



No. 126/Spring 2009



VGC News

**Diary Dates • Modelling Report • International News
The Wanderlust • CW Reports • 1948 World Championship Samedan**



<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.

VGC News is published by:

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Front Cover: The Lehrmeister.

Photo: Francis Humblet collection

Back Cover: The Dutch T21c with ladies from the Gooise Zweefvliegclub.

Photo Frans Guise. See Dutch news

Notice to all members

The Rally Secretary is Graham Saw. Please forward details of any vintage glider rallies you may be planning to: e-mail: Graham@servotechnique.co.uk Tel -44 (01) 628 776173

Design: Pencil (www.penciluk.co.uk)
Printed by: Opal Print, Unit 22, Third Avenue, Westfield Trading Estate, Midsomer Norton, Radstock, Avon, BA3 4XD Tel:01761 412260

Copy date for the next issue is

1st June 2009

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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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CLUB NEWS

Next Steps - Jan Forster, Chairman.

In the last News Letter I informed you that we did not have any clues as to where we could hold our International Meeting in 2010. The good news is that Tibbenham, in the U.K., will organize the 2010 Rally! We have been to Tibbenham before, and it was a well-organized and successful rally. Tibbenham is situated in East Anglia, 30 miles south of Norwich. It is within close distance from London (two hour drive), Cambridge, Duxford and the East coast, which is only one hours drive away. We are now looking for a club, which can organize the Rendezvous, I am sure, we will find one.

For a long time, we have had many discussions about EASA issues, mainly ANNEX II and transponders. We need strong National contacts for support, and an International platform to address our problems. Now, at last, we have the offer of this possibility. At the last Committee meeting we made the decision to join the European Gliding Union (EGU) as an associated member. This organisation represents all the National European Gliding Clubs. Because we are an International Club, they have welcomed us in joining their ranks. From now on we will have a stronger platform with contacts to the EASA and the Europe Air Sports (EAS). The end of February we will have our first Annual Congress in Helsinki, Finland. Graham Saw and the undersigned, as “Acting Delegates”, will introduce and represent you. There is also another occasion in Brussels at an EASA open day where we represent you as well. So this is good news but it is only a start. Issues will still need to be first taken to National contacts, but if you need support, you can contact us.

With winter coming to an end, work on our gliders continues to prepare them for a new flying season which is now only 2 months away. There are so many activities, Rallies, and Meetings, so many to choose from in fact, that it is not easy to select which ones to attend. One of the high points is the Rendezvous in Nordhorn and the International Rally at the well-known site of Achmer. We also have a special occasion for the Modellers. Bruce Stephenson is organising special events for them to be included in the National Rally in Gransden Lodge, in the U.K., which is being hosted by the Cambridge Gliding Club. So why not invite the modellers when you organize a Rally?

You also have the Annual Dinner in your agenda: the first weekend of October, which we will invite you to a special place.

Safe flying to all of you.

Jan Forster, Chairman V.G.C.

From the President

– Where do we go from here?

CW created the VGC in 1973 to stop old gliders passing into oblivion. In 1945, hundreds (if not thousands) had been destroyed by decree of politicians. So many had been heard of, but never seen or flown, by so many people. Thus the VGC has brought some back in to the air and we think that we have had some success in this. Now, it is possible to see or fly Reiher, Horten 1Va, Habichts, Rhoenbus-

sards, Rhoensperbers, Meises, Weihes .Kranich 2b-1 s, Kranich 2b-2s, Mini-moas, Goevier 2, Goevier 3s, Grunau Baby 2s, Grunau Baby 2bs, Huetter H.17a, Huetter H.28-2, Huetter H.28 2/3, SG 38s, Hols der Teufel, Falke (Falcon 1), Mu 13d-2, Mu 13d-3, Condor 4, not to speak of the British pre-war types and the entire Polish pre-war fleet, except for Salamandras, has still to be recovered. There are still more, but beware, the cockpits of the very old gliders can be small. Also, there is only one example of several of

the types, so, for security reasons, it may be judicious to build more than one of them to ensure the future existence of the type. We do not know whether a Fafnir could be built, as Peter Riedel was able to fit in to it.? . . CW.



Notes from the Membership Secretary

Last year we finally topped the 1,000 mark with 1028 fully paid up members by the end of the year! This certainly makes us one of the biggest gliding clubs in the world!

It is an enormous task to co-ordinate the membership from every corner of the globe from Russia to New Zealand, from the US to Germany and from Japan to the UK! I am extremely grateful to those International membership contacts from many countries who help me in this task. Without their assistance the work would not be possible. Thank you one and all!

In the last edition of the VGC News, I tried to explain the new system that now operates in terms of membership renewals. The membership renewals are due every year in January and this has always been the case. As I write (mid-March!), I am pleased to report that approximately 75% of the membership has now renewed for 2009. Unfortunately this means that some 250 members have still not yet renewed!

Those members who have renewed will find their membership card in this issue of the VGC News as confirmation that the VGC Database has been updated accordingly (members from Germany will receive theirs in the next issue owing to a database technicality).

Those members who have not renewed will have received a 'Red reminder' as a final request to renew! Unless they renew immediately after this current issue, I will have to assume that their membership has lapsed. It has been decided by the VGC Committee that 'lapsed members' will, in future, have to rejoin (paying a 'Re'-joining fee) in order to become a member once more.

There has been a substantial rise in Membership fees this year and the Committee is desperate to avoid unnecessary excessive expenditure. This is the reason that the Membership cards now are in a simpler format - as the previous membership cards cost £1.50 each to issue! We need our members to pay their membership subscriptions promptly to avoid extra time and expense involved in chasing up those who although clearly wishing to pay, have simply not yet got around to it!

I am delighted that now approximately one third of our membership both in the UK and overseas have paid successfully by PayPal. This has the advantage that we receive the payment directly in to the VGC bank account, and you receive notification that your payment has reached the VGC safely! If you still haven't renewed this is the easiest way to do so! Otherwise, please get in touch with your International membership contact (listed on the back of the address label) for advice or help.

Thank you for your support. Nick Newton (memsec@vintagegliderclub.org)

Olympic Participation in 2012 – CW.

This idea has been put forward and has been received enthusiastically by Peter Strachan of the EGA and some VGC members. Peter has suggested that we find one member to take the matter forward with the BGA and the IOC (International Olympic Committee). The idea was that all amateur pilots should fly EoN Olympias, Olympia Meises and Nord N2000s and that if possible our Habichts could open the event. Habichts took part in 1936 in the belief that the first Gliding Olympic discipline would be aerobatics. However, this was not to be and it was decided that several gliding events would take place. For this end, the OLYMPIA MEISE was designed and built in 1938 and was finally chosen after having been put forward by Pierre Massenet of the French delegation at Sezze near Rome in February 1939. The Meise was chosen from among five other sailplanes, one from Germany...the Mu 17, one from Poland and three from Italy. The Polish Orlik had probably a better performance but had unacceptable at low speed (when they were inefficient) airbrakes. At first, the Japanese were to run the first Gliding Olympics but had to withdraw because of their war with China. The Fins took the matter on at Jamijarvi, but had to withdraw owing to them being attacked by Russia in 1939. In 1947 and 1948, in international contests, the Swiss were going to take Olympic Gliding further but there was trouble over the amateur status of pilots and the wish of pilots to fly different gliders. C. Wills would have liked to take the matter on now but feels that someone younger would be better to do

it. Certainly, the EoN Olympias, Nord 2000s and Olympia Meises are still waiting for us, and our Habichts could open the event by trailing different coloured smoke in the stadium!!! The idea is to run the Olympic Gliding Contest in parallel with normal gliding international events.

If anyone would like to take part in this type of event, with an Olympia, Meise or Nord 2000, as an amateur pilot, kindly inform Chris Wills or Bruce Stephenson (contact details as Inside Front cover of VGCNews) in order to get an idea of the level of interest. No location has yet been confirmed.

Important Committee Announcement!

The Committee takes much pleasure in announcing that the VGC is now an affiliated member of the European Gliding Union (EGU), and is therefore able to play a much greater part in the European Union legislative system.

For several years now we have been monitoring the increasingly restrictive rulings from EASA with little or no influence on their outcome

We have been told that once a ruling comes from EASA it is 'set in stone', that is it cannot ever be changed, however we are now part of an organisation that can influence EASA at the discussion and negotiation stage, before it becomes law. As such we feel that this affords the VGC a strong and unique opportunity to develop high-level contacts and promote the objectives of our club. As a result, we will be much better placed to protect both individual interests and that of Vintage Gliding as a whole, and where necessary, can lobby through the EGU for greater protection of our old gliders that face ever-increasing threats from proposed laws and regulation.

The EGU has a long history of championing the rights of glider pilots against ill-conceived European Law proposals, and has been operating since 1992. The EGU was set up with the aim of representing the interests of all glider pilots in Europe with respect to regulatory affairs, and has gone from strength to strength over the years, and now incorporates all the major gliding bodies, including the BGA, Sportfachgruppe Segelflug, Fédération Française de Vol à Voile, etc



as well as collaborating with the FAI, in particular with its International Gliding Committee (IGC) and with the Organisation Scientifique Internationale du Vol à Voile (OSTIV).

The VGC has obtained membership of the EGU through the "Affiliate" membership system, which is not normally open to nationally based organisations, however as the VGC has a significant worldwide membership, our International status was readily recognised by the EGU. At our recent VGC Committee meeting in January of this year, we saw Affiliate membership as the best solution for the club, and as a result, we now proudly stand alongside the likes of Gliding NZ and the Soaring Society of America (SSA).

There was the much more expensive opportunity to join as a full EGU member, however, despite Affiliate members having no vote concerning EGU board positions etc, it was felt that this lack of vote was of little consequence to the VGC, and it will not reduce our ability to have our voice heard. (The VGC can upgrade to full membership at any time).

A factor in arriving at our decision in favour of Associate membership was the cost difference between the two membership fees. Full EGU membership may have resulted in a significant increase in VGC annual subscriptions, so these savings have enabled the club a greater ability to use our limited funds in other areas, whilst not affecting the levels of membership benefits. Affiliate membership will give us access to a vitally important network of communications, and we will receive at the earliest possible time, vital information concerning potentially threatening proposals from EASA.

Membership of the EGU also brings other important benefits. As a member of the EGU, we are also entitled to attend Europe Air Sports Conferences. Europe Air Sport is an arm of the worldwide Fédération Aéronautique Internationale (FAI). Essentially through membership of the EGU, Europe Air Sports effectively opens yet another important link into the European Legislative system, as they are also a respected and powerful lobbying force at EU level. Although each VGC European member also benefits from representation through their

respective national governing gliding body, our specific needs are often diluted in the greater demands of protecting the sport as a whole.

As an "Affiliate" member, the VGC is entitled, and encouraged to nominate up to two candidates as delegates to represent our interests, liaising directly with the EGU over issues at conferences etc. The VGC Committee would like to seek potential candidates for the position of EGU delegates to stand for election at the next AGM to be held at the International Rally in Achmer.

Any member of the VGC is eligible to stand for nomination as an EGU delegate, and all nominations received will be considered for election by the Club.

The terms of reference for a position as EGU Delegate are envisaged as:-

1. To represent the VGC, and its member's interests at EGU Meetings. *
2. To act as liaison between the EGU and the VGC membership and club officials.
3. To disseminate information to and make the membership aware of legislation proposals that are potentially threatening to Vintage Gliding.

*Note:- It is not the VGC Committee's intentions that the VGC Delegate/s would be required to attend all EGU/Europe Air Sport Meetings, and through discussions at the AGM, we would hope that there will be a limited budget allocated to cover travel expenses. This may, however, restrict attendance to all but most of the most important meetings.

It would be desirable for the delegates to have a good working knowledge of English as the EGU recognised language is English and the conferences are held in English.

If you think that you would like to become involved in this exciting new opportunity, and feel that you have a good technical understanding of Vintage Gliders and our needs, along with an understanding of EASA, then we would like to hear from you. The closing date to register is 15th of July 2009, and you can register your nomination by either email through the VGC Website or by post to the VGC Secretary.

A full discussion on the issues of the

EGU and its funding options will take place at the next AGM in Achmer, details of which will be released accordingly. Note that there will also be the chance to register your opinion if you cannot attend the next International Rally, again via the VGC Secretary, or on-line on the VGC website, details of which will be posted on the Website shortly.

For more information about the objectives and aims of the EGU and Air Sports Europe, you can visit their websites on: <http://www.europe-airports.fai.org> <http://www.egu-info.org/>

Important Notice for Rally 2009 Achmer – the latest!

Check your glider-registration documentation!

If, under 'Limitations' (see your Flight Manual and BGA data)

You have the text: 'No limitation or restrictions'.

You will not need a 'permit to fly' from the 'Luftfahrt Bundesamt', Germany to participate in the rally.

