aircraft below and flown on joy rides from winch launches by its owner Herr Ecker and Cassius Ewald. The true magnificence of the aircraft could be now be admired.

SATURDAY 10th & SUNDAY 11th

The full organization was kept going including the tent these last two days in the continuing fine gliding weather. We can not speak highly enough of the efforts of the "WHITE SEAGULL" and the OLDTIMER CLUB WASSER KUPPE members who worked non stop for two, three or even four weeks to make this tremendous Rally possible.

In the very hot weather particularly, the efforts on the start line of Karl-Heinz Kellermann, the Chairman of the OSC, who never stopped working in the most exemplary fashion. The winch launches were magnificent as also were the aerotows. We also thank FRIEDRICH ZINHOBLER, President of the

WEISSE MOEWE CLUB who managed to hold the whole Rally together in a most quiet and efficient fashion. Theirs will be a hard act to follow and we will never forget it. We never heard any of the participants say that they were unhappy with any part of the Rally. It seems that we had given them all a good time and surely this is what we are here for - to give our members and their families, fun. For we only live once. Total flying time for 10th August was 240 hrs 44 mins from 163 launches.

TOTAL FLYING TIME FOR THE RALLY was 840 hours 23 minutes from 437 aero tows and 344 winch launches.

Certainly the return by air from the golden sunlight of Austria to the grey, cold wind of England, which again was experiencing its worst summer for the second time in succession was the most unwelcome shock. Certainly, no matter what the cost, there will be a massed emigration of British vintage glider pilots to experience the warmth and excitement of a European vintage glider Rally next year. Let us hope that it will work again.

We would like to congratulate those who kept the records for the flying etc. It was a magnificent administrative effort. We have reproduced only part of them in this VGC News because of lack of space

etc. However, CW has kept all the records. Should anyone need them, or any part of them, please write to C.W., giving the dates of your flights that you need and he will send you copies.

SAILPLANES WHICH TOOK PART IN THE 36th INTERNATIONAL VGC RALLY AT WELS, AUSTRIA

Some personal observations from CW.

LEHRMEISTER Large wingspan. This a two seater based on the MEISE which

was being built in some quantity in East Germany. To train pilots for the Meise, frontal fuselage area was reduced to minimize drag, by staggering the pilots' seating. Thermal climbing ability was seen to be good.

LEHRMEISTER with short wing span. This was for teaching aerobatics to pilots before they tried them on the new aerobatic Lom MEISE. The ability to get away in thermals was not so good as with the long span LEHRMEISTER.

DFS HABICHT, This machine will catch thermals in spite of its higher than usual wing loading.

KA-4 RHOENLERCHE This was seen often to have very long duration thermal flights in the hands of George Slot but we do not know whether it was being flown solo to increase its thermal ability. We did hear of a Ka-4 being flown on a 300 kms triangle in very high cloud base, no wind, conditions over Germany. ("Flying Birds Club" over the Ruhrgebiet). We wonder whether the Scheibe designed "SPECHT" was also so good? We also noticed a KA-7 being kept up for very long duration flights and we wonder if it was being flown



Left: the Austrian L-Spatz 55 from Wels

Glider types attending the Rally

Registration nos, Pilots & Aircraft

2001 Fretwell	MUCHA 100
Jarvis	HUETTER H.17A
Pochet	KA6E
BGA 689 Raine	KITE 2A
AVT	PREFECT
BGA 921 Oliver	SWALLOW
BGA 1100 Boulton	SKYLARK 4
BGA 1134 Barrett	CAPSTAN
BGA 1215 Assmann	T.21B
BGA 2267 Moore	MU 13D-3
BGA 3185 Schickling	T.21B
BGA 3225 van Aalst	T.21B
BGA 3240 Weekes	T.21B
BGA 3545 Schickling	T.31B
BGA 4110 Konermann	T.21B
BGA 4286 Rijerse	T.21B
BGA 485 van Aalst	TUTOR
BGA 701 AVT Jaeger	PREFECT
D-0283 Kasubeck	L-SPATZ 3
D-1052 Strobel	GRUNAU BABY 3
D-1420 Ziller	OLYMPIA MEISE
D-1426 Hanacek (CZ)	SF-27
D-1808 Aaltonen	K6E
D-1948 Stengele	OLYMPIA MEISE
D-1959 Ewigleben	KA-2B
D-2268 Maleschka	BERGFALKE 3/4
D-3584 Neupert	KA-4
D-3654 Gerd Herm-Jacob	WEIHE
D-4054 - Kurz	KA6BR
D-4116 Didier Fulchiron (France)	KA-4
D-4131 Alexander Hurrle	AUSTRIA S.
D-5250 Skrzypek	KA-7
D-5554 Becker	SPECHT
D-5569 Schaefer	KA-2
D-5705 Hoekstra	KA-6CR.
D-5748 Assmann	KA-6

Registration nos, Pilots & Aircraft

D-5856 Dubbick	KA6CR
D-6044 Kaemper	KRANICH 3
D-6071 Hahn	KRANICH 3
D-8543 Bauer	KRANICH 3
D-6290 Rodenkirchen	KA6 CR
D-6373 Ewert	FOKA 4
D-6726 Gester	ASK 18
D-7380 Hannes Fischer	OLYMPIA MEISE
D-7479 Schmied/Schaumann	MUCHA STD
D-8002 Dieter Domning	DFS HABICHT
BGA 490 Newton	HUETTER H.17A
BGA 2847 ERP Jarv-is	HUETTER H.17A
-8223 Kaluza	HUETTER H.28-2
D-8049 Bornheber	L-SPATZ 55
DM-8152 (East Germany) Sturm	
	Small span LEHRMEISTER
OY-DXK Lyng	Long span LEHRMEISTER
D-8485 Harms/Zumbraegel	KA6 CR
D-8564 Altenhof Libelle	L.10
D-8788 Schwaemmle	KA-4
D-9055 Maleschka	FOKA 4
D-KNAR Brombacher	Motor FALKE SF25C
G-BYEJ David & Margaret Shrimpton	
	SF28 Tandem FALKE
DZS (GB) Wilgoss	JASKOLKA
SP-3675 Jezierski	JASLOLKA
F-AZGB Gabolde	Breguet 905 FAUVETTE
F-CBSM Mathieu	FAUVEL AV 36
F-CDDU Marat	CARMAM M.200
F-FDGA Renaudin	EDELWEISS
FDQ Jan Foerster	T.31
FFL van Aalst	T.21b
G-CHJP David Cornelius	KA 6 CR
HA-4253 Nandor Liptai	FOKA 5
HA- 5035 Laszlo Revi	CIMBORA
HB-1199 Lilly Grundbacher	ELFE S4a

Registration nos, Pilots & Aircraft

HB-374 Bircher,Peter Detmer	MOSWEY 3
HB-475 Roth Pre 1940	KRANICH 2B-1
HB-494 Stapfer	KARPF BABY
HB-509 Fliss	SPYR 5A
HB-522 Fahrni	MOSWEY 4
HB-534 Gysi	ELFE M
HB-653 Cunier	KA-7
HB-703 Waiblinger	KA-6
HB-274 Baer	KA-2
HVB Rijerse	T.31B
LY-GNK Benvenutas	L-SPATZ 55
LY-GPC Martynas	BERGFALKE 3
OE-0362 Havlicek	L-SPATZ 55
OE-0773 Algotson	BERGFALKE
OK-0927 (GB) Saw	LUNAK
OK-7906 (D) Ocker	ANTONOV A.15
OK-A415 (D) Kern	HOLS DER TEUFEL
OY-AXO Jensen	GRUNAU BABY 2B
OY-CJX Gjorup	HUETTER H.17A
OY-DCX Midboll	FOKA 3
OY-DXG Magnusson	KA6E
OY-FPX Poulsen	SHK-1
OY-XAI Moeller	MUCHA STD
PH-103 Osinga	KRANICH 2B-2
	Later production version (AISA-SPAIN)
PH-1223 Ording	KA-6E
PH-239 de Bruin	KA-4
PH-247 Slot	KA-4
PH-814 Waalkens	Doppelraab 5
PH-856 Hoogenbosch	KA 6 CR
PH-999 Disma	PHOENIX T
OE-0288 Ecker	Mg19.Steinadler

We have tried to check the numbers of participating gliders and their pilots above from now known information. CW would be very grateful to learn if the information above is not correct.

RALLY ROUNDUP

one, or two, up.

L-10 LIBELLE This is a modified "SPATZ" which often used to take part in our Rallies some years ago.

It would seem that only one pilot and sailplane each from Poland and the Czech Republic were taking part and none from Belgium. We know that the Czech Republic has an all season round decentralized contest of which the three best flights of a pilot count during the whole season. We also know that Grunau Babies are often taken to the Baby Treffen and that this year it was at JEZOW (Grunau). However, do come to us again as we think that we can offer you fun.

This year we had no MINIMOAS. We know that there are four of them in Germany and that one more each are due to reveal themselves from Britain and Holland very soon. Also a third DFS HABICHT and a second HUETTER H.28-2 as well as a new RHOENBUS-SARD should be ready to take part from Germany next year. These are replicas, as also is a new REIHER 3 from ACHMER. But this does not matter as there will not be any others now, Let us hope that KITE 1s and PETREL etc can

CW notes from Wels.

WE HEARD that a very famous 1935 AUSTRIAN Mg 9A two seater has been seen on the SPITZERBERG, the ancient Austrian Gliding Centre near the DANUBE between Vienna and Bratislava. It is of course not in good condition but its drawings are available in the AUSTRO AVIATION ARCHIVE and can be copied. The Mg 9A is an ancestor of the Mg 19 and has wings of almost the same plan form. It was designed by Erwin Musger, and held nearly all the Austrian records for two seaters. It came 3rd in the two seater class of the 1938 Rhoen Contest. Its famous pilot was Toni Kahlbacher, who died only two years ago. This Mg 9A may be restored for museum exhibition but we can hope that it will be flown.

A HUETTER H.17 was found in France 5 years ago in a farmer's barn in perfect condition, less fabric (it needs no woodwork repairs) and was bought from a farmer for about 4,000 Euros. So far as we know, there were only two H.17a s in France. The first was built by the Club Olympique de Billancourt. before the war. The second was bought during the war from Switzerland together with three Spalinger S.18 s and a Goeppingen 2 two seater, by Eric Nessler for the Vichy Gliding Movement. They had hoped to buy many more S.18 s and an S.21h two seater. The S.18 s were to encourage Silver C distance flying, as there were at that time only AVIA 40P s for this. Finally 24 Silver C s were flown during the period in France 1941-42. An H.17a was airworthy at La Ferte Alais during 1963. Perhaps it was this one?

come from Britain. WEIHES are still out there from the old time also and what about the AIR 100, AIR 102s and C800s etc in FRANCE.

ACHMER is a vintage gliding club itself in situ. On the site are based already KRANICH 3, KRANICH 2, WEIHE, MEISE, CONDOR 4, GRUNAU BABY 3, GRUNAU BABY 2, LO 100 etc. not to speak of the new REIHER 3. Let us hope that there will still be room for our

gliders also! The HORTEN 4A was having its D- boxes plywood skinned last August and its metal wing tips were designed. We think that Sascha Heuser at Potsdam near Berlin is working on this, but it all takes time.

Last minute problems can reveal themselves. Our RALLY at Achmer should be going to be a show of pre 1945 gliders such has never been seen since the VGC was started. □



*Above: Jiri Lenik receives his long overdue prize for the restoration of the Krajenek
Right: David Shrimpton presents the VGC
silver platter to the Rally hosts.*



SLINGSBY RALLY 2008



By Geoff Moore

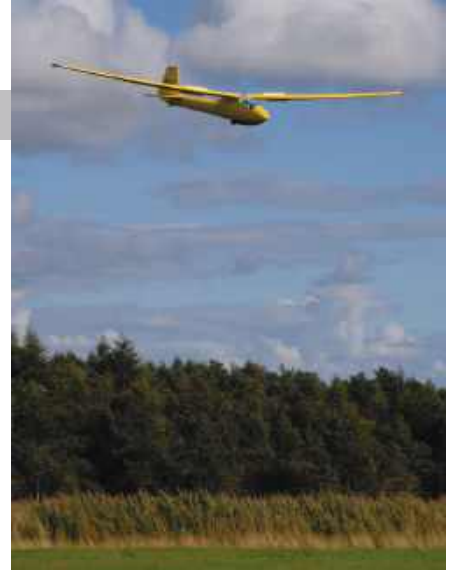
With always a warm welcome to everybody from the Yorkshire Gliding Club at Sutton Bank on the North Yorkshire Moors, the rally opened Saturday 23rd August, however taking advantage of exceedingly good conditions on the preceding day Phil Lazenby had somewhat already gave the proceedings a buzz to fly his K6 to romp around a 250km task with fine style. The week was full of adventure for pilots with high weather pressure increasing generally producing westerly winds giving good soaring conditions over the ridges with cross country flights and extremely good wave on Thursday with vintage gliders going up to around 5000ft and modern types gaining 10000ft. It was sheer delight to see three Slingsby Kite 1 gliders with a Kite 2 type flying at times during the flying days together with a photo session of the four old gliders parked. Once again Ann Silver and Tim Wilkinson cooked

Right: Tony Maufe in his Kite 1.
Far right: the ubiquitous T21 Photos: Caroline Coates
Below: Slingsby Skylark 3F 'BUT', waiting for launch. Photo: Mark Johnson



great gourmet evening meals in the Club house to round off the days flying for hungry flyers, wives and friends which was much appreciated and thanked by all. Among visitors met during the week it was a pleasure to welcome Dutch Vintage Glider Club member Sjoerd Dijkstra.

At one morning briefing Peter Underwood gave an interesting account regarding his camouflaged Kite 1 during its wartime history of how it was used by the Royal Air Force for experiments to define early radar trials on the south coast of England in the 1940's. Club



Above left: Three Kites and a Sky.
Left: Skylark Mk4
Above: Skylark 3F 'BUT' on finals. Photos: Caroline Coates

President Mora Johnson who first flew at the Club in 1934 again daily providing humour with her stories from the early days of gliding in the 1930's extracted from copies of *Sailplane & Glider* issue magazines. The visitors and pilots thanked in particular Phil Lazenby and CFI Andy and the Yorkshire Club for their hospitality shown at the close of this memorable week.

The Yorkshire Gliding Club celebrate their 75th ANNIVERSARY YEAR in 2009 with an on going programme of events during the year and with their annual VINTAGE GLIDER RALLY Week beginning 29th August for which plans are being made to show gliding and gliders over the decades from old to newer types, exhibition of its past history and flying of vintage & classic types, trial lessons during the week, the event



is likely to be opened by a prominent person with both press and TV coverage together with other attractions included on the programme. Don't miss this grand coming event starting the Bank Holiday weekend, take a note of the date where your vintage or classic type glider will be welcomed to fly or just as static exhibitor and of course any other contribution so helping to keep gliding in focused as a force to be recognised, or just come to visit from UK or across the waters from Europe for a few enjoyable days at this wonderful location in Yorkshire. Website: www.ygc.co.uk □

THE INTERNATIONAL RENDEZ VOUS MEETING AT GUNDELFINGEN, BAVARIA

23rd to 31st July

This was most sympathetically run by Wolfgang Schaefer and his brother who own a Ka-2b D-1379 and a Ka-4 Rhoenlerche D-8912. The former had its 50th birthday celebrated during the occasion. The weather was good throughout the Rally although during the birthday party, rain stopped them getting it out of the hangar.

During the rally, there were 109 aerotows and 163 hours 54 minutes were flown.

Not far away is the legendary vintage glider collection "Oldtimerfreunde Donauwirth Stillberghof" where 17 vintage gliders are kept airworthy with a further 10 being worked on or kept in store. Among the 17 airworthy are Ka-1, Ka-2, Ka-3, Ka-4, Ka-6CR, Ka-6E, Ka-7, Ka-



Top: the airfield at Gundlfingen. Above: Ulrich Grau's Goeppingen 1 "WOLF" is on the right.

8, Ka-13 (but not a Ka-18), a Kranich 2B-2 from Spain, Condor 4 (D-8504) Grunau Baby 3, Minimoa, etc. The Grunau Baby 3, Kranich 2 and Minimoa are some of the old gliders which were being restored or built again, by the late Willi Bergmann, of Michelstadt. The Kranich 2s of Neelco Osinga and of the above collection were the last Kranich 2s

rescued from the entire Kranich 2 fleet that was then burnt in Spain.

We thank from our hearts Ferdinand (Ka 6cr D-8912) and Wolfgang Schaeffler (Ka-2b D-1379) and the whole gliding club at Gundlfingen for having us and thank them for inviting us to come again. This we would very much like to do. □

photos by Johann Schreiner

Taking part were:

Didier & Mathieu Fulchiron, F.	KA-4,	D-4116
Chris Raine	KITE 2	BGA 689
Thomas van de Ven. NL.	Ka 6CR.	D-5705
Juergen Doppelbauer. D.	BREGUET 905 "FAUVETTE"	BGA 2915
Dave Cornelius.	Ka 6 CR.	G-CHJP.
Geof Moore.	Mu 13D-3.	BGA 2267
Walther Hoekstra.	Ka 2b	D-9163
George Slot.	Ka4 RHOENLERCHE	PH-247
Bob van Aalst.	T.21b	BGA 3225
Beat Huber.	T.31	HB 557
Astrid and Martijn Hoogenbosch.	KA-6	PH- 856
Johannes Fischer.	OLYMPIA MEISE	D-7380
Lilly Anne-Marie Grundbacher.	ELFE S.4A	HB-1199
Hans Rothenbuhler.	SPALINGER S.19.	HB-225

Hans Dijkstra.	BOCIAN E.	PH-1413
Richard Fretwell.	MUCHA	BGA 2001
Marijka Waalkens.	DOPPELRAAB 5	PH-814
Werner Roth	KRANICH 2B-1	HB-475
Klaus Schickling.	PREFECT.	BGA 701
Jorn Hansens	SF 27A Belgium.	OO-ZMN
Ulrich Grau	Goeppingen 1 "WOLF"	D-9026
Andrew Jarvis.	HUETTER H.17A	BGA 2847
Nick Newton.	HUETTER H.17A	BGA 490
Werner Ruegg	KARPF BABY	HB-494
Hans Disma	PHOENIX	PH-999
Peter Ocker	Antonov A15	OK-7905
Rolf Bornheber	L-SPATZ 55	D-8049

Also taking part but without glider were C.Wills, David Brown and Perraudin-Monnier of France.



Clockwise from above: Hans Disma land his Phoenix, Richard Fretwell in his Mucha, Johannes Fischer stands proudly beside his Olympia Meise, Rolf Bornheber takes off in his L-SPATZ 55, Beat Huber approaches in his T.31, Nick Newton and his diminutive HUETTER H.17A, Dave Cornelius ready to go in his Ka 6 CR, Juergen Doppelbauer and his Breguet 905 "Fauvette", Didier Fulchiron and his son Mathieu, overhead in their KA-4.





The Polish Theme Summer Rally – in Denmark!

from Niels Ebbe Gjørup
Photographs by Michael
Andersen and Mogens Wahl.

The name of the rally reflects the focus our members in Denmark have on Polish types such as the Bocian, Mucha, Lis and Jaskolka although other types such as Grunau Baby, Hütter H17, Høgslund 2G and K-8 were represented. The long anticipated Foka just barely succeeded in being ready for the event, but instead the Polish restorer delivered it during the International rally at Wels

Heming Gliding Club hosted the event which was led by Claus Hilding Thomsen and his crew. Since the weather did not co-operate on Saturday we had to go for second best. Namely the eating, which was brilliantly organised throughout the day and finalised with a BBQ held in the evening under the shielding roof of the open air grill and in the clubhouse.

Three weeks prior to the meeting, Knud Møller had been making a great maintenance job of the Bocian which was donated to the Dansk Svaeflyvehistorisk Klub a couple of years ago by Lolland Falster Gliding Club and so at this event it was planned to have it flying again. On Sunday the weather did show some improvement in the morning and consequently the Bocian was flown for a couple of hours by Knud Møller and Ove Hillersborg, the longest duration flight of the meet. There were winch launches available by the computerised Diesel-Electric called 'Elvira' which once trimmed for our light gliders, gave us very good altitude or for those who wanted aerotow, a Super Dimona did very well



too. As it turned out the weather permitted a number of good flights including a couple of modern pilots being 'upgraded' to flying the Grunau Baby. And did they like their 'new' glider? Well, to judge from the grin on their faces and the fact that they almost could not get their arms down after a number of flights, I guess it's got to be a YES – THEY DID! We are welcoming the new Grunau baby pilots

back again (hoping they can persuade some of their friends to try it too!)