Ulf Ewert



**Diary Dates for 2009****May 2nd – May 4th Kite Rally**

Haddenham, Thame Oxfordshire.

Contact Gayle Pearce Gayle.Pearce@astrazeneca.com 01494 872029.

May 23 - May 31st National VGC RallyCambridge Gliding Club,
Gransden LodgeContact 01767 677077 office@glide.co.uk . Please either telephone or email your entry or preferably use the on-line booking form. <http://www.glide.co.uk/comps/2009/VGC/default.aspx>**May 29th - May 31st 2009**

A local Vintage Glider Rally at Selänpää Airfield in South East Finland. All VGC members are invited to visit this event.

June 2th - June 6th Continental Slingsby Rally

Goch-Asperden Flugplatz , Germany

Contact Bob & Sylvia van Aalst sedbergh@hotmail.com www.lsv-goch.de**June 5th - June 13th 1st International Vintage Glider Meeting "Ugo Zannier"**

Contact Vincenzo Pedrelli vincenzopedrelli@fastwebnet.it More details

June 19th - June 27th 14th Camphill Vintage Rally

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

June 20th - June 21st 'Whispering Wardrobes' rally Booker Gliding ClubWycombe Air Park, High Wycombe.
Contact Graham Saw graham@servotechnique.co.uk**June 20th - June 21st Longest Day Vintage Rally at Bicester .**

Aerotow(Cub) & winch, Party & BBQ on Saturday evening. contact Mike Pettican. michael.pettican@gmail.com Mobile 07788966362

June 20th – 21st 2009. Tibenham. 50th anniversary event**Saturday June 20th 2009- Vintage Aircraft Fly in; Sunday June 21st 2009**Longest day dawn till dusk glider rally. Both days will be open to members of the public and we will have static display areas for vintage types not in flying condition, vintage tractors and classic cars. We would like to invite the VGC to attend the event, as we are open 7 days a week, perhaps we could make a week of it to overlap with the weekend culminating in the longest day? More information on the weekend can be found here <http://tibenham50th.blogspot.com/>**June 24th - July 1st 100th Anniversary Soaring Flight**

Parham, W Sussex

The actual "Centenary of Soaring" is on Saturday 27th June, this being the centenary of Eric Gordon England's first height-gaining glider flight, at Amberley near Parham, in the Jose Weiss- built glider. We are hosting a special day at Southdown to mark the occasion, and also a traditional VGC Rally to run from Wed June 24th to Wed July 1st. Contact Andrew Jarvis acjarvis1@aol.com www.sgc1.org**June 24th - July 4th International Vintage Sailplane Meet**National Soaring Museum, Harris Hill , 51 Soaring Hill Drive, Elmira, NY 14903 USA. Contact Phone: (607) 734 3128 Fax: (607) 732 6745 nsm@soaringmuseum.org www.soaringmuseum.org**July 13th - July 19th Spanish Vintage Rally**

Santo Tomé del Puerto, Spain. Contact: Encarnita&Carlos libelle@terra.es

July 14th – July 19th 2009

The annual Jämi Vintage International

July 19th-July 27th VGC Rendezvous EDWN Nordhorn

Lingen, Germany.

Contact Hans Kruse hans_kruse@acor.de tel 05907 940223 or 0171 9510900

Home page www.lsvlingen.de**July 27th- Aug 7th VGC International Achmer EDXA Germany**Contact Ulf Ewart tel: **49 5461 5147 Fax: **49 5461 5185 ulf.ewart@osnanet.de info@vgc-deutschland.de Information: www.vintagegliderclub.org/InternationalRallyAnnexell.htm**August 15th - August 22nd 75th Anniversary Midland GC Long Mynd Shropshire Sy6 6TA**

Contact Jan Outhwaite j.outhwaite@hotmail.co.uk

August 29th - September 6th Yorkshire Gliding Club Vintage Rally

Sutton Bank

An extension of our usual Slingsby Week to celebrate the Yorkshire 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 good soaring conditions for the delight of all our visitors. Contact Yorkshire Gliding Club: 01845 597237 e/m enquiry@ygc.co.uk for further details



1st International Vintage Glider Meeting “Ugo Zannier”

The first International Vintage Glider Meeting in memory of UGO ZANNIER will take place in Rivoli di Osoppo from 5th to 13th June 2009.

Ugo Zannier, gold medal for valour fallen during the war in Spain and gliding pioneer, flew from mountain Cuarnan (1382 m), for 11 hrs and 37 minutes with a self built sailplane named Friuli.

The meeting will be held in the airfield of the Associazione Volovelistica Rivoli di Osoppo (the local Gliding Club), which is sited in a very favourable geographic area which offers excellent gliding conditions.

The airfield is placed at the foot of the Pre-Alps Giulie, near the mount Cuarnan.

With a short tow you can enjoy the imposing scenery of Canin and Goglians

massif, ideal for thermal lifts. The “Parco delle Dolomiti”, can be easily reached and it can happen to fly together with eagles and griffons which become gliding mates.

The infrastructures of this airfield include roomy hangars, a comfortable club house, a wide area for camping with toilets and showers and cooking area with any sort of cooking equipments, in order to welcome pilots, families and visitors from different part of Europe, like Austria, Germany, France Swiss and of course Italy.

Near Rivoli di Osoppo there are some little pretty towns like San Daniele, Cividale del Friuli, Venzone and others, which offer interesting cultural and oenological and gastronomic opportunities.

Not too far away from Osoppo, we can visit Udine, Grado and why not Venezia.

For more information about how to participate to the meeting, hotel accommodation etc, please contact: vincenzopedrielli@fastwebnet.it





Important News for IVSM 2009 participants

Bob Gaines, National Soaring Museum, USA, has written to VGCNews to remind members who are thinking of participating in the IVSM this year that “the government is not making things so easy and friendly”. The following is an extract from a news bulletin which provides some basic guidance to visitors to the US.

Visitors to U.S. face refusal under new online entry system. Posted by: “american_austrian_society”american_austrian_society@yahoo.com, american_austrian_society. Thu Mar 12, 2009 1:27 pm (PDT)

If you expect friends visiting with you from outside the US during the upcoming season, you may want to make them aware of new immigration regulations; below is an article from CNN [03/10/09] for your information.

LONDON, England (CNN) -- From today, travellers visiting the United States under the Visa Waiver Program (VWP) risk being detained at airports and sent home if they don't comply with new U.S. immigration rules.

The introduction of the Electronic System for Travel Authorization (ESTA) means visitors from 27 VWP countries -- including most of Western Europe, New Zealand, Japan and Australia -- must now register their details online at least three days before departure.

ESTA -- which came into effect today -- replaces the written green I-94 form and allows travellers under the VWP to enter the U.S. without a visa and stay for up to 90 days. The measure is designed to tighten security and make it harder for terrorists who are citizens of the participating countries to easily obtain entry to the U.S.

Critics fear the new rule will be an inconvenience for business travellers and the British Foreign Office is concerned that travellers who have not heard about the new rules may be caught out.

The U.S. Department of Homeland Security has assured travellers that the system can handle last-minute and emergency requests. ESTA has been operating on a voluntary basis since 1 August 2008 and is compulsory from 12 January 2009.

Applications can be made at any time, even if travellers have no specific travel plans. If itineraries change, information can be easily updated on the ESTA Web site. Once travellers are authorised, they can travel for up to two years or until their passport expires, whichever comes first. Passengers must submit the same information that is currently required in the I-94 immigration form. This includes biographical data, travel information as well as questions regarding communicable diseases, arrests and convictions.

Registration is possible through the U.S. government ESTA Web site. <https://esta.cbp.dhs.gov/esta/esta.html>? In most cases, eligibility for travel will be approved immediately.

Applicants who receive an “Authorization Pending” response will need to check the Web site for updates. Applicants whose ESTA applications are denied will be referred to Travel.State.Gov <http://travel.state.gov/> for information on how to apply for a visa.

ESTA does not change the rules for citizens from countries that require visas. That no longer includes travellers from the Czech Republic, Estonia, Hungary, Latvia, Lithuania, the Republic of Korea, and the Slovak Republic; they joined the VWP in November, 2008. Malta became a member the following month.

Travellers are advised that ESTA does not guarantee entry into the United States. The final decision rests with the immigration official at the port of entry.

A visit to the European Gliding Union Congress 2009 held in Helsinki by Graham Saw

For years the VGC Committee has felt very frustrated at not being able to influence the outcome of any EASA legislation. These are very unsettling times when the decision makers of EASA, JAA and Eurocontrol do not understand what gliding and vintage gliding really is.

Suddenly, through several lucky breaks, we have been allowed to join the European Gliding Union, giving us the opportunity to make a difference. Inviting David Roberts, the first Vice President of the EGU to the VGC Annual Dinner at Lasham led to the possibility of the

VGC having a useful link with the European Gliding Union. We invited David to our next committee meeting, which was held at Booker on 17th January, and it became clear very quickly to all present that joining the EGU would give us the best opportunity to be heard on operational matters of Vintage and Classic gliders, throughout Europe. After David Roberts left, the committee voted for the VGC to join the EGU as an affiliated member and subsequently joined.

Every year the European Gliding Union has a Congress. This year it was in Helsinki. At such short notice the VGC could not pay for a representative to go so Jan Forster and I as acting delegates, decided that as we had just joined the EGU, it was important we should go, paying our own expenses.

Unfortunately, due to a sudden illness, Jan went into hospital a few days before the Congress, so I went on my own with somerepidation.

I expected to meet some powerful, intimidating figures representing each country. Nothing could have been further from the truth. They are a bunch of gliding enthusiasts who are hell-bent on keeping the freedom of the skies for glider pilots.

The delegates made me feel welcome and were genuinely pleased that the VGC had joined them. They all knew and respected the VGC and most had flown old gliders. Robert Danewid from Sweden is a VGC member, Mika Mutru from Finland was a VGC member and has rejoined as he still has a share in a Ka7. Patrick Naegeli, the BGA Chairman and EGU UK representative admitted to having flown in the BAC 7 replica and I have just heard that Howard Torode (BGA Technical) has just been voted as the Technical representative for the EGU. This is good news as his father used to fly the ‘other’ Petrel !

The EGU is a close-knit ‘family’ that work hard to keep gliders flying in Europe. Since 1992 they have grown in strength, representing 80,000 European glider pilots and gaining the respect of EASA. As their understanding of EASA has increased, so have their techniques of countering EASA Proposals with more workable, less restrictive proposals. It is good to have friends in high places !

VGC Historic Group

- A general report from the Vintage Glider Club Historic Group by Francis Humblet

Several VGC members are currently carrying out in-depth research on several interesting projects like Kranich, Olympia –Meise and Jacob's life-time achievements. Hopefully, their completed work, under the form of books, should soon be available for other members' pleasure.

A few definitive books on the history of gliding manufacturers have been published : Slingsby Sailplanes by Martin Simons, Sailplanes by Schweizer by P Schweizer and M Simons, Nurflügel by P Selinger and R Horten. Peter Selinger has also published the history, not yet definitive, of Hirth / Schempp- Hirth and Schleicher. In France, Christian Ravel has produced several, well produced books on French gliders like: Les planeurs de l'Avia et more recently one on : L'Emouchet.

But what about Edmund Schneider? There must have been close to 15,000 gliders built upon his original designs, Grunau Babies and SG 38 primaries. He started building gliders around 1924/25 with Gotto Espenlaub. Some details or Espe's life are available on the web but there is little information about his gliders and their production quantities. Schneider emigrated to Australia and his Australian production is fairly well documented. But what about some of the many Schneider types built between 1924 and 1940, often single machines, do we know them all and how many of each were made? Can anyone add to this very interesting part of gliding history? Surely, there is a book waiting to be produced on these two prolific designers and their gliders.

Now, about early Wasserkuppe meetings and those gliders that took part in them. In order to complete some research on the subject the following information is still needed: list of competitors, competition Number, model and manufacturer for years: 1920, 23, 25, 26, 27, 28, 29, 30 and 31.

Another subject of interest is the history of the Weltensegler and Baden-Baden companies which maybe, in fact, are the same thing. They were also working very close with the RRG as some early RRG models, like the Fröhe Welt, were produced under their name.

So, please, if anyone can add information on these interesting topics please send to historicgroup@vintagegliderclub.org

Zermatt mystery revealed at last.

A classic gliding photograph is shown here. Older members will have seen it before, in magazines or even in books, but rarely with a complete caption. This original picture was found in an undated press release.

The question becomes : How did this classic picture showing a classic glider flying towards a mythical mountain was made and by whom. It needed careful planning and could not just be a coincidence.

The mountain, located on the Swiss-Italian border is called Zermatt in German, Cervin in French and Cervino in Italian. On a good day, it is possible to fly around it with a glider and wave back at the many climbers, on all faces, attempting the ascension. The glider looks like a Spalinger.