Another interesting event was that Jørgen Jørgensen from Silkeborg flew the Mucha again after 36 years. 1972 was the year when the Silkeborg Gliding Club's Mucha was lost after a collision with a Ka8. Fortunately both pilots, including Jørgen's brother Knud escaped without being injured. In conclusion Jørgen con-

firmed that the Mucha is handling extremely pleasantly. As usual, our Høgslund 2G primary two-seater did a number of flights at the joy of both the aviators and spectators.

Niels also writes: "The Kranich 2 project is progressing well as you can see from the pictures in Foniks Posten. The project is being worked on every Tuesday by Johannes Lyng and his crew at the workshop in Billund. All the new fuselage bulkheads are now in place and so are longerons, keel and a number of plywood sections in the lower part of the fuselage in the front cockpit area and at the rear fuselage. At the time, the original canopy is being fitted into its correct position." □



Left: Much celebration - Foka 3 just received from Jesow by Danish team at Wels. Hannes Lyng on left. Photo: C Wills

The 12th Annual Midwest VSA Regatta



Originally planned for Father's Day-weekend in June. Several members of the Lawrenceville Morelli Club were at the field trying to get the M-100S they had been working on airworthy for the upcoming event. It had been a very wet spring in the center of the USA.

In the middle of the night they got a call that a levee had broken and the airport might flood. They started moving



gliders to higher ground and took assembled gliders to the highest point on the airport and tied them down.

By 7 AM they realized the levees had broken on the Embarras river west of the airport and the Wabash to the east. It was not long before the airport was surrounded by water and the Morelli members were cut off. They had plenty of food and drink that had been brought in for the regatta so they set about finishing the M-100 and fixing everything they could find to fix around the club. Tiring of eating the same thing all the time they even had pizza flown in one evening. One person had already arrived and assembled his ship the day before the levees broke but could not get back to it while another arrived to find the road to the airport flooded.

Fast forward 3 months; the Lawrenceville Regatta was rescheduled for mid September and the water receded. So our heroes could leave the airport and we could get in. Art Babiarz and John Slack also came back for the second time as well and many others who had received notification of the flood before leaving home. The Lawrenceville Morel-



From the top: after finding the road to the airport flooded in June, John Slack came back in September and flew his Ka6E as well as several other ships. The Lawrenceville Morelli Club M-100S has been flying since the flood receded. Two views of Jerry Wenger's Spalinger S-18. Bob Graves flew his MG 23 during the September regatta.

li club flew the M-100S throughout the regatta and the Wabash Valley Soaring Assoc. Schleichers were always in the air. Jerry Wenger's Spalinger S-18 was brought to the regatta and Mike Redman came to take it to its new home in

Wyoming. The ship had just received its blessing from the FAA and was flown for the first time in the USA. It ended up being the ship that made the most flights. Many of the pilots attending flew the beautiful yellow and red ship. □

IKV-3 KOTKA – A NEW LOOKING OLDTIMER

IKV-3 Kotka

Wing Profile – Root	Wortmann FX62-K-153
Wing Profile – Middle	Wortmann FX62-K-153
Wing Profile – Tip	Wortmann FX-60-126

By Göran Bruun

This open class glider was constructed in Finland during the mid 60's by the engineering duo, Tuomo Tervo and Jorma Jalkanen.

Jorma Jalkanen made the maiden flight on 26th May 1966, from RWY22 of Helsinki Vantaa airport. In those days, the traffic at Vantaa was not as intense as today which meant that it was possible to fly gliders between the commercial arrivals and departures. Today, this could not be done!

Kotka is the Finnish word for Eagle and when you see it airborne, you understand how appropriate is its name. Its appearance very much resembles that majestic bird.

The glider had the potential to become as successful as the PIK-16 Vasama, but due to lack of funding and the imminent revolution in glass-fibre construction, only one prototype was ever built.

IKV-3 = Ilmailukerho Vasama (Vasama Flying Club) and the number 3 signifies the third glider constructed within the club.

The club had 8 well-known members. These included, Pentti Lehto, Hannu Nurminen, Seppo Hämäläinen, "Roope" Huovio, Jussi Malinen, Pentti Niemi as well as Tuomo Tervo and Jorma Jalkanen mentioned earlier.

The Kotka prototype is one of the few glider prototypes to have survived from the 60's and is still in flying condition. The original registration was OH-XKV, which then changed to OH-333 and subsequently changed to its current form of OH-333X.

One of our Oldtimer Finland members, Mr Olli Sjöblom is the current owner of the glider and he is also a member of Turku Flying Club / Turun Lentokerho.

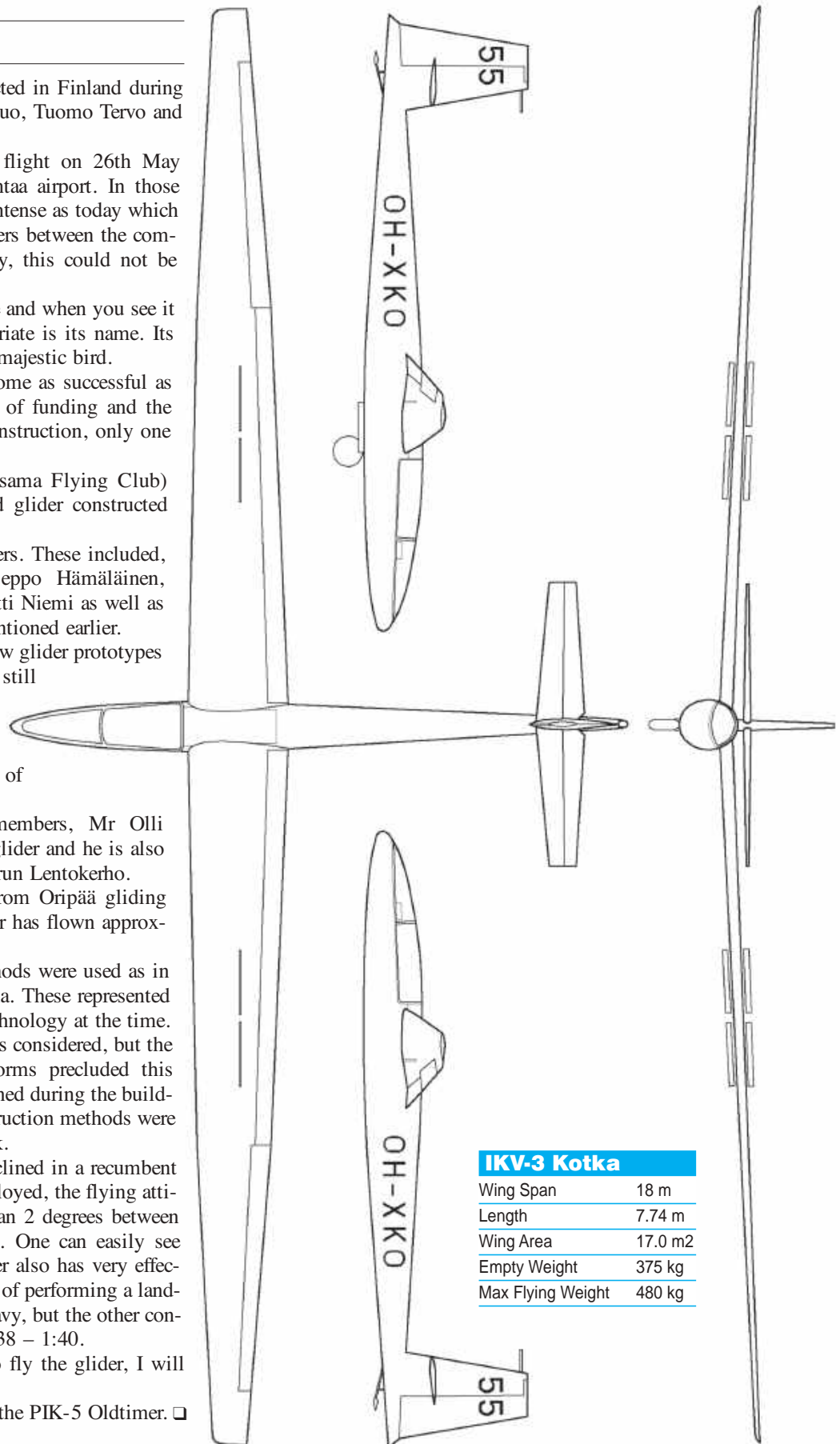
The glider will mainly be flown from Oripää gliding field, NE of Turku. To date, the glider has flown approximately 975 hours.

In building the Kotka, similar methods were used as in the construction of the PIK-16 Vasama. These represented the cutting edge in wood-building technology at the time. A move to glass-fibre construction was considered, but the high cost of building laminating forms precluded this option. No serial production was planned during the building of the prototype, but simple construction methods were used to aid new builders in their work.

In the cockpit, the pilot's seat is reclined in a recumbent position, but due to the flap type employed, the flying attitude does not vary by much more than 2 degrees between high-speed flight and thermal flying. One can easily see over the nose during flight. The glider also has very effective air brakes, which make easy work of performing a landing. The aileron forces can be a bit heavy, but the other controls are normal. The glide ratio is 1:38 – 1:40.

When I have had an opportunity to fly the glider, I will report back with more details.

In the next issue, I will write about the PIK-5 Oldtimer. □



IKV-3 Kotka

Wing Span	18 m
Length	7.74 m
Wing Area	17.0 m ²
Empty Weight	375 kg
Max Flying Weight	480 kg

Ambling ‘my way’ through early NZ Gliding history

by Bruce Stephenson

It was 1977, it had been a long hot summer, and what’s more I didn’t have to be at school.

It’s funny how days always seem longer when you’re a kid, and those summer holidays just plain melted into one long vacation that seemed to reach into the depths of eternity. I was freckle faced, and 14, and when you’re 14 everything seems bigger,... some how,you know what I mean.