Our Vice-President, Willi Schwarzenbach was duly contacted on the matter and, thanks to him, here is the complete answer:

"The photo was taken by Theddy Heimgartner during the Zermatt Research Camp that took place between 21st and 27th July 1946. A full report appeared in the Swiss Aero-Revue, number 8, dated August 1946. The pilot flying the Spalinger S-18 II towards the Zermatt was called Karl Haberstich. The glider, built by Haberstich, was registered as HB-250 on 18-8-38 as a Spalinger S-18 I but having been fitted with spoilers, it became, in fact, an S-18 II. The glider was based in Basel and was removed from the register in 1963. Willi often flew the sister ship, also built by Haberstich, the HB-238 from Lausanne. From the many photos shown in the Aero-Revue, it can be seen that the trip to Zermatt was made by rail. Quite an expedition!"



BRITISH GLIDERS BEFORE 1922

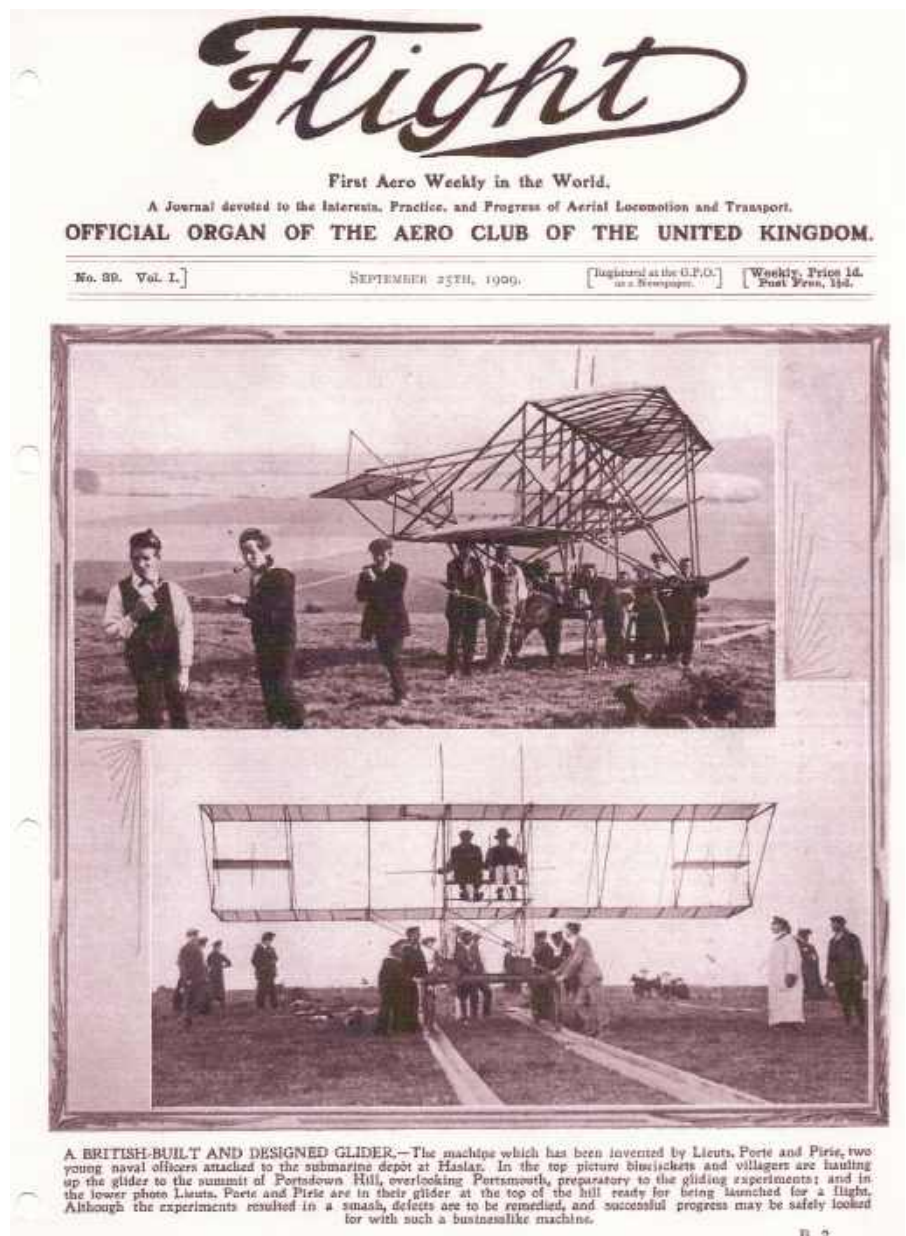
by Francis Humblet

The main reference on British gliders has to be Norman Ellison masterpiece: *British Gliders and Sailplanes 1922-1970*. 1922 was to be an important year, as it represents the year that British gliding was reborn after the first world war in the form of the all-important Itford Hill meet in Sussex. There was a similar occurrence in France with the Combe-grasse meeting. However both of these rallies were a direct result of the German gliding fraternity activities at the Wassekuppe, first as a family affair in 1920 followed by the well organized rally of 1921 to the professionally run meeting in 1922 that were to be repeated until 1939.

So what did happen before 1922? In 1853, there was Cayley glider and coachman story which is well documented and was re-enacted by Derek Piggot in 1986, incidentally adding a new type in his log book as well as a few seconds flying time. More recently Richard Bramson also had a go at another replica built by A McWhirter. Five years later, in 1858, there was the Multiplane glider project by Wehnam.

In 1893, Percy Pilcher entered in aviation history by becoming the first British glider pilot. He built and tested four different gliders: Bat, Beetle, Gull and Hawk, some of which were based on some of Lilienthal designs. Sadly, Pilcher killed himself flying the Hawk in 1896 at Stanford Hall, near Husbands Bosworth.

In 1904, no doubts partially to having grown tired of hauling their gliders up the Hill at Kitty Hawk, the Wright brothers decided to put an engine on their last machine but it took some time for the Europeans to realize and assimilate the consequences of this drastic decision. Eventually, some Wright types were built in the UK, one, in 1909, by Short Bros for Charles Rolls shortly before he killed himself in a powered version. However, the Chanute type, an American biplane hang-glider was more popular but, unlike other countries, no Lilienthal types are recorded as being built in Britain.



A BRITISH-BUILT AND DESIGNED GLIDER.—The machine which has been invented by Lieuts. Porte and Pirie, two young naval officers attached to the submarine depot at Haslar. In the top picture biscuits and villagers are hauling up the glider to the summit of Fortsdown Hill, overlooking Portsmouth, preparatory to the gliding experiments; and in the lower photo Lieuts. Porte and Pirie are in their glider at the top of the hill ready for being launched for a flight. Although the experiments resulted in a smash, defects are to be remedied, and successful progress may be safely looked for with such a businesslike machine.

As the Flight Archives available on internet (Google: Flightglobal archives) start at year 1909, not a great deal can be said for the first eight years of the century. Lord Brabazon, UK pilot licence holder n° 1, did experiment with a glider in 1907, however there is no photographic evidence of these flights. The same goes for Cody who built UK aircraft n°1 and the centenary of this flight was celebrated in grand style during 2008, at Farnborough where a replica is now on display. Previously, Cody built a large biplane hang-glider based on the design of the man-lifting kites in the use of which he was instructing the royal Engineers. This glider made numerous successful glides at Burn Hill near Aldershot. Handley-Page also built

one glider during 1907.

Between 1909 and 1921, names of 49 glider builders have been recorded, some with little or no relevant details. Local hopeful boys with wings on their bicycle were eliminated. The interesting fact that comes out of reading the archives is that the groups that built “man carrying glider” were in many cases Modelling clubs scattered across the country. The most successful were: Birmingham with 8 designs, mainly Chanute types, Bristol & West (recorded with pictures), Glasgow and Dundee in Scotland, Hampstead, Sheffield, Shoreham and finally, the successful Windsor Model and Gliding club with Sidney Camm as a member (later Hawker’s chief designer, who was responsible for designs from the

Hart and Hurricane to Harrier). The big clubs often rented a hill nearby in order to experiment and operate their gliders. Most of the individual builders opted for biplane configuration as stronger and easier to build.

For obvious reasons, most of the gliding took place before August 1914 from which time, there was little of value that happened until the Itford meet in 1922. Some of the designers/builders of the period were highly professional in their approach to gliding and left their marks in the development of aviation.

Bland (Miss): claimed first glider flight in Ireland in 1910 in her glider, the Mayfly.

Clarke: seems to have been only glider manufacturer at the time, advertising four models in 1909/1910: the Wright type, the Aero, the Chanute and the Popular.

Davies: built two models with full description and photos of N^o2 in 1913.

Eggleton: built three models and photos were published.

Hill: one biplane built in 1913 and later became Professor Hill of Pterodactyl fame in 1924.

Isaac: having built one glider in 1910, this is the only designer, along with Hill, to reappear after the war and proceeded to build three more models between 1923 and 1933.

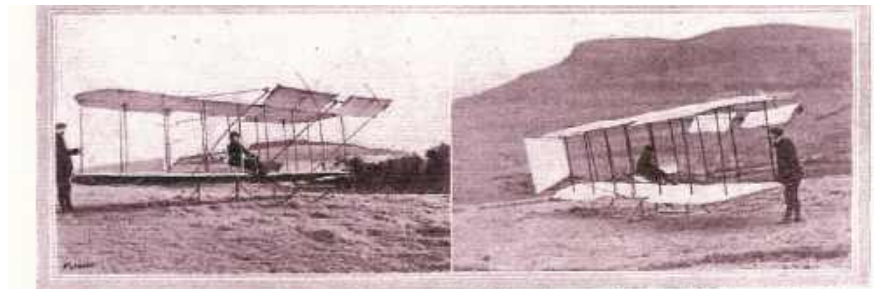
Lee-Richard: built three gliders in 1912.

Mulliners Aeroplane: better known as a Rolls-Royce Dealer specializing in luxury conversions, they built a glider for actress Gertrude Robins.

Porte & Pirie: were naval officers and carried out several aviation projects, gliding being one of them. Photographic evidence shows what may have been the first two-seater glider in the UK.

Ryley: gave a full description of his Dragon-Fly I in 1914.

Weiss: of French origin, José Weiss, developed four gliders: Olive in 1909, Joker in 1911, Aviette type in 1912 and Type 1914. Apart from Pilcher, he is the only designer/engineer to have achieved international recognition. His daughter, Josée, came to Booker when she was in her seventies and a lovely pupil she was and finally achieved her goal to fly solo a few times.

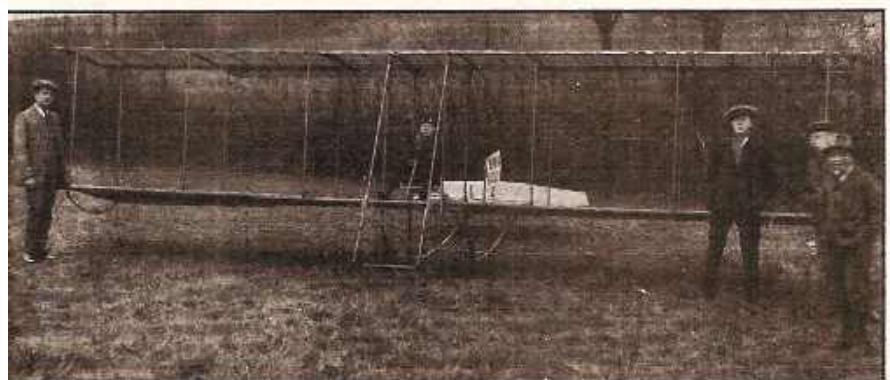


Miss Lillian E. Bland's biplane, "Mayfly," the owner up in the left-hand photograph. On the right S. Giverny, Ballymore, who has made the metal fittings and helped throughout its construction, is in the pilot's seat. The biplane has a span of 27 ft. 7 ins., area 200 sq. ft., weight with skids 200 lbs., aspect ratio 5.5, angle on skids 6 degs.



Mr. Chas. E. Dawson's full-sized glider with which he and his wife, "Miss Gertrude Robins," practise. This machine was built by Messrs. Mulliners, the well-known carriage body builders, and Mrs. Dawson is seen above in charge ready for a glide.

"Three Days Over the Atlantic in an Airship" Is the title of a lecture which will be given at the Queen's offered the position of navigator. The lecture should attract a large audience and prove very interesting.



W.M.A & G.C on the tail of the lower glider stands for Windsor Model Aeroplane and Gliding Club.



The British Team's Newsletters Concerning The 1948 World Gliding Championships At Samedan In Switzerland.

By Joy Pressland, With A Footnote from Ann Douglas (Nee Welch), reproduced from The Original Newsletters Of The British Team, from Chris Wills' Archive

The International team from Britain were:

Philip Wills (Senior Pilot). Kitty Wills, Robert Fender in a Gull IV, with Ford MMF101.