Retracing those lost summers as an adult, almost invariably leads to disappointment in the realisation that, that fragile world of innocence has long since slipped silently beneath the waves of time. I guess what I really mean is that “enormous” back then, kind of translates into reality as not quite being on a scale that justifies such youthful enthusiasm, and serves to remind us with an almost innocent disbelief, of just how differently we viewed our worlds back then secure in that innocence of youth, a fact that is often made so apparent when comparing those seemingly simple lost years to today’s modern brash and technologicaly driven world that we now inhabit.

Maybe its kinda true what your elders used to say? Sometimes you really do feel like the world is leaving you behind and we find a reassuring comfort loosing our thoughts to less complicated happier times in our desire to cling ever more to

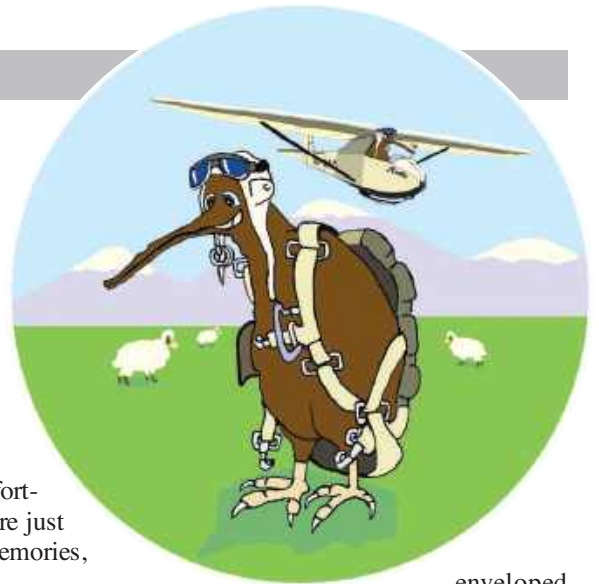
what we understand and are comfortable with? Maybe some things are just plain better left to the past;.... memories, like dreams I guess, are fragile?

But this memory is special; it can’t be taken away by anyone or anything. The place still exists, but long gone are many of those whom made up my world way back then. Like ghosts in my midst, they remain etched, forever drifting through my thoughts when you least likely expect them to appear.

Feeling bored, and probably after being kicked out yet again from under my grandmothers apron strings, (it was after all some 30 years ago), I made my way out into the hay paddock out the back. The grass was almost ready for cutting, and was long and healthy, even today the distinctive smell of lush green grass often transports me back to this reminiscence as I remember the birds, unseen, singing their merry tunes.

I just lay there on my back, out of sight, and out of earshot to the world around me, absently minded lost to a silent world above, and a vivid imagination, as I watched the clouds forming into various monsters with grotesque faces. As the sun beat down, the sky was a deep blue; I mean *really* deep blue. Not at all like our pastel shades here in the northern hemisphere, it’s more like one of Gauguin’s bold brassy skies in his famous work, *Tahitian Landscape*.

The tall seedpods of the long grass that

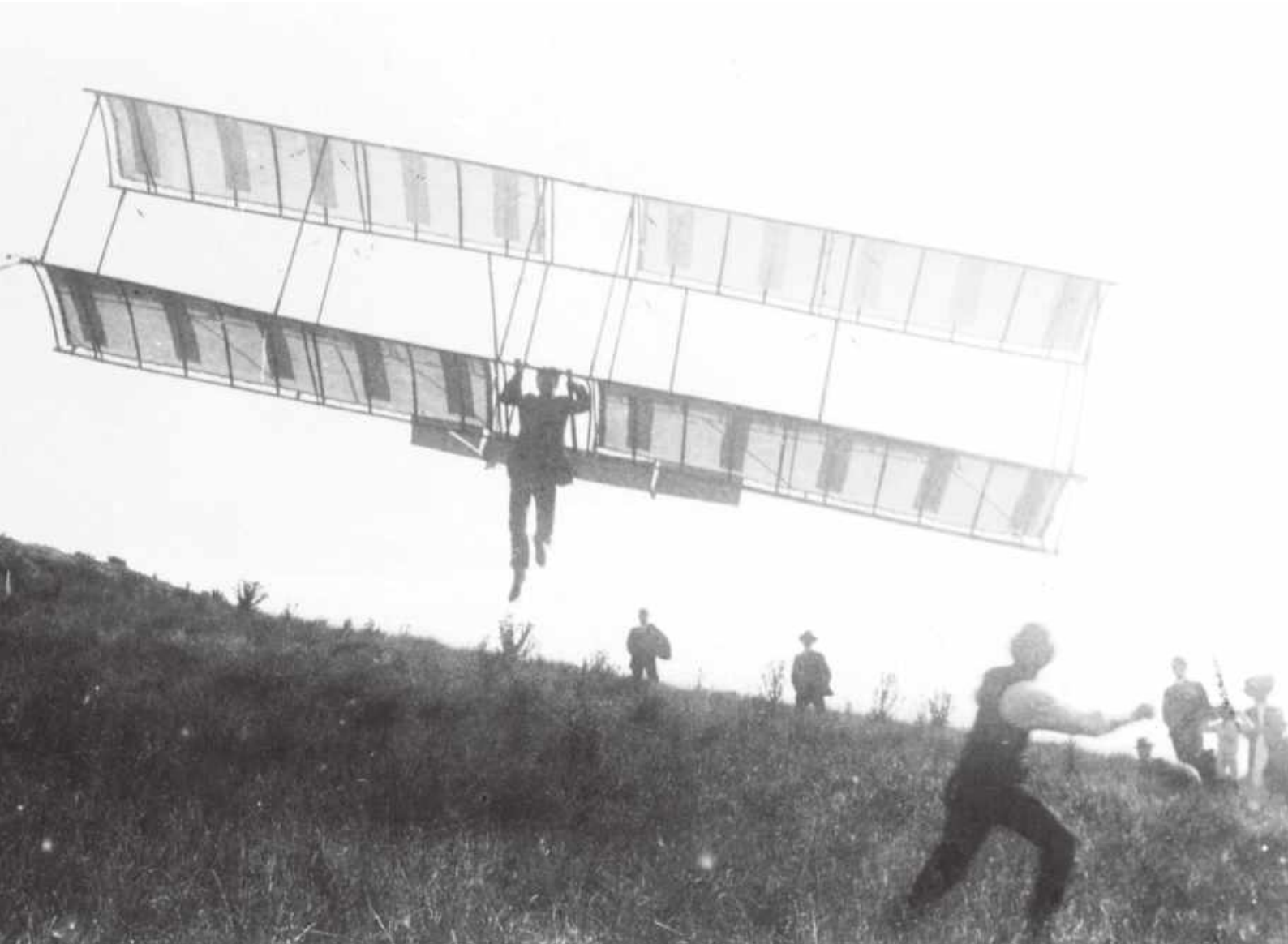


enveloped me, swayed gently to and fro in the breeze, infiltrating into my myopic little world around me. The suns rays gave a bright yellow blurred hue to the grass stems, framing the beautiful image before me, adding to that evocative moment.

Suddenly, way up above the creature that slowly withered before my eyes, I caught a glimpse of something moving

Lower left: a rather blurred image of Charles Smith glider flying. Above right: Barnard Brothers glider around 1909 in the Auckland area. Right: George Bolt teathered flighths at Christchurch





above its soft wispy tentacles. Out from the white abyss there suddenly appeared a graceful shape of an elegant machine. From my earthbound arena, it took on an image of a graceful phoenix fleeing from the wispy talons of the fiery monster that tried in vain to claw back its escaping prey, as I watched on with an almost spiritual fascination that I still harbour to this day, as it made it's silent way in a southward direction.

Suddenly, there appeared a second machine, and a few moments later, it too was closely followed by another in hot pursuit.

These images of silent grace however, were of no great surprise. For I knew where they were bound. I knew that they were on their final glides, racing to beat of an unrelenting clock, for my uncle had towed some of these very same sailplanes aloft only the day before, if my faltering memory serves me correct, at what back then in what seemed like, but looking back on it now, very provincial, the grand title of the "Central Districts Competition".

At the expense of bearing all as I pen this frank, and rather personal account, I am sitting some 13000 miles from my beloved childhood country, and draw much inspiration from this simple memory. For it was here that the seeds were probably firmly planted, these same seeds that were to eventually blossom into making the wonder of flight into more than just a far fetched dream for me, past the magic of a perceived utopia to a privileged reality, where from my work-

place aloft, the wonder of each new sunset is as unique as is each new sunrise is simply stunning. For up here, in almost spiritual contemplation I can witness all within my visible horizon, darkness and daylight at the same time. With a blurred dividing line between, this is the true twilight zone that many don't get to see, and kinda reminds me of that deeply spiritual line in John Magee's iconic poem "High Flight" when he penned "*for I have done a thousand things that you can only dream*".

Furthermore, (at the expense of descending into further platitudes of splendour!), this simple memory serves to remind me just how far, even at that time, New Zealand gliding had come. Often in my personal amateur research into our gliding past, I think more and more of New Zealand's early gliding his-





Left: Charles Smith's homebuilt glider of 1928, type and location unknown

Below left: Charles Smith machine ready for launching

Above: the Canterbury Gliding Club formed in 1932

tory. How did it come about? How did it evolve? Just how did it become one of the top gliding destinations in the world?

The first faltering steps into NZ gliding history, was by no means by any blaze of glory, but rather out of necessity with what was probably the first recorded glider flight dating as far back as 1910, when the Barnard Brothers made and flew their experimental glider from Browns Bay in Auckland. Control was typical of Lilienthal, and relied on weight shifting of the pilot's body to maintain control.

Around the same time, a well known local aviator, George Bolt, partnered with a Mr. M. Angus, in 1912 built and successfully flew a bi-plane glider. Bolt had limited money, and couldn't afford to purchase an engine, so naturally turned towards constructing a glider to investigate the conundrum of stability and control, in which he very much drew his inspiration from the early Wright Brothers designs, and like the Barnard Brothers glider, the pilot hung down between two rails. Both Bolt and Angus had been founding members of the Christchurch Aero club, which had actively encouraged gliding at the time.

Bolt went on to build more designs that were flown from the nearby Cashmere hills, with flights of over 300 yards being not uncommon, and by the early

part of 1912, over 140 ascents had been made.