Christopher Nicholson. Peter Blake, Harold Kent in a Gull IV, with Landrover GWD447.

Donald Grieg, Basil Meads, John Pressland, in an Olympia with Landrover GWD 446.

Lorne Welch, Charles Wingfield, Ronald Claudi in an Olympia with Landrover GWD 445.

The BAFO team:

Flight Lieutenant R.C. Forbes, F.O Waight, Sergeant Smeed

Flight Lieutenant P.G.Mallet, Flight Lieutenant Perks, Corporal Dow.

Team Captain: Anne Douglas with Landrover GWD 444

Very Able Assistant: Joy Pressland

The British GLIDER TEAM arrived at Samedan aerodrome within half an hour of each other at super time yesterday having completed the 700 mile journey on schedule with no more incident than a couple of trailer punctures. The best thing about arriving was the fact that it was not raining for the first time since leaving Redhill three days before. Crossing the channel caused no one to be sea sick, although the night boat section had very little sleep as the crossing only took three hours instead of four, but this was made up for by bacon and eggs at 5 a.m. The whole party connected for the first time at the St Omer Hotel where the first party had spent the night. (This called for a second breakfast of omelettes.) The journey to Reims, which was reached by everyone during the

course of the afternoon, was singularly wet and rather dreary, but the Lyon d'Or Hotel warmed and fed us well, even rising to the heights of producing breakfast at 5.15 a.m. This early start on the Tuesday enabled the three hundred miles to be done in considerable comfort with plenty of sight seeing to break the monotony. The loose Landrover did the distance by lunch time averaging 36 mph, and 25 m.p.g. and spent the rest of the day contacting the Rover's representative and generally endeavouring to make itself useful. We stayed at the gliding club at Birrfeld, which very generously charged us nothing for accommodation, and caused us slight temporary alarm by dropping a winch cable across our trailers, fortunately without damage. WEDNESDAY'S run of 150 miles was fascinating. The road up to the Julier Pass, 7,500 ft, was mainly covered by a low overcast which prevented much enjoyment of the superb view. The going was mostly in bottom gear with hairpin bends every 200 yards before the end. No one had any difficulty with the trailers or cars and none of the Landrovers needed either water or oil on arrival. We stopped on the Pass, where there was a very cold wind blowing, a temperature around freezing, and patches of snow about. Every now and then, the clouds would thin and a gaunt peak would show itself, apparently vertically above us. This and the swirling cloud around us, combined to make this moment the highlight of the journey. There was a slight hiatus on our arrival at Samedan while the accommodation situation was explained to us, the idea being that pilots of all nations should live in a rather good Hotel and that the ground crews should get parked at the local school. We wanted to keep together but it does not look as if this will be possible. Everyone slept well except Greig. Charles Wingfield slept so well that when we turned up at the Hotel for lunch, the Hotel porter met us with an anxious face and said "Herr Wingfield still sleeps, but I think he still breaths"! We spent a busy morning washing down the trailers with a hose, polishing gliders, fixing up lockers and work benches and housing our spares. The Swedes arrived during the morning with two WEIHES in canvas covered trailers towed by two enormous trucks. The Swiss team consists

of Schachenmann with an Air 100, Maurer and another on MOSWEYS ; Fahrlander and Isler on WLM s and Kuhn with a WEIHE. The aerodrome here is small and exceedingly rough, added to which the only runway is under extensive repairs. The Competition winches have not yet got their cable and so our first launches were by electric winch. They were not very successful because (a) Samedan housewives were cooking lunch (b) the winch was under powered anyway. As a result, Nicholson had to land on the far side of the aerodrome and we became somewhat surprised when the Landrover sank into two bogs (out of which it had to be pushed) on the way to fetch the GULL, on what we understood to be part of the aerodrome. Both GULLS flew successfully during the afternoon staying up better than anyone else. Greig flew for a short time but his stomach was still troubling him, so he returned to bed.

FRIDAY 9th JULY 1948 The main happening today was the arrival of the B.A.F.O. (British Airforce of Occupation - Germany) section of the British Team, which arrived about 11.00a.m. complete with three WEIHES and two jeeps carrying stores. They had a reasonably good, but long drawn out, trip without sleep. During the afternoon, Nicholson and Wills did two hours each and Greig, two and a half hours. Wingfield flew last but conditions had become poor and he was unable to stay up for long. Also during the afternoon, the French team arrived with two STORCHES and one French built OLYMPIA (N.2000) on tow. This makes the arrivals so far as seven British, two Swedish, one French and one Swiss. We have arranged to hire a Swiss SPALINGER S.19 for the use of ground crews (about seven of us). This was paid for by personal money and considerably adds to the happiness of all. It was called "La Paloma" and was once painted white.

SATURDAY 10th JULY 1948. We woke up this morning to find snow falling and a temperature near freezing. It has been very cold all day. Wills and Forbes got up well in GULL and WEIHE respectively, and Nicholson had a good trip although he had to struggle a good deal. Wingfield spent the day working on his OLYMPIA and Greig had about



Winning Swedish Weihe Flown by P.A Persson

six trips, but had winch trouble on all except the last two when conditions had packed up. Both Swedish WEIHES flew today but neither did so well as our machines. Ron Claudi had an excellent flight in "LA PALOMA" getting up better than both Swedish WEIHES. All British equipment has been much admired by everyone and now that everything has been thoroughly cleaned and polished after the journey, it really does look quite good. Wills is still up, but it is time to go to the post. P.S. Wills has just landed after having been airborne for nearly four hours.

SUNDAY 11th JULY 1948. The weather has improved a good deal and we are now only wearing ordinary English winter clothes. Soaring conditions have also improved and now that the bulk of the competitors are here (the Egyptian one man team and the remainder of the French came today) tremendous interest is taken on speculating on who has got to where; though usually "LA PALOMA" the 'Peoples glider', is well above everyone, and today Peter Blake did his five hours duration, landing at 7.45 p.m. Both GULLS had good trips today, Nicholson doing 4 ½ hours. Wills landed in one of the emergency fields eight miles away, but unfortunately a hidden stake made two holes in the fuselage. On Sundays, the Flugplatz becomes a veritable promenade for Samedan in its best clothes, and it is difficult to know

which is more envied - the sailplanes or the nylons.

MONDAY 12th JULY 1948. Today began quite hot with a change of wind direction. Nicholson in the GULL was well away at 11 a.m. and Wills, Wingfield and Greig, after a few abortive circuits, joined him shortly after lunch. Nicholson landed back on the airfield at 3.30 p.m. after an exciting trip and having reached 12,000 ft above sea level. A telephone call at 4.15 pm. saw Wingfield's team retrieving him from about six miles along the valley. He made a good landing on a narrow strip of grass, but unfortunately while he was telephoning from the village, a local bairn thought it would be fun to see what happened if he jumped upon the Port wing. Result - one panel of fabric u/s. Greig has just landed at 5.45 p.m. and Wills' team have set out on a lengthy retrieve to Davos. Today was an epic one, if only for the fact that the entire team's laundry was well and truly done by the females of the party and we now feel that we can look the world squarely in the face again.

TUESDAY 13th JULY 1948. Before starting on the details of today, I would like to give a short description of the retrieve to Davos to fetch Wills yesterday. Having been shown the road to take by one Swiss, we were at once warned off it by several others. We would have to unhitch, they said, and the hairpin bends were very narrow. So we started off in

the Landrover with a crew of four and found a superbly engineered road which twisted its way up over a pass which was more than 8,000 ft high. We were above the snow line for a considerable distance and at times there were banks of snow 14 ft high, beside the road. The scenery was wonderful and although we were in bottom gear almost continuously for over an hour each way, the Rover did not complain. Some of the hair-pin bends were really steep and we bottomed the end of the trailer on the road on four occasions, but this was our only worry. Returning in the dark was also easy, but occasionally when the road was only a narrow causeway, falling away sheer with inky blackness, perhaps for hundreds of feet, on both sides, one had the apprehensive feeling of launching out on a tightrope. We got back at 12.15 a.m. to find the hotel's staff waiting up, plus sandwiches.

13th JULY 1948. An excellent day. Nicholson shot off in the morning and returned by lunch time having completed Davos and back in eleven minutes less time than the winner of last year's contests, and without the advantage of his flying start. Wills and Forbes both completed the longer run of Chur and back, but did not take it as a race. Greig got to Davos but could not return, and Wingfield flew locally, having slight stomach trouble. Welch flew "La Paloma" for 6¼ hours but was unable to penetrate any great distance due to "the Dove's lack



of this characteristic. The hire of this glider has so far been a great success, although it would be looked upon aghast by any English club. Mallett, on the second B.A.F.O. WEIHE, landed some miles down the Samedan valley and his retrieve took some time owing to their being two villages called "Sage" in the same valley. Owing to circumstances as we now find them, it has been decided to bring in the reserve "WEIHE" for Welch and make a final decision on the team immediately before the Contests. Getting this WEIHE serviceable has been difficult, as conditions in the B.A.F.O. Clubs had been somewhat disorganised before their crews left. In addition, two of the WEIHES came through four days of rain on open trailers, to get here. All instruments have had to be changed on the reserve WEIHE and, on getting up the floor boards to bale things out, we discovered that one of the rudder cables was u.s. However, we are nearly through with the job now, and tomorrow we should get her in to the air. "Pops" Kent is a genius on maintenance and it is difficult to stop him from working too hard.

This evening, we held a pilots' meeting and came to several conclusions. 1. That the acclimatisation period is now over and all pilots must fly definite courses or races whenever the weather allows them to, preferably in competition with at least one other. 2. That we de-rig every night to avoid damage in the hangar (Swiss enthusiasm seems to reach its height when putting the gliders away at the double, more gliders than the hangars can possibly hold). One GULL has already been damaged by some else's pitot head. 3. That there are to be no more hotel lunches for ground crews so long as their pilot is in the air. (It is necessary to decide on packed or dining room lunch not later than breakfast time, but the weather doesn't sort itself out until about 11.00am).

The meeting finished with Wills giving a talk on tactics and the general principles to be maintained when flying under the conditions here. He is absolutely on the top line and is flying brilliantly, as also is Nicholson.

Today, the Spanish Team turned up with one KRANICH and two WEIHES in

beautiful condition. The only nations left to come are the Poles and the Czechs.

The general atmosphere here can so far be called internationally congenial. But what will happen when nearly twice the number of gliders has to be got in to the hangars and the two incoming telephone lines become hopelessly overloaded, we do not know. For the English anyway, plenty of pork chops and peaches at 1d. each, will make up for a lot.

WEDNESDAY, 14th JULY 1948. The reserve WEIHE is nearly finished and should be in the air by tonight. The weather is very overcast and only local flying is really on so far.

To everyone's great relief, the electric winch has burnt itself out and now the Ford winches, with standard English winching technique, are in use instead of the flat start and screaming finish of the electric device. (We have a sneaking feeling that the team's electric iron, which was in furious use at the time completing the weekly wash, helped in the good work but have not dared to mention this after the disastrous effect the wash has had on the aerodrome's supply of tea water.)

THURSDAY, 15th JULY 1948. From early morning, we were in the midst of a warm front, the rain being extremely heavy at times and most people took their first opportunity of a shopping tour in St Moritz. After lunch, as the rain became more intermittent, the British crews rigged their machines, but due to a certain reticence on the part of the winch driver to operate, no one was launched. Welch, however, secured an aerotow, from the French STORCH and flight tested the B.A.F.O. WEIHE, which had been the main object of "workshops" during the last few days. Unfortunately, the rain then became very heavy again and he had to land after a few minutes. Very discouraged by the weather, we all de-rigged and resorted to a hectic game of "Racing Demon" in the restaurant.

FRIDAY, 16th JULY 1948. Another morning of low cloud and no flying. As yesterday, however, we all rigged after lunch and frantic launching began. Nothing very much other than circuits were achieved, but Welch, Wingfield, Mallett and one Swedish pilot found small evening thermals and were air-

borne for approximately half an hour each. A young Swedish pilot flying Kurt Fahrlander's S.18, made a turn too close to the ground, touched his wing tip, and smashed the cockpit very badly. Luckily, he was unhurt.

We were very glad to see Doc. Slater with us and sincerely hope that the weather, as well as the forecasting, will be all the better for his presence.

At 4.30 this afternoon we had the first meeting of the Team Leaders. It consisted largely of a discussion in three languages, of general procedure and the make up of teams. The only three nations not present were the Italians who are held up by their General Strike, and the Poles and Czechs who are having visa difficulty. The whole of Samedan aerodrome is sprouting notices and flag poles and more and more organisers keep arriving. We have been unlucky with the last two days' weather and have not been able to put in much practice, although this has been the same for everyone. We have only two days left before the competitions really commence and are hoping that the long promised good weather will let us make the most of the remaining time.

Due to the poor weather and some stomach trouble, Wingfield has not been able to do very much and has sportingly stood down in favour of Welch who will fly his OLYMPIA.

After dinner tonight, we held a team meeting to discuss points brought up at the team leaders' meeting and also to discuss retrieving procedure which becomes very complicated when a car must do five hours driving for an eighteen mile glider trip. It is now nearly one o'clock and when the competitions start, breakfast will be at seven each morning so we must go to bed.

SATURDAY, 18th JULY 1948. It rained almost continuously. The British team managed to do a little flying, but nothing of value was achieved.

SUNDAY, 18th JULY 1948. The last unorganised practice day and it has rained all day. We spent the time polishing the gliders and filling out countless forms, and trying to sort out a vast set of auxiliary rules which have been given us in French. During the afternoon, a num-



Nicholson just after landing, and Mrs Nicholson

ber of us visited the Schloss Tarasp, referred to by the British as “Bogs” Slosh because it belongs to some friends of Bob Fender who recently landed in one. The Schloss is a Gibbs dentrifice castle perched on a very sharp peak which was originally built in the 15th century and rotted away until 1900 when it was acquired by an Odol King and restored regardless of expense, with period furniture and panelling from monasteries etc. It is a fantastic place with semi-secret wall panels which open to reveal 1912 tiled bathrooms. Almost as soon as it was finished, the owner died, and all but two of the legates died when their aeroplane hit a chimney and the remaining two died of meningitis. The Schloss has therefore remained empty since 1912 although its cupboards are full of linen and its cellars full of champagne and beautiful glass.

At seven o’ clock, the SPANISH TEAM invited all the Team Captains to a party to drink sherry which they had brought from Spain. They had wanted to invite the complete teams and had brought two crates of sherry and one of brandy for this purpose but the customs retained most of it.

After Dinner, Mrs Douglas, Wills and Nicholson went to St Moritz to pay our respects to Lord and Lady Brabazon.

MONDAY 19th JULY 1948. Today is the official practice day and at last the sun is shining. The aerodrome looks very gay bedecked with flags and over twenty brightly coloured gliders. There are eight nations present now, only the Czechs and the Poles having failed to turn up, although they are still expect-

ed.

The Swiss, French and ourselves have six serviceable gliders, the Spaniards three, the Swedes and the Finns two each, and the Egyptians and Italians one each.

The Swiss are flying extremely confidently, but have not needed to be present during the last week as they know the district so well. During the practice period, the British have done more flying than any other team and although the weather has prevented us from doing very much we have put in over 110 hours. Today has been a typical practice day and why no one has lost their temper nor had their gliders broken is not known. The landing area has been overrun with gliders coming in from both directions at once. The four winch-lines from the two side-by-side winches have twice tried to launch two gliders at once. Pilots’ turns at the starting place have got muddled. But, in spite of these teething troubles, the organisation has been very good indeed, and by tomorrow, everything should have sorted itself out.

So now, we hope for good weather and just a little bit of luck. Pilots and crews are absolutely on top line and the (British) equipment is the best here.

END OF PRACTICE PERIOD.

**TUESDAY, 20th JULY 1948
THE 1st CONTEST DAY.**

Today is the first competition day and the first day of the true Maloja Wind. At Briefing at 8.30 hours this morning, the daily task of Out & Return to Davos (34.5 kms away) with awards for height, was announced. The day has been really

hot and sunny with cumulus forming at about 4,000 ft – 6,000 ft above the valley.

Starting Order was drawn by lots. The first away was Wills, and the last away was Forbes. Slowly all the competitors worked their way up the wooded slopes of the Muottas Muragl and then thermalled up in coveys until high enough to cross the valley to Crastamora, and then climb again and disappear over the jagged crest towards Davos.

After a while, telephone messages began to come through from the turning point high on the Weissfluhjoch and Nicholson was in the first group with two Swiss, two Swedes, one French and one Spaniard. Half an hour later, news of another batch came through and this contained the remainder of the British – all five having rounded the point within twelve minutes of each other.

Very soon, the first glider to return was seen coming back over Crastamora and binoculars were snatched feverishly from bystanders. One after another gliders returned ... Nicholson, Forbes, Greig, Mallett and then Welch crossed the aerodrome and made for the Muottas Muragl above which a huge cumulus was growing at enormous speed. One by one, the gliders disappeared in to the black base of the cloud and our only contact with the interior was by Pete Mallett’s radio. It was fine example of “cumulus congestus” and count was lost of the aircraft within it at one time. Between three and four o’ clock, the gliders came down doing aerobatics or violent dives in order to lose height.

The heights reached by all foreign competitors are not known but the best is reputed to be a Frenchman who reached 6,700 metres above sea level. Of the British competitors, Wills got highest – 6,100 metres – this will not count as his Swiss barograph failed to record at the critical time. Other heights were:- Forbes – 4,899 m. Nicholson – 5,100 m. Welch- 5,600 m. Mallett- 4,800 m. Wills, disappointed by the failure of his barograph, and Nicholson tried again, but without success. Nicholson returning to Samedan after an hour or so and Wills landing in a field down the valley.

Since it appeared fairly obvious that most people would succeed in making

the out & return flight to Davos, the winner of the day would be the man who gained the greatest height. The height of release at the top of the winch launch is about 2,000 m. above sea level, so that by flying to a place in a lower valley and then making one's maximum climb, it is theoretically possible to gain a large number of points. As far as is known, three competitors tried this; Kamil Hassan, who landed near Chur; Maurer who employed these tactics with great success last year, tried again but came unstuck and damaged his MOSWEY landing in a field in the Pratigau, and a third unknown competitor was seen circling near the Italian frontier for three hours and has not been heard of since! Three British trailers, one for each type of glider, were sent to the landing strip at Davos early in the morning. The idea was that in the event of one of our pilots there en route, he could be brought back quickly in order to give him a chance of making a second flight. The trailers were not required and were recalled when all the British gliders were seen over the aerodrome.

We need have no fear of running short of oxygen as the Swiss have made arrangements for the bottles to be charged in the gliders whenever required. This is a great asset as it permits the use of oxygen whenever desired without having to worry about running short at the end of a contest flight.

**WEDNESDAY, 21st JULY 1948.
2nd CONTEST DAY.**

Briefing started this morning with a meeting of Team Captains to discuss and agree to certain alterations to the Rules. The main problem being that of retrieving by aerotow. The British proposed, and Sweden seconded, that aero-towing should not be permitted as a general rule as it would never be possible to arrange a fair distribution of tugs for retrieving purposes. Switzerland swung the balance in the British favour and now aero-towing retrieves have been banned in principle, but the British were happy to leave the occasional use for special purposes at the discretion of the direction sportive.

One such special use will be the occasional retrieve of the Polish and Italian machines, as these teams have neither

cars nor trailers and must rely on the generosity of others if they land away. Today's Contest is a Goal Race to Altenrhein airfield (on Lake Constance) 112 kms away. Directly after the start, we pushed off with a GULL and an OLYMPIA trailer and, at 2 p.m. their twins left via Davos in case they needed to be rushed back for a second start. The B.A.F.O. WEIHE trailers left independently as they were in radio contact with their pilots. Wills and Nicholson were first away and Nicholson was first across the start line above the Muottas Muragl. Shortly afterwards, most of the gliders were airborne and then conditions temporarily deteriorated. About twenty gliders had to struggle hard to remain airborne over a small bit of hill side and the strain on the pilots' nerves must have been very considerable indeed. At about 3.0 p.m. the first list of arrivals at Altenrhein came through on the teleprinter. There were no British among them but Welch rang through independently afterwards. The second group at 4.0 p.m. contained Wills and when he rang through himself later, he gave news of Mallett air-borne about half way, and Forbes down about two miles short of the goal. While we wait in the office for further news, I would like to say a word about the Landrovers. The company found that a small mod. was needed in the gear box and so sent an engineer, Wilks, out by air. The job requires that the entire bodywork is removed and the gear box entirely dismantled – a real workshop job although the actual mod. is very small. Wilks and Claudi, the best motor engineer in the team, tackled the job in the open without any proper equipment and are working without stop until each car is finished, which is a really great effort. At 4.45p.m. and another call from Altenrhein. Nicholson has reached the goal. Greig has landed in a field about half way and Mallett is still airborne. The British times in today's race, are poor compared with those of the Swiss, Swedes and French; but our policy at this early stage of the contests is primarily to achieve that part of the daily contest which gives the highest marks i.e. one loses much more by trying to reach the goal at high speed and failing, than by getting there slowly, at last... news of Mallett. He is 6 kms short of the goal. So 18 pilots reached the goal and 10 failed.



Joy Pressland

All that is left now is to wait for the return of the trailers. Mrs Wills is bringing back Wills and Nicholson and Welch is also on the way back. They are due in by 10.30 p.m. It is vitally important in contests like these to get sufficient sleep for the pilots. We have breakfast at 7.30 a.m. and briefing is at 8.30 p.m. So there is no possibility of making up a night's sleep once it has been lost. We can not afford to make a single mistake.

**THURSDAY, 22nd JULY 1948.
The 3rd CONTEST DAY.** Today's contest was a triangular course race of 100 kms. Pilots had to dive over the starting line on top of the Muottas Muragl and make a 360 degree turn at each of the two turning points on the Weissfluhjoch above Davos and the Piz Curver. The triangle could be flown in either direction

The technique was to climb up over the Muottas Muragl until high enough to pass the Start line at below 300 ft at maximum speed and then go, hell for leather, across the valley to Crasta Mora. It was fascinating watching the gliders come pass the line, and hit the up-current over the edge. The wings of the English GULLS and OLYMPIAS were bent down the usual 4-5 inches for 125 – 130 m.p.h. The WEIHES had their tips down about 5-6 inches and produced a certain amount of wing flexing. The WLM came across at about 180 m.p.h with no wing bending and the MOSWEYS did not show much visible signs of high speed. The French AIR 100s on the other hand, were gesticulating with their wings in a very conversational fashion. Maurer, the Swiss, did the course twice, the first time in one hour 30 minutes, and the second time in 1 hour 26 minutes. A good many



of the foreign competitors had difficulty in finding the second turning point on the North face of Piz Curver. This was partly because the actual point was 300 yards from the point given during the morning briefing. Persson, the Swede, lost an hour and a quarter looking for the point and Greig spent 45 minutes. In accordance with our usual policy, we sent off two trailers (one for each type), as soon as the gliders were airborne. They went to Davos to deal with the retrieves in the far 50% of the triangle. During the afternoon, most of the British pilots went off for a second attempt, but the weather clamped and Forbes and Nicholson had to land away. The latter landed beside his trailer and had the GULL de-rigged literally over his head. All British pilots completed the triangle and so did all the other pilots except two, but our times were only very average.

We, the British, have had to make representation as a result of someone getting retrieved by aerotow on the excuse that his trailer had not arrived. So now, all aerotow retrieves have definitely stopped without exception.

The last few days have been very dry and dusty and most people here, other than the locals, have "Engadiner throat" but we are surviving.

FRIDAY, 23rd JULY 1948. 4th CONTEST DAY.

The contest for today was altitude; landings could be made away from base. There were a few signs of good cumulus in the morning but there was a good deal of high cloud. The day opened with rain. It was thought that the best chances of getting good height would be to drop down over the Maloja Pass in to Italy. So, as soon as the two GULLS were out of sight, Bob Fender and Kitty Wills took a GULL trailer up to the frontier. They were recalled about teatime in the rain having unintentionally given the frontier post its most amusing afternoon for years. The two OLYMPIAS stayed local, as in fact also did the two GULLS. Nicholson landed about ten miles away during the afternoon but was ready on the starting line again 1 hour 15 minutes after telephoning for his trailer. Later Welch landed in a claptrap in the other direction.

When we return to England, we will

have to revise our ideas about landing grounds. It is quite normal to approach over a river in to a flat space 100 yards by 50 yards, edged by a cliff and presided over by power wires. Yesterday Nicholson landed on a 5ft wide cart track with a 2 ft drop on both sides, one with a stream, and the other in to a boulder strewn field. His wing came to rest between the boulders. No-one achieved very much in the altitude line. Two of the Swiss, Kuhn and Schachenmann, found a little standing wave and got up another 600 ft or so above the general run but nothing exciting happened

As result of the day's work, we are still placed 3rd (Welch) and 9th (Nicholson). This international meet was made slightly more so today, when a small Czech aeroplane arrived from behind the Iron Curtain, complete with the family of the owner. As a result, numbers of uniformed officials have turned up, but we gather that they are going to be allowed to make a home here. The whole contest organisation is running very smoothly and efficiently, and international relations are cordial. Our M.T. is under control once more and we have at last got all our own junk in all our own cars. During the gear box mod. session, one continuously found that one's raincoat had gone on a retrieve, or one's lunch was at the far end of the aerodrome. At the moment everything is serviceable, but the worst time for maintenance will be next week during the three day Goal Flight period.