Bolt however, wasn't the first to carry out a sustained flight, this accolade went to another aviator who was to make his name in early NZ Aviation, Vivian Walsh, who flew a Howard-Wright biplane.

With the intervention of World War One, at the instigation of what was to later become another of NZ's aviation scene's pioneers, Sir Henry Wigram, the Canterbury Aviation Company imported a Handisyde glider from England in order to encourage the sport, but unfortunately it was seriously damaged a short while later, and was destined to never fly again.

Around this time, there were a few isolated groups that had sprung up all over the country, with one notable group in the small provincial North Island town of Dannevirke. It was here that they built their own gliders in a local factory under the rather grand name of the NZ Aviation Company, whilst a smaller group, based at the rural township of Cheviot in the South Island built another glider in the late 1930's. All these groups appeared to be isolated from each other, and lacked any real co-ordination with like-minded groups to develop the sport on a countrywide basis, however the more established groups that did start to really coordinate gliding was in the main cities, one of the earliest being the Canterbury Gliding club, which of course was born out of the much earlier association with the Christchurch Aero club.

The Gliding club itself was formed in 1932, and set about building its own Zogling glider from German plans as Snow Fenn recently wrote in a recent

Vintage Kiwi article: "*Jock Campbell of Christchurch was a founder member of the 1932 club, and again like many other clubs, was involved in building a Zogling from German plans. He recalls, that he thoroughly enjoyed the early flights, and was only peeved by the over cautiousness of other club members, who would not permit him to be launched from a higher point on the Cashmere Hills in order to achieve a longer flight time with consequent build-up of air experience*".

With the increasing interest worldwide of the new advances in gliding, New Zealand wasn't to benefit from visits by renowned Glider experts from Europe, and after the publication by the then very popular magazine, "*National Geographic*" of an article and series of photos entitled "*On the Wings of the Wind*", a group of enthusiasts in Wellington to call a meeting in 1931 with the express purpose of forming a gliding club. A club was quickly formed, and was based Rongotai, on a site close to today's Wellington Airport.

The group lost little time in equipping themselves, and quickly set about raising some cash to purchase a Zogling, of all places, from Australia!

Another club that was formed around this time was the Auckland club, which had formed through the association with the Auckland Model Aeroplane club, which had formed in 1928, however they had soon separated, and the fledgling group were soon to benefit from the forward thinking and enthusiastic George Bolt.

Bolt, who by the early 1920's had established himself within NZ Aviation circles, was on a trip to America during



the 1930's, and had visited the Waco factory and saw the Waco Primary being produced. He reasoned that they would represent a very economic way of getting New Zealanders more air minded, and with this in mind had brought three of the machines back to New Zealand.

Not only that, adding to the Waco's coffers, the Wellington Gliding club was known to have imported some Waco primaries, whilst in Auckland, the gliding club there utilised 2 of the Waco's that Bolt had imported.

A rather novel instruction system had been developed there where for the ground slide training, the instructor sat in the towcar facing towards the glider being towed, and shouted instructions through a loud speaker!

One man, Bob Matheson from Central Otago, had flown and studied gliding in Europe, was very much a driving force for the fledging sport, whilst others that had also travelled abroad and witnessed gliding, were in contrast somewhat dubious in their claims as was quoted in the

Above: Monty Montgomery flying Waco at Napier late 1930
Right: Monty Montgomery with the Napier Clubs Slingsby Tutor



book, "Wingspread";

One such "authority" was at Mangere (now Auckland's International Airport) one very windy Sunday, when a group who had constructed a glider took it out on the tarmac. They were unsure whether the day was suitable for gliding, and sought the advice of the alleged expert.

"Just the right day", he answered.

The towcar was ready and so was the trusted pilot. Into the gusty atmosphere the glider went. One moment its nose was well up, and the next straight down. The wings folded up and pulled down over the pilot's ears, nearly shearing them off, and sadder, but certainly wiser men brought out the wheelbarrow.

Not withstanding this tale of woe, another active group was based at Napier, which was headed Tye Husheer, the son of a German emigrant who was the chair-

man of the National Tobacco Company, located in the north island town of Napier. (Their art deco building still exists, and is one of the top attractions on the world-renowned Napier art deco trail).

Husheer, had become interested in gliders before the 1st World War, and during the early 1930's, the newly formed Napier Aero club found that they couldn't afford their own aircraft and instructor, so gliders became the ideal stop-gap, and gliding operations started at the early Napier Airport, near the Port Hills, and were duly equipped with a single and a two seat Zogling, along with an American Waco Primary.

The 2 seat Zogling was in fact a modified single seat Zogling which the club

had built from imported plans, with the instructor sitting just behind the king-post, with an addition of a 2 wheel undercarriage that had also been added. Not surprisingly, the Zogling wasn't exactly legal! Needless to say, all the extra weight and drag that the modifications to the machine that had been created, only served to imitate a brick, as the increased nose down pitch the glider required was at an almost unacceptable angle in order to maintain a safe minimum flying speed! (This was certainly the earliest example of dual training in NZ).

The Waco however, although very similar in design to the Zogling, was constructed of steel tube for the open fuselage, and like the 2 seat Zogling, was fitted with a rubber tyre wheel, which at least soaked up some of the more spirited arrivals! (Unlike the Zogling's original design, which was fitted with a rather unforgiving un-sprung skid).

The Waco in one incident however did introduce a completely new problem that the Zogling couldn't mimic, as described in Roy Russell's entertaining book, "Aerial Circles". Upon a heavy landing with a large amount of uncorrected drift, the wheel structure was twisted as a result of the ensuing heavy landing: -

"We decided it was safe enough and continued flying, with very tricky crab-

like takeoffs and landings. The landings were particularly interesting, for as soon as the wheel made contact, the glider veered off on an angle!"

Training wasn't exactly standard either, and was based on the Auckland clubs methods. A tow truck was employed to launch the gliders and had an airspeed indicator mounted to it. The instructor sat on a rearward-facing seat, which had an angle-sighting device in which he estimated the maximum altitude on each flight. He would simply shout instructions to the student using a megaphone.

It is of interest to note that through presumably Husheer's close ties with Germany, that much correspondence took place between Germany and Husheer, which saw some of the clubs activities being published in the German Magazine, "Flugsport".

In 1939 the club imported a Slingsby Tutor as a kitset, which the members put in many a long hour to complete just before the 2nd World War. Luckily most of the members managed a flight in it before it was stored in a beekeepers shed at Havelock North for the duration of hostilities. The Tutor compared to the restrictive performance of both the

Zogling and Waco must have seemed sheer joy in itself, but on a more sober note, one wonders just how many of those members didn't return to feel once again the joys of the Tutors feather light handling? The Tutor represented the most modern glider in New Zealand at the time, and was soon put back into service after the war, and was eventually sold to a group in Blenheim where it ended its days after landing in a ditch.

After the war, gliding in New Zealand began to slowly pick up from its shaky beginnings, and after the tour of N.Z. by the Australian Arthur Hardinge, and his homebuilt Olympia Meise. The Meise must have seemed like a spaceship in comparison to the rudimentary gliders in NZ at the time, and as a result after Arthur's successful tour, much interest was generated, and the sport really began to take-off and gather some real momentum, but that's another story!

Postscript: It is perhaps fitting that today in NZ, Vintage Gliding is slowly awakening, with the result that hopefully more of this country's rich gliding heritage will be preserved through the foresight and hard work of Ian Dunkley and friends. If you want to learn more about their work, you can visit their website on www.gliding.co.nz/vintagekiwi □

Below: intrepid aviator in the Canterbury Clubs self built Primary





SCALE ROUNDUP 2008

By Chris Williams

Looking back at my records for the Scale Soaring season for 2008, I am struck by a strange anomaly. Despite one of the worst summers in living memory (even worse than last year, and that takes some beating) I seem to have taken more photos than in any previous season, which just goes to show the stupendous luck the various organisers enjoyed when setting their event dates. The season started off with the Thames Valley Scale Aero-tow do, based at Siege Cross farm on the outskirts of Thatcham in Berkshire. At this time of year I'm on alert for new models that come into being over the winter building period and this time it was Andy Anderson's new MU13E that caught the eye. This is to 1/4 scale and built from

the popular range of Cliff Charlesworth plans. Despite its agricultural appearance the light wing loading of this model, thanks to its open structure and generous wing area, make it a natural for those small areas of lift that the faster glass machines fly straight through and Andy was delighted to be making use of such lift on its maiden flight.

Next up, the action moves to Middle Wallop, that peerless grass-clad venue, the event here also being run by the TVSA mob. I've chosen two debutante machines here, not the least because they were both built from my plans! Kevin Beale had chosen to modify my 1: 3.5 scale Dart 17R plan to replicate a Dart 15, which meant, of course, doing away with the retract and shortening the wings amongst other mods. As a dedicated thermal competition flyer he had set the

CG further back than that recommended in order to maximise sensitivity to lift and on this, its first outing, the model was rather sensitive in pitch. That this didn't prevent too much of a problem was thanks to the benign qualities of the model wing section that I generally use, and Kevin seemed well satisfied with his first session with the Dart. Making the journey up from Devon, Steve Fraquet had been slaving away over the winter to build a 1:3.5 scale Petrel. I first drew this plan up towards the end of the last century, but this was to be the first example I had seen, probably due to the misconception that gull-wings are difficult to build. The Petrel flew with all the grace and beauty that I remembered so well, thus reinforcing the belief amongst some that this was the best looking of all Fred Slingsby's designs, even if it



Top: Andy Anderson displays his 3rd scale Hutter H17 at the first event of the year. Above: Glyn Fonteneau prepares to launch Dave Camp's 1/4 scale Goevier at the White Sheet event. Bottom: Kevin Beale at Middle Wallop with his new Dart 15.

was based to an extent on the Rhoadler. Also seen at Middle Wallop was Terry Holland's latest creation, a 3rd scale Hutter H17, yet another from the Cliff Charlesworth stable.