SATURDAY 24th JULY 1948. 5th CONTEST DAY.

Today's Contest was a round the houses race of 55.5 kms. There were four turning points between the starting and the finishing lines on the Muottas Muragl. The circuit had to be completed twice with a landing after the first circuit. On this first circuit, marks were given for completing the course, and for height, while on the second circuit, marks were given for the distance and for speed. The weather looked quite good at ten 0' clock, but increasing amounts of high and medium cloud soon made soaring very difficult. It took some time for pilots to gain sufficient height to leave the Muottas Muragl and, as everyone was working hard for altitude, it was several hours before the first sailplane landed back here, having

completed the first circuit. Wills was the first of the British to return. He completed the round and reached an altitude of 14,700 ft, which proved to be among the best three heights of the day. Greig and Forbes also successfully completed the first circuit and they, along with Wills, rapidly took-off again to try the second round. By this time however, the cloud had descended still further; the St Moritz part of the circuit being particularly tricky. Very shortly, we were informed by the French that two of our gliders had landed at St Moritz - the blue OLYMPIA (Welch) and a GULL (Nicholson). They were both returned here within an hour, but unfortunately owing to a slight accident while putting the glider in to the trailer, Welch could not take off again. Nicholson had a second try but the weather became very poor with continuous heavy rain and everyone had to land. No one in the British team completed the second round and only five other competitors were successful.

That evening a Segelflieger Ball was given at the Palace Hotel, St Moritz, and it would appear that the number of "Segelfliegers" were suddenly multiplied by five. However, despite the crowds, it was a thoroughly enjoyable evening and many "headaches" were the result.

PS. Slight chaos when the Spanish team Captain reversed smartly over the Egypt's wing.

SUNDAY 25th JULY. THIS WAS AN OFFICIAL REST DAY, The British team spent the day in several ways.

One of them was to fit the GULL and OLYMPIA onto an open B.A.F.O. trailer to deal with local retrieves and generally making every thing ready for the start of the Goal Flight Period on the next day. Others prospected the Bernina Pass for out landing possibilities. Others slept.

We have great hopes for the three day Goal Flight period as it includes a similar sort of flying to which we are accustomed. Our English training and lack of mountains have not combined to produce "racing pigeons" and the Swiss have gained rapidly on days devoted to high speed soaring. Saturday's contest caused a complete upheaval in the points. The minimum distance for scoring points is 25 kms but in the closed circuit course, you only got points for completed legs



and the sum of the two longest legs was less than this distance. Therefore, if you completed the third short leg, you scored heavily, but if you landed 1 km short, you scored nothing at all for distance.

MONDAY, 26th of JULY 1948. 6th CONTEST DAY.

Today is the first day of the Goal Flight Period which lasts three days. Only the best flight during the whole period counts toward the General Classification. The pilots can declare any one of a list of about eighty aerodromes. If they do not reach their goal and thereby gain a bonus of 30 %, distance marks are scored regardless of the angle between the declared line and the actual line. The day factor is not applied to the flights in each day but only to the three day period. Therefore a brilliant flight on a poor day will have to stand direct comparison, as regards the daily factor with a multitude of good flights on a perfect day. In theory, it pays you to ensure that you get a good night's sleep if the weather on the first day is poor, but in practice everyone is so afraid that someone else will pull something terrific out of the bag that each pilot struggles off on an exhausting flight. This is exactly what has happened today.

The weather looked excellent first thing this morning, with cumuli all over the sky, but as soon as everyone started, it clamped and there was a tremendous disinclination to leave.

The starting time got later and later so pilots shortened their intended flights like snails drawing in their horns. During the hiatus of indecision, excitement was caused by a twin engined Dutch aeroplane, which first of all tried to land on all four drawn out winch cables directly over the starting line, and, on being waved away, landed down wind towards it.

Even when airborne at last, conditions had no developed in to anything good and gliders were milling around like rooks a few hundred feet above our heads declared goals ranged from due South in to Italy, through West to North at Altenrhein. By five o'clock sixteen out of twenty six were down including all the British. Wills had made the greatest distance (92 kms)). Nicholson, Greig, Forbes and Mallett were at Chur and Welch had returned here. At six o'clock, there were only three

Pilots left unreported - Ara, the Spaniard,

who rang up five minutes later from is Goal at Sion, 220 kms away, and the two Swiss Maurer and Schachenmann

TUESDAY 27th JULY 1948. 7th CONTEST DAY.

Before starting this letter, here are the final results of yesterday's flying. Schachenmann went 230 kms and Fonteilles (who was thought to have landed with the other nine at Chur) rang through from Martigny Ville (220 kms) at 9. p.m. Maurer, who was thought to be still airborne, at a later hour, had actually landed only 50 miles away and had omitted to telephone base. He had connected somehow with his trailer and had got back here just as the St Bernards (rescue dogs) were about to be called out all over Switzerland. Today is the second day of the Goal Flight Period. The weather has been overcast all day and until the Maloja suddenly started blowing at n.1.30 p.m. causing a somewhat chaotic migration to the other end of the field, nothing much happened except ceaseless winch launching. The only pilot who really stayed airborne this morning was Jock Forbes He scraped up in a thermal to about 3,000 ft and then disappeared towards Italy. After 30 minutes, he returned unable to make much of the weather. After the Maloja had started to blow, there was a sudden rush of activity, and now (3.30 p.m.), everyone is airborne and tending to disappear over Crasta Mora. Welch and Nicholson have declared South in to Italy and Wills and Greig -North towards Zurich. The day ended with no one going anywhere except Kuhn who flew 100kms in a desperate attempt to gain points.

WEDNESDAY, 28th JULY 1948. 8th CONTEST DAY.

This is the last day of the Goal Flight Period with a general improvement in the weather. All the British pilots declared Goals in Italy with the exception of Wills and Greig both of whom declared Nice. Forbes was the first of the British to telephone, having landed at Locarno (97 kms) and Mallett rang very soon afterwards from Belinzona (79 kms). They arranged to take a bus journey and join each other for tea whilst waiting for their trailers to arrive. Wills landed at Dervio, Italy (70 kms) and Welch at Thusis (41 kms). correction. Welch was the first British pilot to land. From time to time, during the afternoon, news came through of other landings. Persson (Sweden) had reached his goal at Geneva (295 kms) and Schachenmann also

successfully reached his Goal at Lausanne. (252 kms). Kuhn went 262 kms to Morges but unfortunately this was not his declared goal. It was not until 6.30 p.m, that we received the first information of Nicholson's accident. There were no reliable details and Mrs Ann Douglas with Mrs Nicholson left immediately for Chiavenna, Italy. At 7.p.m, when there was no communication from Donald Greig, emergency procedure for missing aircraft was adopted and telephone communications went on until 1.0 a.m.. Milan, the nearest large city had to be used as the normal Italian telephone system closes down at 9. p.m. Yesterday morning (Thursday,) Wills and Welch went to Italy to the scenes of both crashes. They reported that both accidents were seen by several local people, and it was clear in both cases what had happened.

Nicholson was in thin cloud around the top of a mountain and, possibly due to bad visibility, touched the mountain. People reached him and began the long slow journey down to the first habitation. He was able to talk to them and gave all his particulars and also to instruct them when to rest upon the journey. They finally reached the house of a priest some hours later and it was there that he quietly died. He had no idea of the extent of his injuries and I am afraid that I can not tell you yet the cause of his death.

It was on the opposite side of this same mountain that Greig was seen to be getting "lift". He then apparently came in to a valley, to find a thermal and continued on his course, and this being successful, he returned again to the mountain. Shortly afterwards, he hot a thick cable, with which the Italians festoon the mountains for use as emergency food and log transport. Part of one wing was severed and the machine then went in to an uncontrollable spin and crashed down the mountainside. He was killed instantly. Both will be cremated in Milan and as many as possible will be present. The remainder will take part in a memorial service in the English Church at Samedan.

FRIDAY, 30TH JULY 1948. Wills, Welch and Ron Claudi (in the spare B.A.F.O. WEIHE) are flying today in the Out & Return with marks for altitude, which in fact is the last competition.

Tomorrow we begin packing and presumably leave either Sunday or Monday as previously arranged, in time for the return boat journey from Dunkirk on Wednesday. JOY



PRESSLAND 1948

Footnote written by Ann Douglas the team's Captain... and so we returned home. We had done our best - and we had given our best. I think that each one of us will remember this trip for a very long time- the laughs we had, the realisation that we were amateurs against the professional peaks and pilots. the day to day panics of maintenance and the goat bells early in the morning. For my part, I shall never forget the way everyone in the team submerged their own feelings to make our small effort a success. It was a privilege and an honour to work with them. .A.C.D.

Centenary of Soaring Rally at Southdown Gliding Club, Wednesday June 24th to Wednesday 1st July 2009

Southdown Gliding Club extends a welcome to all VGC members to visit during this week.

Wednesday to Wednesday may sound unusual, but we are marking this unique occasion with a club flying week. The actual Centenary on Saturday 27th June forms a natural pinnacle of the week's activity, after which we will gently glide on for a few more days before eventually returning to earth on Wednesday July 1st. We will be inviting a number of distinguished gliding and flying personalities to add to this really unique occasion...and yes, we realize the date of the 'Centenary' is perilously close to that of the Camphill Rally, but we can't change it!

There will be flying every day. All VGC members and their gliders are welcome for any or all of our meeting.

Obviously our Big Day is Saturday, 27th June. There will be lots of fun things happening: aerobatics, vintage cars, and historical exhibits. The splendid Amberley Working Museum is a short drive away, and there will certainly be a special exhibition of Weiss memorabilia.

Model flying will certainly be a feature in the evenings, and we are planning a large scale model of "Olive," the glider that started all this.

Although not the easiest glider to model,

it is such an exciting design that we invite all enthusiasts to 'have a go', and bring a Weiss model of whatever size and level of accuracy.

Naturally our plans are evolving all the time, and no doubt people will come forward to tell us more about Weiss, our local pioneer. If you have any snippets of information, please send them in!

There will be more details on the Southdown Gliding Club Website, www.sgc1.org

Andrew Jarvis, 01903 246747 (evenings), acjarvis1@aol.com

"The First Soaring Flight," 27th June, 1909.

Andrew Jarvis has sent us this short article about Jose Weiss as a taster for the Centenary of Soaring Rally at Southdown Gliding Club from Wednesday June 24th to Wednesday 1st July.

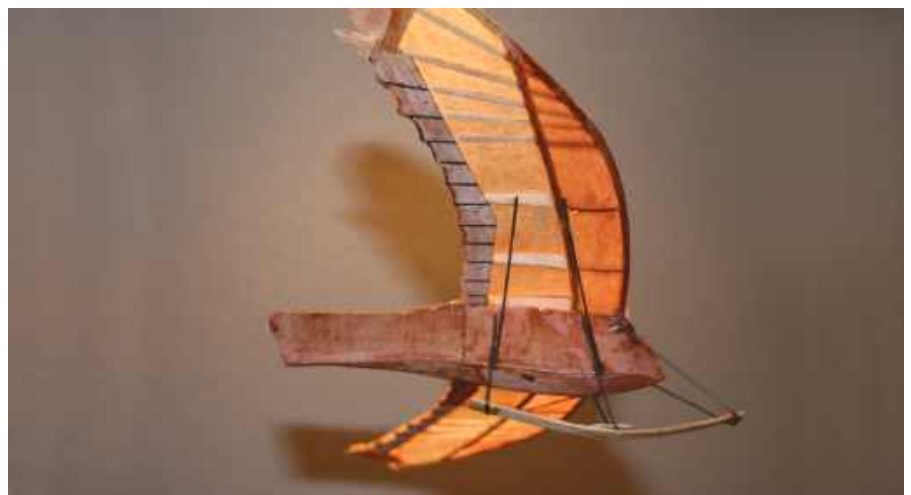
Here is the history, which many readers will know, at least in outline. Jose Weiss, an émigré Austrian-French artist and gliding pioneer, settled in West Sussex in the early years of the last century. He was a complex and (I'm sure) a very loveable man. He had seven children, some of whom who helped with his flying experiments. His paintings sold well. They were very traditional, mostly classic landscapes, far removed from the European impressionists. By contrast, his gliders were highly individual. He built hundreds, all different. He clearly favoured bird-like designs. He

seems to have hated straight wings, fins and tailplanes. The elegant wings contrast with quite dreadful undercarriages. He was working towards powered machines which perhaps one could call motor gliders, so maybe he needed the heavy wheels and axles which he added to his later creations.

He gave his aircraft girls' names. His most elegant glider was 'Olive', This was THE glider which made the historic first soaring flight. "Olive" is pictured here. You may recognize this 3-view, which is reproduced in Martin Simon's classic work, "The World's Vintage Sailplanes" (and elsewhere). This plan, dated 12.5.86, was drawn by Jose's son Edmund, who later worked for De Havilland Aircraft. But what became of the actual drawings which Edmund must have worked from?