By the end of April it was time for the first of the slope-based events at White Sheet hill in Wiltshire. This was one of the venues where interest in the subject of scale soaring was born, some thirty years ago and at its peak, interest grew to extent that the formal annual scale competition had to be split into two separate events, one for Modern gliders and the other for Vintage. Alas, the White Sheet club events fell foul to the machinations of Climate Change, with the predominantly westerly winds giving way to breezes from the east and eventually the events were lost. It was only in recent years that the club decided to reintroduce a simplified fly-in format and so far it has worked extremely well. Dating back to those far-off days, it was good to see Glyn Fontenau and Dave Camp with





*Left: Steve Fraquet's Petrel tastes the air at White Sheet.
Above: Terry Holland with his 3rd scale Hutter H17.
Below: Another of Terry Holland's efforts, a 1/4 scale MG 19.*

their Holste and Goevier respectively. Glyn is well known for his off-beat subjects: as well as the twin boom Holste, his CV also boasts the Short Nimbus and the Schneider Platypus.

Moving swiftly on, June saw us back at Middle Wallop for another action-packed weekend from which I have selected a picture of the a tug with smoke on and another of Terry Holland's creations, an MG 19b, then it was time to go to Belgium for the BIGGS group's aerotow at the tiny hamlet of Pottes, not far from the French border near Lille. As it turned out, the weather here was superb whilst back in Blighty it was wall-to-wall moisture, and we struggled manfully not to be smug. The vintage component of the gliders present was somewhat limited, but one standout model was Clemens Swalue's pretty little Rhonsperber, which claimed more airtime than any other over the weekend. On the Sunday we took the opportunity to film my Habicht spinning from the on-board camera and rather that take up valuable space describing this and all the other stuff I would point you towards the video of the event I've put up on YouTube which you can access by putting 'SMOKIN' POTTES' into the web-sites search box. (www.youtube.com)

No sooner had we brushed off the dust from our continental adventures then it was time to go back to White Sheet for the next fly-in. Once again, a superb day's weather with the attendees small in numbers but rich in vintage variety. Standout models of the day were Richard Arleford's Horten 3F and Steve Fraquet's aforementioned Petrel, which was equally at home on the



Glyn Fonteneau with his 1/4 scale twin-boom Holste.



Spotted in Belgium, the rarely modelled Nemere. Inset: Vintage line up at White Sheet in July... Richard Alford's Horten 3F in the foreground. Right: Time to go home, Steve Davis de-rigs his 3rd scale Wilga tug at Middle Wallop.



Left: Clemens Swalue at the Pottes event with his very pretty Rhonsperber.



form of Brian Sharpe's 1:3.5 scale Oly 613, which he had brought down all the way from Scotland, and which seemed to fly very well, although he did say that it had inherited the full-size's tendency to spin if not treated with consideration. Then, sadly, the last event of the year came around, appropriately enough back where it started at Siege Cross where the weather was once again delightful with seasonal mist and light winds. Well, compiling this report reminds me what a full season 2008 was, with two maiden flights for yours truly with the Schweizer 2-32 and Dart 17R, but what of next year...? Well, one of the highlights will certainly be the VGC event at Gransden Lodge in May where there will be some participation from the Scale Soaring fraternity, so we look forward to meeting you there...

c_williams30@sky.com

(For more videos from YouTube of this year's scale soaring events, put the following into the search box: *White Sheet Scale Fly-In 2008 Monsters @ Middle Wallop Paradise TVSA Style II*) □

slope, much to his delight.

Back to Siege Cross farm now where I had a chance to blow the dust off my Bergfalke II 55 and then it was September already and for the first time the weather did it's best to wreck one of the TVSA's events, with rain and wind on the Saturday and just the wind on Sunday, whereupon it was business as usual. Although at the tail end of the season, we were treated to a new model in the



Above: slight problem with the pre-flight check? This 3rd scale Grunau Baby lived to fly again...

Left: Brian Sharpe's Oly 613 appeared late in the season at Middle Wallop.

Bottom left: tug pilot Barry Cole samples the joys of bent-wing flying with author's 1:3.5 scale Minimoa.



Brits abroad... Dave Stokes' venerable 1/4 scale Jaskolka, camera mounted on fin.

T21 Hangar Flight or How the T21 climbed to the amazing height of 9 feet!

By *Tony Adams.*

When I joined the T21 syndicate, there were a handful of members, the wings were stripped for covering and the winter was coming. Then Bryan Searle, who ran the syndicate left the club, Dave Cole who planned to cover the wings broke his arm and Roger Andrews said that the wings must be covered before the winter. I crossed Roger's palm with a suitable amount of silver and he did the covering.

As soon as the aircraft flew, it was very popular and we could see that the syndicate would be a success. WE were able to keep it rigged in the hanger for some time but we could see that keeping it rigged would be a problem as the labour of rigging it daily would be prohibitive. We thought of all sorts of solutions, an underground hanger, a tent, you name it, we considered it. I came to the conclusion that the only practicable solution was to hang it in the back of the hanger on a hoist.

I did a quick drawing, which made this look like a feasible proposition. I made a second more accurate survey and made a formal application to the committee with this tidier drawing. The response was favourable but the committee emphasised that we must indemnify the club for any possible damage.

A colourful email was circulated, warning of the risk of our aircraft crashing down and destroying half the club fleet. So I spent much time and energy talking to my insurance broker and he had difficulty in getting a response from the underwriter. Eventually I thought of seeing how the club insured their suspended glider. This resulted in my speaking to the club's broker, Terry Joint. He made a favourable offer and when I said "but what about the extra risk of hanging the glider above the club's gliders?". He said that this is not an extra risk, just look at every hanger in Germany, the roofs are full of hanging gliders, so ordinary third party cover is sufficient, provided the hoist is certified and kept properly inspected.

The next problem was proving that the keel of the T21 would not interfere with the other parked gliders. I stretched some retrieve winch wire across the hanger as

tightly as I could and it sagged. I put some supporting cords and some cut out cards to represent the skid and wheel below the keel line. This did not seem to be the whole picture so I made a full sized elevator model out of sticks and screws and cardboard and hung it up in the appropriate place, this brought the comment "it'll never fly".

I had sent my drawings and phoned Ken Screen, a structural engineer and an ex-member of the club, to ask him if he



would stress the roof structure for this glider as he had done for the k23 hoist. He said he would be pleased to so this but he was leaving in half an hour for a six week trip to Australia. He remarked that the clearances were a bit tight.

However, by the time I had done my wires and models and finally a trial lift, Ken Screen had returned. The trial lift was rather amazing; I had made a clip for the beam, borrowed a one ton hoist and was all ready for the trial. But the glider was still in its trailer and there was far too much to do in the day and I couldn't stay late.

The suddenly Colin Know flashed up the ladder and put the clip on the beam and hung up the hoist. Dave Crowson found 20 Dutch glider pilots waiting for the weather to improve and the glider was rigged and hoisted and with a slight twitch from my original position, it fitted! It was all done in the course of an hour. The big bonus was that I had thought that it was necessary to have a

hoist that pulled horizontally over a pulley due to restricted headroom. In the event we ended up with a conventional hoist, much cheaper, with a convenient stop for the hoist hook. Our Dutch friends derigged the glider then it only remained to calculate how much beer the 20 Dutch pilots could drink in an evening!

The final installation was very successful, the difficulty was positioning the fuselage guides in open space, exact-

ly where they should be. There were 4 stays, all of which had to be rearranged at least three times, but Roger Andrews was up and down the ladder like a fiddlers elbow and the job was done.

But now its there, the syndicate has enough members and it has all been paid for. Now we must think about refurbishing the trailer

Does anyone want to fly a Skylark 2 and/or a Skylark 3?

These aircraft are part of the Dutch AVIADROME COLLECTION OF GLIDERS at Lelystad, which has the policy of lending out gliders to pilots who will look after them and fly them, thus keeping them in good airworthy condition. The AVIADROME would always own them. Those interested should contact :- Neelco Osinga, "De Klamp", Prof. C. Eijkmanstraat 17, 7415 EK Deventer, The Netherlands. Tel: 0031 570 623139.

T-31b in Ghana!



Some months ago, Rimond van Loosbroek surprised me with a Book "Gliding", a Handbook on Soaring Flight by Derek Piggot, a well known book first published in 1958!

The book is interesting, but then Rimond asked me to open the back cover, and there were 4 single pictures with Gliders and Pilots, also a T-31b - 9G-AAP, a Ghanese registration. I know the existence of this Glider from the official record which says;

.... that registration 9G-AAP was cancelled on 31.12.66 as "Damaged beyond repair". A Prefect, T.21, Spatz B and Motorspatz were also all cancelled on the same day, maybe they were all destroyed at the time of the coup in Feb.1966 (information by Richard Cawsey). So this all was a big surprise.

So my questions are:

Is there someone who knows more of this, who took the glider(s) to Ghana? Ghana was independent since 1955, so who are the people on the photos, was

there a Gliding Club? Why there are no local people on the photos? What's happened to the gliders, are they still there? Where is the airfield situated, was it

Takoradie on the West Coast? (The British used Takoradie to ferry Spitfires from the UK to the north of Africa). Any info to Jan Forster please. □



Greetings from the US.

We have one of the RNAS Fleetlands built Grunau Babies. We are now stripping it for a recover and would like to finish it as it looked when it was built. The only photo we can find is in the book WAR PRIZES and it is very small and grainy. It looks

like it has GRUNAU BABY II on the front and also some lettering near the tail but we can not tell what it is. Do you have any idea where we can find any photos of how our ship was marked when it was built? We will cover our T 31 next and have 2 photos of our ship taken in Scotland in about 1960 to guide our finish on it.

Thank you. Lee Cowie on motorsport@socket.net □



It was taken to the 1952 World Championships at Madrid but was slightly damaged against a rock while landing. However, it eventually taken home to America and was flown by Dick for 861.2kms from Odessa Texas to Salina Kansas on 5. 8.51, thus breaking the Soviet World's distance record of 740 kms flown by Olga Klepikova on 6.7.39 in a Red Front 7 sailplane from Moscow to Otradnoye. Dick Johnson went on with Ross to design and build the RJ-6 two seater sailplane known as the "Adastra" which flew first on 3rd April 1960. We believe that Dick once won a US National Contest flying Jeff Byard's Weihe. This was

Left: Dick Johnson at the 1st IVSM, Elmira, with CW's Kranich 2b-1.

Below: The RJ5.

Inset below: After another record night time derig? Dick Johnson's RJ5. All from C Wills' collection.