John Land, the Librarian and archivist at the Amberley Working Museum, generously spent an afternoon with me, filling in the Weiss background, and outlining the construction of Weiss gliders. The Museum holds a substantial archive of Weiss photographs and papers. John is a wonderful man, with a lifelong passion for flying, and was the last person to hold a flight engineer's qualification for the Sunderland flying boat.

Olive's airframe is of bamboo and rattan (which resembles cane) with bound cord joints. The crescent wings have a span of 8 metres. The leading edge is a very stout cane. Puzzled by the shape? Not an arc but a parabola! The 14 ribs have an elegant section, with reflexed tips for stability. There appear to be little ailerons at the wingtips. No spars are shown, but photos suggest a



Andrew Jarvis' model of José Weiss' Glider

series of thin spanwise timbers rather like stringers on a fuselage. The fabric covering is on top and bottom, with covering on top surface only, towards the rear, where the ribs show in the drawing. The fabric was not doped; John Land believes Weiss used tar for air-proofing. But what a beautiful wing this is.... the front view shows a subtlety which almost looks like the Concorde. Finally, the fuselage is really slippery by Edwardian standards, and the skid looks neat and effective.

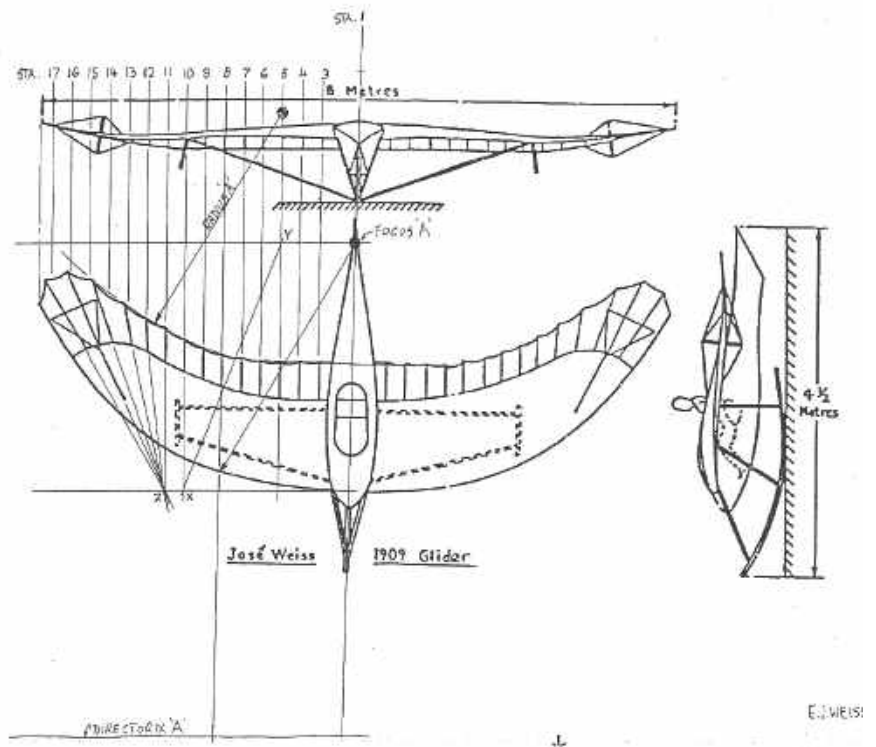
Perhaps it is no surprise that this gem of a glider, when flown from Amberley Mount on the South Downs, achieved that first ever height-gain, and hence true soaring flight. The pilot was Eric Gordon England, a local man with an evident flair for things mechanical (he lived until the mid 1970's and became an Austin Seven expert).

The date of the historic flight was 27th June, 1909. The gain of height was (estimated at) 10 metres. There must have been a Northerly wind to generate lift on the ridge which is now so well known to Southdown members and visitors. The flight duration was 59 seconds, and the landing at the bottom of the hill was 800 metres from the launch point.

In a sense, this brief flight was the high point of Jose Weiss's contribution to aviation. Today we can all see that bird-like designs were not the way forward, though sailplane designers of the 1930's clung fondly to gull wings, as a last vestige of the idea. Weiss died just after World War 1, in 1919, aged just 60, so he was 50 when at his most creative (gliding) phase. His youngest daughter Josie became a keen glider pilot, belonging to the Southdown Club. She told me that her father had become deeply depressed by the militarisation of aircraft, and he even felt he had unwittingly contributed to the wartime death toll.

But Weiss must have inspired countless people; he had a huge circle of friends, including the great Frederick Handley Page, whose name is always associated with crescent wings.

I know we will all have a wonderful week in June. Jose Weiss was a real pioneer; a truly creative man who copied from no-one. He deserves to be put back on his pedestal as an (adopted) British hero!



The José Weiss' Glider

The Czech L-21 SPARTAK

This was a high performance sailplane proposed by the glider pilots of SVAZARM (The Military Collaborationist Union). The idea for the design was born in 1954 by Karel Dlouhý, the designer of the L13 BLANIK. Whilst he was the father of the design, other designers at Vzlet and Letnany worked on it without pay. The Central Committee of SVAZARM was concerned that such an advanced design with laminar flow profiled wings, which were only just then coming into fashion for sailplanes, would not be successful. The wings were built in the machine factory of Vysocany in Prague. Other parts were built in the development factory for SVAZARM at Brno Medlanky, where the three Spartaks were built. The first of them was ready to fly in 1958 and took part in that year's World Gliding Championships at Leszno in Poland. The type also flew a National Czech Speed record round a 100 km triangle at 124.4 kph, and speed records for 100 and 200 kms triangles were 107.2 and 88.9 kph respectively. It also gained the National distance record by being flown 638 kms from Zamberk to Brod

in Romania. It also won an International Contest in the DDR (East Germany). Its pilot was Vladimír Zejda of the Southern Moravian Aero Club.

CONSTRUCTION. This was an all wooden sailplane. Its wing was in two parts and was joined on the aircraft's centre line by a single bolt. The inner portion of each wing was of rectangular plan form with a single spar. They were fitted with mechanically operated Fowler flaps. There were air brakes only in the wings' undersides. The wings' skins were of sandwich construction, ie two layers of plywood in between which were particles of wood. The wings' outer portions were built in the same way but without main spars, except for secondary spars carrying the ailerons. The fuselage was built in the same way. It had a small brake parachute fitted to its rear end to assist with short landings. Its very streamlined canopy slid off forwards. A tank for an optional 100 litres water ballast was fitted behind the cockpit, in which was installed a transmitter/receiver radio.

WHERE ARE THEY NOW? One is on exhibition in the central hall of the War Museum at Kbely. A second is kept in that museum's store. The 3rd was sent as

a friendly gift to the USSR and its subsequent history is unknown.

An attempt has been made by one of our Czech members to obtain the second one stored in the museum for restoration to airworthy condition, which would be very expensive. However, the museum has, as one of its rules, that it must always own its aircraft. Thus it would never belong to its restorer, who had paid for its restoration. Efforts are being made to change the museum's rules.



For future restoration in the Czech Republic? The 1957 Spartak.

The Finnish Trainer PIK-5 by Göran Bruun, with drawings by Tage Lönnroth

At the outset of gliding in Finland, the only trainer available was the German Gunau Baby. A total of 30 of these gliders were built at Jämijärvi and at various clubs around Finland.

In August 1945 Mr. Kaarlo Jaakko Temmes a wartime fighter pilot, began designing a new Finnish training glider based on the Polish Salamandra. He continued this design work the following year as part of his diploma course at the Polytechnic Highschool. The pre-design work was finished in April 1946 and the work blueprints were completed at the PIK club with some initial production done in Helsinki.

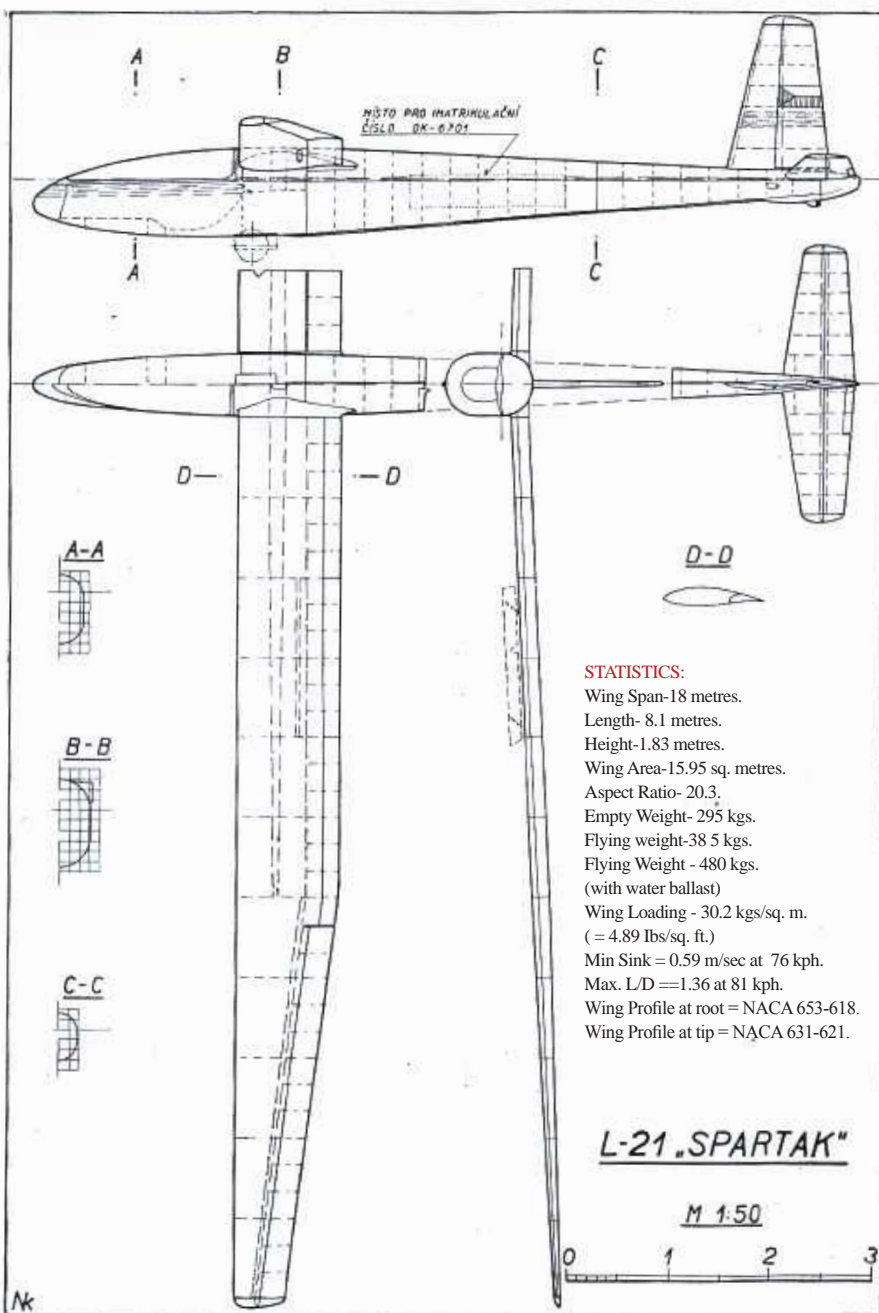
The work was finished at Jämijärvi Aviation School and the prototype OH-PAA made its maiden flight on 8th September 1946 with Temmes at the controls. The type certificate was signed on 17th July 1947.

The carpenters at Jämi built 6 kits of the a-model that was christened with the not-widely-known name "Cumulus," but among the pilots the glider was more commonly referred to as "Koukku" (the hook) and "Vitonen" (number five).

Some of these kits were completed at the clubs. Airbrakes were added to the prototype and production planes. The Finnish Aviation Society registered three of the planes in 1947 and one more the following year.

In 1947, members of the PIK club tried to sell the glider to Sweden to be used as their standard trainer. The Swedish delegation evaluating the glider, led by a Mr. Ståhlfors, did not like the external bracing wires and subsequently refused approval for the glider as a main type in Sweden.

The PIK-5b became the main production version of the type. In the summer of 1948 OH-PAA crashed badly in Pori. The wings were repaired at the club, but the fuselage sustained major damage and after much debate it was decided that a new fuselage would be built. Mr. Ilkka Lounamaa began the design work for the new fuselage. The



The Spartak at Leszno in 1858 World Champs. Photo: Chris Wills' Archive

cockpit was redesigned from plywood to replace the original removable “egg-shell” version. Access to the cockpit was also improved due to the fuselage being lower. The redesigned fuselage contributed to a small improvement in glide ratio and ground handling was made easier by the addition of a wheel assembly positioned behind the shortened skid, aft of the centre of gravity. The new serial drawings were completed during the following winter and OH-PAA was returned to flying condition during the summer of 1949.