Dick Johnson

by CW

Recently, we have heard the sad news that DICK JOHNSON has died. He died in the air in a high performance sailplane while "sniffing" the thermals during a Schweizer 1-26 Contest. We do not know the cause of death. He became well known for his record breaking RJ-5 sailplane. He went in 1948 to the Mississippi State College and worked for and with Dr August Raspet. Harland and Ross designed the machine and Dick built it. He had previously gained experience working on the "Tiny Mite" sailplane. It was finished in 1950 but its performance was systematically improved from 1:30 until its Max. L/d was approaching 1/40.



Gransden Lodge 23-31 May 2009

Cambridge Gliding Club
Gransden Lodge Airfield
Longstowe Road
Little Gransden
Sandy
Beds SG19 3EB

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OBITUARIES

the third WEIHE that P.A.Wills rescued from the Wasserkuppe in 1945 after he had to saw its main fittings off another one to get them into an Avro Anson on the Waku. It also was flown about 680 kms across Texas by H.C.N. Goodhart, which was the longest distance ever flown by a Weihe, as far as we know. It is good that one of the P.A.Wills rescued Weihes is still flying.

During this period and later, Dick was taking part in every World Gliding Championships. He was a friend of CW for years and years and was regarded by the latter and many other people as an "All American Gliding Hero"! We have heard that the NSM (National Soaring Museum) Elmira NY. State, has managed to restore his RJ-5 to its original condition of the world record period. It had been largely converted to metal construction, although its wings always were of aluminium. Its wing profile was NACA 63. Dick took part with the two seat RH-6 ADASTRA in the 1960 Cologne World Gliding Championships, but probably lost points by managing to land it on the West German Island of Fehmann in the Baltic, complete with star spangled banner and US registration on its fuselage sides! We send our sincere sympathies to his wife, his family and to all his gliding friends. I suppose that we have to be happy that he went in the Air.... his environment.... But, what a loss!

Hans Nietlispach

Hans Nietlispach died on 22nd October 2008 at the age of 84 years. Housi (Hans) was neither VGC nor OSV (Old-timer Segelflugvereinigung Schweiz) member, but he supported our ideas. Our vintage and classic sailplanes had been a



Left: Hans Nietlispach's journey from the primary to the World Championships was long.

Above: Hans (2nd from right) during the World Gliding Championships at Camphill in 1954. Hans Nietlispach, Segelflug, 1997



part of his life. Housi was a top glider pilot of Switzerland over tens of years. So it is understandably that he wanted always to fly the best glider he could get.

Housi had been member of the Swiss National gliding team for 44 years without any break. He won 17 times the Swiss National Gliding Championships and was participants of 12 World Glid-

ing Championships. He realised 10 National Record of which one (longest cross-country flight in one direction) is still valid. Housi completed 6.000 gliding hours and received the Lilienthal Gliding Medal of the FAI in 1982. Housi was also the writer of numerous articles, reports and two books, each giving wonderful descriptions of his adventurous flights.

Franck Descatoire

HOMAGE to FRANCK DESCATOIRE, who died from illness on the 19th of last July. He was one of the first of DEDALE'S members and took part in our 10th International Rally at La Montagne Noire in 1982, flying a C.25S, on the fuselage sides of which was depicted a superb carrion bird. But he also flew Francois Nuville's SG.38. Franck was a charming and dynamic boy with a head full of projects for aircraft which launched him on an aviation career. After his studies at ESTACA where he obtained his engineering diploma and courses at Mudry-Bernay and Aerospatiale, he joined the Albert Aeroclub and became one of its most active members. After assuring the maintenance on his C.800, he undertook the design and building of a 45hp single seated wood and fabric aeroplane derived from the "Colibri" and he did not hesitate to put in to production a two sealer Canard of 100hp called the "Dragon Fly". With much humour, he announced the birth of his first son and his marriage to Pascale but this did not hinder his aviation. At just over 50 years, it was much too early for him to leave us. *Preci'ed from an article written by Claude Visse.* □

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Flights in my Olympia Meise D-7380, Werk No.3



From JOHANNES FISCHER.

She was built in 1957 in Hersbruck near Nurnberg. I obtained its wreck in 1988 in Moss, Norway from Per Lauritsen, brought her back to Germany and restored her nearly as original with old DFS Plans from her designer and Constructor, Hans Jacobs, from DFS Darmstadt and Focke Wulf, Bremen, in the workshop at Farkashegy, Budapest in "secret" and before the opening of the Iron Curtain and after the opening of the Iron Curtain, in the East Block here in Germany, until it was finished and sprayed by Eichelsdoerfer in Bamberg in 1993.

During this year was its first flight after having been sadly grounded and stored in a barn. The most extraordinary thing then was to return her in secret from the West into Communist Hungary to repair her in the workshop of the Budapest Aircraft Museum, and to take her out again to the West in the Summer of 1989. (Some of the men helping me there were working until 1944 for Messerschmitt also old Hans Eichelsdoerfer in Bamberg was one of the men educated by Messerschmitt, who came from Bamberg in Bavaria) and had built 35 OLYMPIA MEISES for Hungary before and during the second World War. Still today, they have the original DFIn 1997S Plans from 1938 and not the Focke Wulf Plans of 1951. In 1997 I stopped flying the OLYMPIA MEISE. After building my house and raising the family, I started flying her again only this year. Again a break of eleven years for the bird. Some things in life are even more important than the saving of this wonderful old glider. But in Germany we say: "Gut Ding will Weil." For good things you need a while. During this year, the OLYMPIA MEISE D-7380 took part in the VGC Rendez Vous Treffen at Gundelfingen in Bavaria and afterwards at the 36th International VGC

Rally at WELS in Austria. In the Rendez Vous Rally at Gundelfingen, I also flew the longest distance with her. On the 26th of August, I took her through a thunderstorm's rain from Weissenburg to Gundelfingen. It was 70 kms The weather on the day was not too good and my max. altitude above ground was 1,200 metres. At the Raue Wanne near Noerdlingen, the Meise was only at 200 metres above the ground and I had to "fight" 25 minutes in the cellar to get away from some rain shower. At Gundelfingen, she flew 16 hours 5 minutes in four days. Maybe, this was the longest duration flown by all the gliders at the Rendez Vous Rally. I wish to thank the comrades at Gundelfingen very much because they allowed me to put the MEISE in their hangar especially after its direct fly-in from my home at Weissenburg (Bavaria) during the first evening when the rain was standing near-by.

I arrived at Wels in Austria with two gliders. (My KA6 CR D-6290 and My OLYMPIA MEISE D-7380), with a team of three pilots Robert Rodenkirchen (THE FORMER OWNER OF THE KA 6) Martin Schumann and myself with our women and four children.

The MEISE was flown 13 hours and 4 minutes with me, and the KA 6 D-6290 with the others, was 10 hours 46 minutes in the The KA 6 had the longest duration flight flown by Martin Schumann who was a very helpful crew member. During the two Rallies, the two gliders flew all together 39 hours 55 minutes.

Though in WELS, THE WEATHER WAS NOT SO MAGNIFICENT AS IT WAS IN NITRA DURING THE PREVIOUS YEAR it was marvellous. We had six flying days and four days for long tours with our families. These were three wonderful tours with our families

in the mountains (Dachstein,/ Traunstein/ Hallstadt) and one private tour with our women in charming Salzburg. We are very certain that we will all come again next year to ACHMER.

Two flights with the MEISE were out & returns in to the alps and back. I later heard that I was the only pilot to get back.

But I must say that 30 years ago, when I was only 17, I was flying very often in Micheldorf and I flew in these mountains with my Ka-6 and Spatz (werk Nr.3. without airbrakes). Then I had to pay high prices for out landings in rain showers and for other not so wonderful things. In the mountains. I still have a great respect for the rocks,, the harsh and sudden down winds and the extremely cold Traunsee and Hallstaedter See. There are the snow fields of the Dachstein (2995 m MSL), and the rear sides of the Grosser Pirel (2,515 m.MSL), where you can not land, and Grimming (2351 m.MSL) waiting for pilots to make mistakes. There also are many power lines, cables and flying plastic. In the mountains, I fly with FLARMS both in my OLYMPIA MEISE and Ka 6.

The Flight with the OLYMPIA MEISE D-7380 on the 3rd August 2008 was from 11.12 GMT to 15.56. ie 4 hours 44 minutes. It was a 100 km triangle from WELS to the TRAUNSEE (Gmunden am Traunsee), then to Haag am Hausruck and back to Wels again. The mountains were not so good. When I was above the Gmunden airfield, I could observe some British and Dutch comrades, who were being "pulled" back to Wels.



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When I arrived over the Haag, I was at only 200 m. above the ground.- but I was lucky as in the end I realised that the Hausruck mountain had a wonderful Lee wave, which carried me up to 1,600 m. above ground and back to the East again and to Wels.

My second attempt to fly in the alps nearly ended with a landing in Micheldorf. There was a 40 kms long big blue hole between Wels and the mountains- but after the third try, I crossed the hole flying directly to the first ridge. The wind was 12 knots from the east and I was optimistic. But the ridge close to Kirchdorf/Krems brought nothing. I realized that the wind in the mountains must be stronger to carry you up at the ridge, especially when you arrive too low. At Micheldorf, I prepared to land - but with less than 150 metres above the

church tower- (I could see very well that it was 16.20 local time I) I found a very weak but wonderful thermal.

The MEISE is the best in thermals. Even better than an A-SPATZ, a RHOENBUSSARD or a KA 6CR.

So, after 15 minutes, I went ahead south of Klaus am Pimpass on the sunny side of the Sensengebirge. But it was weak and late and so I decided to return flying from one thermal to the other in the centres of the vallys until I reached Kirchdorf / Krems again.

After crossing that damned blue hole to the north of the alps again, I arrived with 200 metres above ground 15 kms south of Wels at the Autobahn Cross "Voralpenkreuz" and again I was lucky to survive in the weakest of thermals - in a MEISE with the light 4 metres span

ailerons built from the original DFS Plans.

After a flight of five hours and 3 minutes at 15.25 UTC time, I arrived at Wels very happy. The direct distance of the flight out and back, was only 90 kms. When I arrived home, I realized that I was the only one to fly into the alps and to get back again on that day also. I must thank the club at Wels very much for lending me a Spanish altimeter from out of an old Buecker. Except for the radio and the FLARM all my other instruments (altimeter from 1943) were not working.) They are now being repaired. When I called Micheldorf on Frequency 122.400 on my radio asking for permission to land, no one was there. Perhaps the thought of having to de-rig the MEISE to trailer it home, was enough motivation for me to try to continue to fly on.

At Christmas 2008, I have the intention to finish my book about all the remaining OLYMPIA MEISES, EoN OLYMPIAS and NORD 2000s. I have still a lot of questions about EoN OLYMPIAS in the UK and the exported ones to India and Pakistan. May be you know something and can give me the answers?

The first flight of the MEISE was at Christmas 70 years ago. She was designed and built in only seven months.- but always the WEIHE from 1936 1937 was standing by her. So that she became the small sister of the WEIHE. It was between MAY 1938 and DECEMBER 1938 when everything happened at Darmstadt. Sometimes small sisters are more beautiful than the older ones. Maybe the WEIHE with its 18 metre span wings is the more beautiful, but the MEISE is much easier to handle and to fly. But, when you see sisters, you never know. It is not easy to love one- and not the other.

I must stop now. It is 0800, and I must prepare breakfast for all.

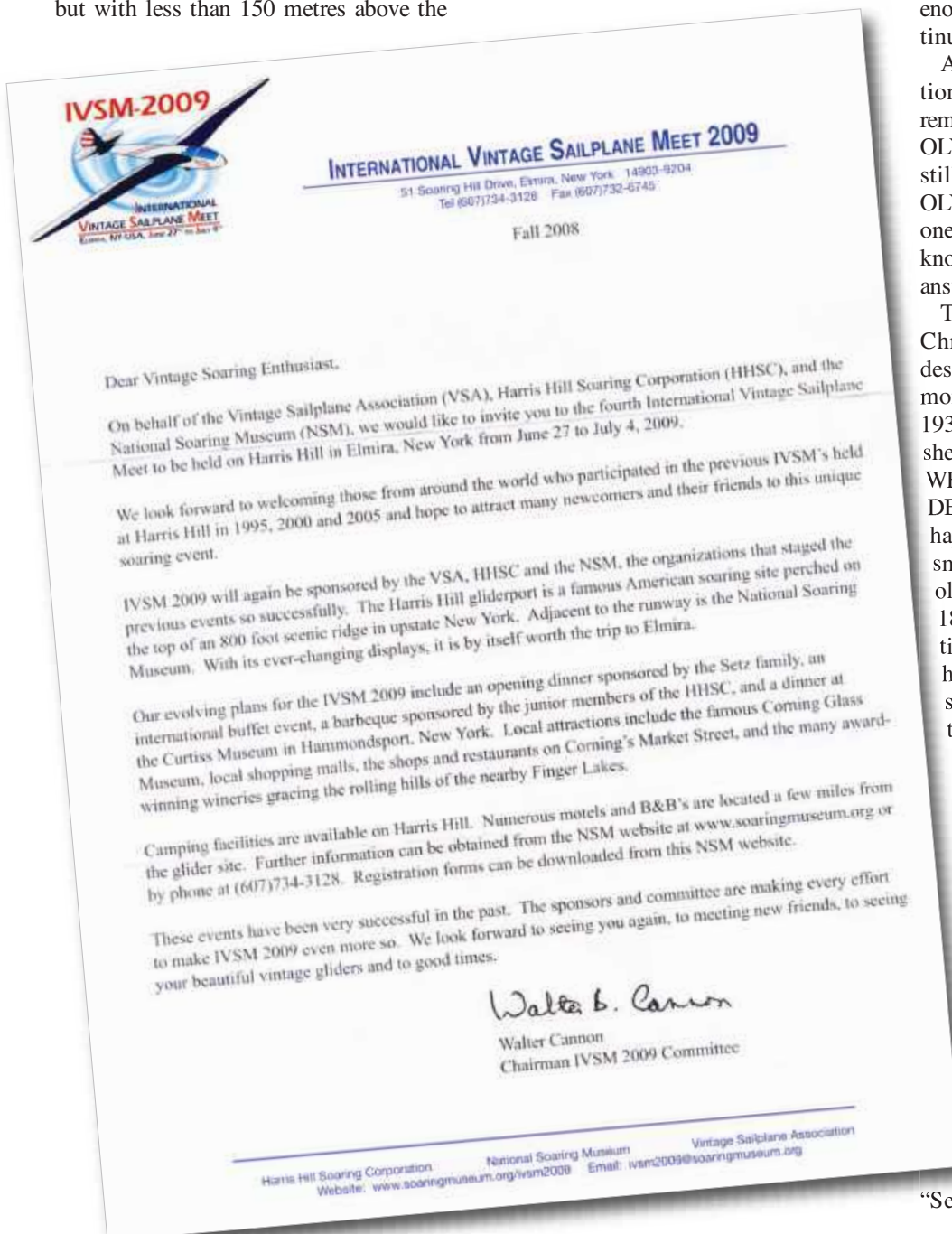
We will see each other again at Achmer in the beginning of August 2009. THEN THE MEISE will be 70 YEARS OLD!

THE RLM CODE NUMBER FOR THE MEISE WAS 108. -70? (CW).

A hard but happy time

30th July to 10th August, 2008 From the official Wells Rally website

Yes, it is done! After two and a half years of preparation the rally ended on Sunday 10th August with the last flight, Josef "Sepp" Ecker in the "Habicht".



We had a good time, with 12 successful days of this VGC Rally! It was a hard time, but it was a very happy time! In the name of all from the organisation committee I would like to say thank you: thanks to all of our "CREW"-members, everyone did his best to make the rally, in the hangar, on the airfield, in the background - thank you!

And especially to all participants: thank you that you have visited Wels! You took long trips to come to Austria, and you made the rally that which makes its charm: a big "family-meeting" for vintage glider pilots and friends! Hope to see you all in Achmer next year!

Best regards

Kalle

General statistics: -

Participants: 230

Persons total: about 500

Vintage Gliders: 105

Suitable storage

I read with interest the comments "From the President" in the Summer issue of VGC. News and I wonder if a contributory factor to the loss of some of our older

gliders is because of the cost and lack of facilities for suitable storage until the owner can commence restoration or possibly sell. There was a recent instance where a Member (having ceased flying) offered to give his old glider away. Could this have been because of a storage problem or some other reason?

Storage is not hangarage and, does not need to be very expensive if we keep away from the urban areas, particularly the South East. It does however need to be dry with suitable access and relative vermin free.

If storage and the cost of it is a problem it goes right to the heart of our aims and, I would suggest, is perhaps something which the Club should consider providing in order to assist Members with the vital preservation of our stock.

Kind regards,

Austen Wood

Your help needed!

Does anyone out there know any details to the Competition was held at Darmstadt on the 31st January-1st February 1939 to select the German

design of gliders to go to Sezze 17 days later to compete in the selection the Olympic Monotype Sailplane competition for the 1940 Games?

The gliders taking part at Darmstadt were entries from the Aachen Akaflieg with their FA-13 Olympia Jolle, the Berlin Akaflieg with the FFG-B8, the Munich Akaflieg Mü-17, and of course the DFS Meise. The two gliders that were selected to go to Sezze were of course the Meise and the Mü-17, with the Meise of course coming out on top, and was famously to become known as the Olympia Meise as a result. I know who were the test pilots flying the gliders, but beyond this, that's about it.

Any additional information would be very welcome, so please don't hesitate to contact me, I would be extremely grateful for any new information that may come to light on the matter.

You can contact me via the Vintage

Glider club website at

secretary@vintagegliderclub.org, or to my personal email address stephensons@talktalk.net □

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SLINGSBY SKYLARK 2B. Built 1956, serial no.1003. C of A until April 2009. In good condition and fitted with an additional C of G hook for improved winch launches. Panel with compass, mech vario, TM61 radio and new ASI, altimeter and Borgelt electric vario. Turn and slip included but not fitted. Sound purpose built metal trailer. Price £1500. Contact John Salvin on 0115 9652986 or email john@salvin.plus.com.

OLYMPIC MEISE BGA 449 without a trailer, it should be inspected before purchase. The wings and tailplane have some glue failure. This is a Schmetz 1943 Meise from the mass production run of 601 Meises built during the war by that firm.

After the war it was the only Meise that came into civilian hands in Britain after it had been flight tested by the RAE Farnborough. It was Werk Nr.227 and received its first BGA CofA in July 1947. LF+VO was in post June 1943 Wehrmacht Luft registrations. This aircraft was flown in Denmark during the war by the German military; it was 1 of 4 Meises found by the British army in Denmark. Open to offers. Contact: Thomas Bolt, 38 Longmeadow Close, Plympton, Plymouth, Devon, PL7 4JG. +44 1752 339650

1954 Skylark II BGA 733. The prototype production Skylark II with full history. Complete with trailer if required. Located at Welland GC. For full details either call 01536 771473 or email darescroft5@tiscali.co.uk.

Plans for wooden model Fafnir 1/3rd scale to fly, also wooden Reiher V1. Contact C Wills, 'Wings' The Street, Ewelme, Oxon OX10 6HQ.

Siebert Ka-6 CR Special. First flight in 1961 in NordrheinWestfalen, Germany, registration D-4830. Modified in 1962: fuselage enlarged by 30 cm, newly designed canopy. Flown in Holland since 1990, registration PH-922. Total number of flights ca 3600, number of flying hours ca 2600.

The sailplane is in good condition and equipped with Winter altimeter, speed indicator and variometer, compass and radio. Also included open trainer. Detailed information: w.adriaansen@planet.nl

WANTED

C.Wills would like some **GRUNAU BABY 2B** plans (copies) to send to someone who wishes to build the type in Karelia, Russia. Please send to:- C.Wills, Wings, the Street, Ewelme, Oxon OX10 6HQ. England. Tel: (0)1491 839245. Would anyone who has these plans kindly let CW know the price of copying.

Has any one please seen the red painted fuselage of the **KRANICH 2B-2 BGA 1258** which was lost many years ago either in England or Germany? Its wings were taken to Germany, eventually to Achmer, where they were assembled onto the fuselage of Kranich 2 BGA 1092. It's last owners in Britain were Bill Pattison and Fred Porton.

Has anyone please seen the remains of the **GERMAN WEIHE** (no BGA Number) that was crashed while being operated by the **RAF CHILTERNS CLUB at RAF BENSON** during the early 1960s?