16 PIK-5b versions were built at Jämskäri and at the clubs and the earlier a-models were modified to this standard. One PIK-5b, SE-STZ was built in Sweden and is now on display at Jämtlands Flyghistoriska Museum outside of Östersund.

The next stage in the development of the glider also started from a crash. OH-PAA was almost completely destroyed in a spin accident on 14th July 1951. Miraculously, the student pilot, Per Andersson was only slightly injured. During the repair work, the PIK club president, Mr. Keijo Tiusanen designed a new wing with slotted ailerons and a lower fin was fitted to the rear fuselage. The wing to fuselage connection was also improved.

The rebirth of OH-PAA was a result of 2315 working hours. The radical redesign of the glider meant that the only similarity between the original construction and this new model was the aerodynamic shape of the wing. Nevertheless, the modifications proved successful and in one week, two Silver C distances were flown with the new glider. 11 gliders of the new c-model type were built according to the new design.

In total, 33 gliders of various subtypes were constructed in Finland and one in Sweden. Today, 3 PIK-5 gliders remain in flying condition with a further 2 being built. One of these is a new-build project with only the wing spars being taken from an old, unfinished project from Vaasa Aero Club.

One of the flying PIK-5 gliders OH-237 (formerly OH-PBI) was built in Vaasa and was completed during the summer of 1960. My father, Carl-Erik Bruun made the test flight on 4th August 1960 and was very pleased with the glider.

I myself have flown this glider and two other examples of the type. A pleasant glider to fly! I once landed within the length of a centre line marking on a runway at Vaasa airport. No long landing distances needed!!! The stall speed is about 50 km/h and the glide ratio is more or less 1:17.



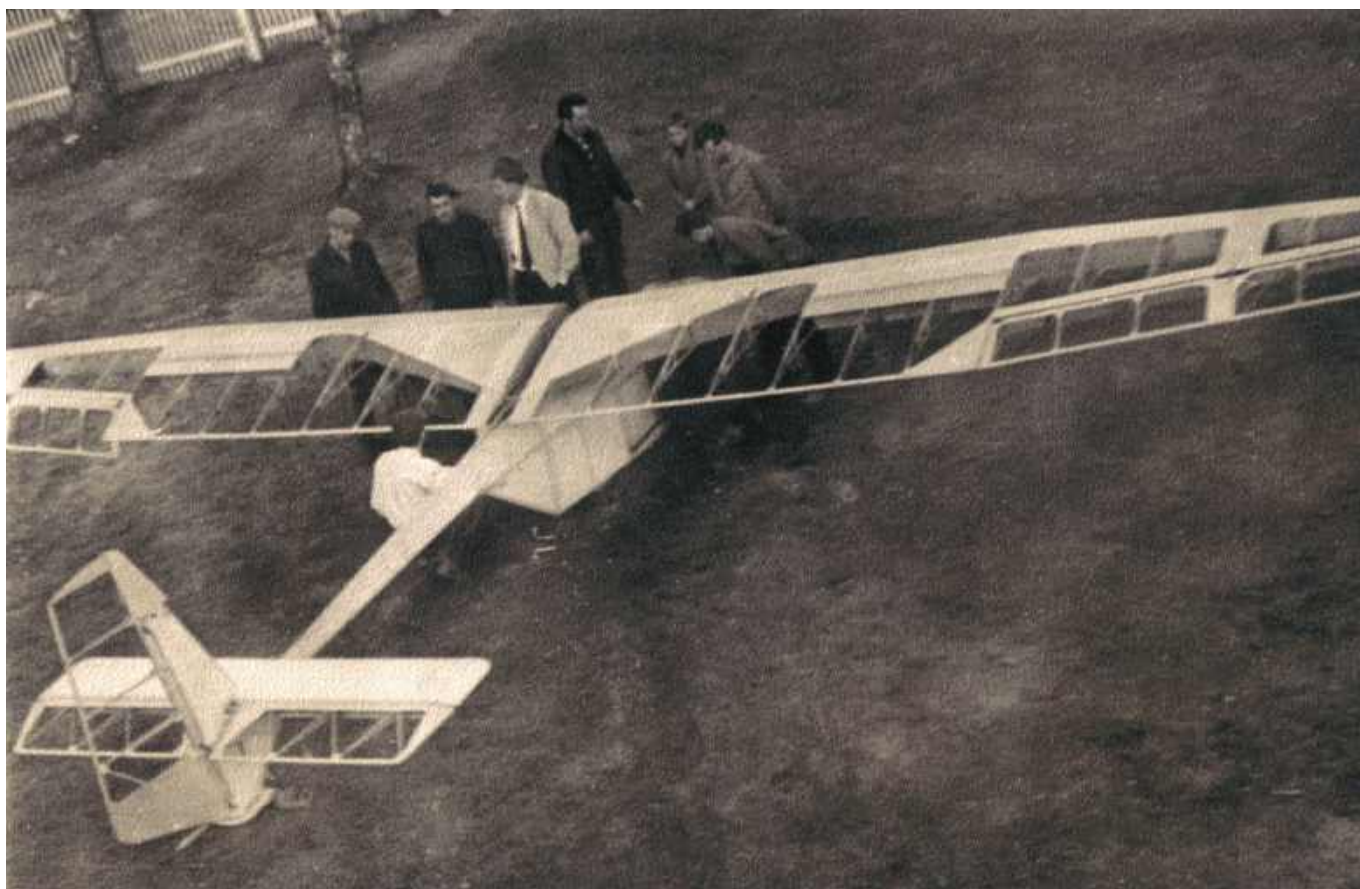
Pentti Saaristo preparing for his first flight at Menkijärvi airfield.: Photo Göran Bruun



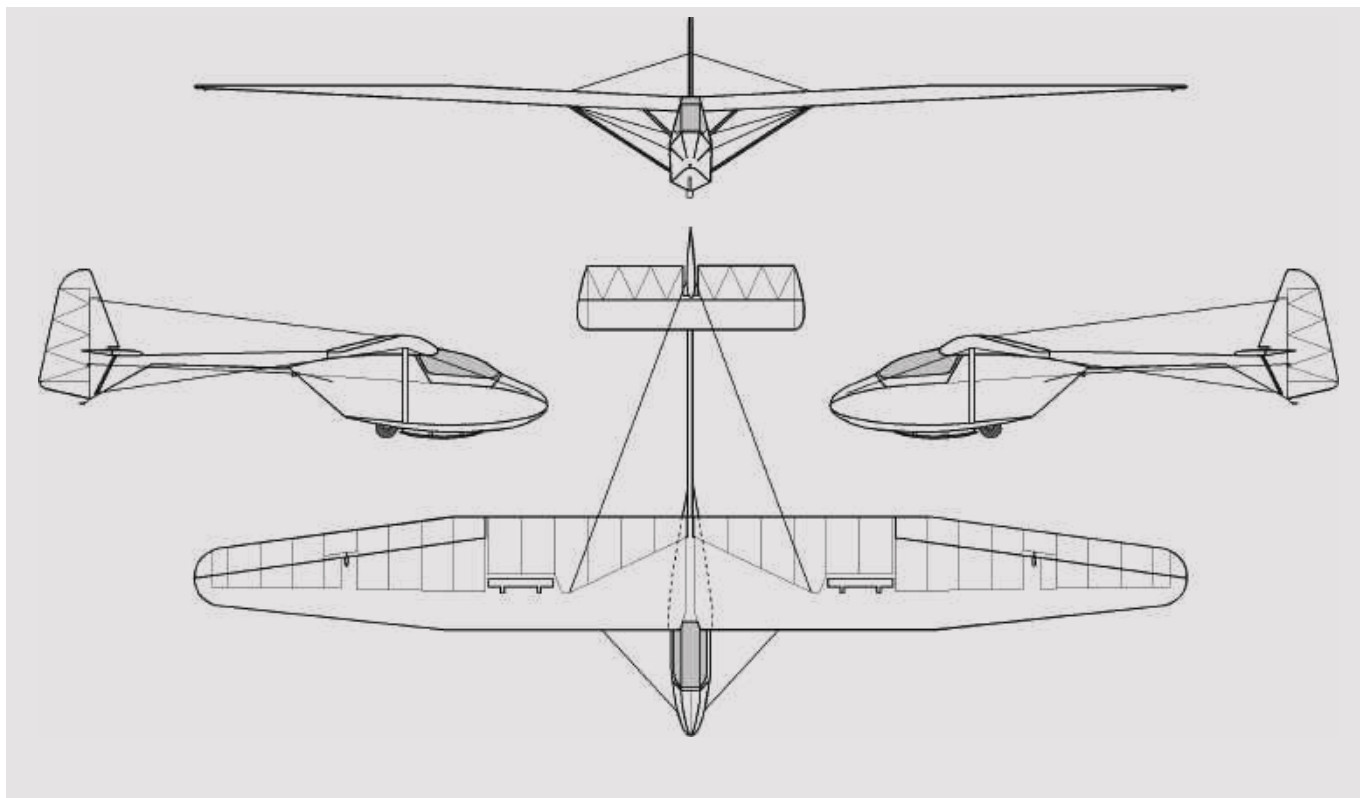
PIK-5c on a winter day at Vaasa airport.



OH-PBI koelento- Father to Göran, Car-Erik Bruun on the test flight



OH-PBI during test assembling in the summer of 1960. Photo Raimo Uusihauta



PIK-5b

Vintage Gliding on the net by Bruce Stephenson www.danielsww2.com

In the first of an ongoing occasional series, this issue we meet with Clint Daniel who runs his own website, www.danielsww2.com.

Clint is in his 30's and is employed as a police officer in Southern California, and has enjoyed a varied career in the force, working on patrol, part of the gang team, and the K9 branch. Clint is currently working as a Field-training officer and Firearms Instructor, is clearly not a man to messed with!

Married for 10 years with one young son, Seth William, Clint's interests are varied and include hunting and trout fishing trips to the Eastern Sierra Mountains of California.

Clint does concede however, that his main hobby is collecting pre-1945 WWII aviation and German gliding items, and that has spurred Clint on to share his passion with a much wider audience that is today possible through the internet, as Clint takes up the story in his own words; "I initially established my website as a way to connect with other collectors from around the world. As WWII collecting is so varied and specialised from one collector to another, I thought it would be a good way to network with collectors who have similar interests, and to offer help to those starting into the hobby".

With Clint's original plan to simply display items that existed within his collection, he soon found that his ever increasing collection required some coherence as the website developed, as he had begun to amass a large collection of related material to all the services throughout both the USAF and RAF, not to mention his fast growing collection relating to the Luftwaffe, Japanese Imperial Airforce and the French Airforce.

With this streamlining process, Clint began to focus on those areas that interested him most, and soon developed the site to represent items relating to the US Air Corps, Luftwaffe, and more recently, NSFK material. He recently has also made an exciting and important addition, at least to us readers of VGC News, in the

form of a comprehensive collection of ex-Peter Reidel items. Peter was of course a well-known friend and supporter to our VGC events, and it is both this and the NSFK material that relates to our interests in the Vintage Gliding world. Clint has built up a truly impressive collection from the German gliding era, and is by far one of the most informative and interesting website on the "Worlds Net" that graphically displays the period. Not only that, Clint's site manages to do this in a very personal way, maybe not by design, but by the simple fact that Clint's collection comes mainly from private hands, and as such, it offers a fascinating glimpse into the social life of young Germany of that period. What also is amazing is that the items serve to educate us on just how all encompassing the NAZI regime was at the time. With displays of items such as Peter's Ahnen Paß, (Certificate of Aryan Descent) we are offered a rare and revealing insight into just how German society worked back then, and how the state sought to control every level of life for the average German citizen, a truly revealing fact for those of us who have been brought up on the history of the period through the thoughts and lens of Allied history books.

Clint sources his collection from all over the world through memberships and in association with various auction houses all throughout Europe. Naturally Ebay forms an important part of Clint's hunting ground, whilst the website itself generates people coming forward offering items of interest. Clint also uses more traditional methods, such as simply scouring the local book and antique shops. Clint's gliding material was of no exception however, as Clint points out: "When I first started to collect the early German gliding items, it didn't seem that I had a lot of competition. In the past few years, it seems a great number of people have found an interest in these items. Some collectors I believe would look at this as a blow to their activities. I for one think this is terrific. It tells me that people are starting to have a greater interest in these items and the history behind them".

The Peter Reidel items were purchased from a woman who was a close friend of the Riedel's, prior to their passing. She later auctioned off a large number of items related to Peter and his wife Helen





via Ebay after their deaths. (Much of Peter’s collection went to France, and fetched a very high price). Other Reidel items have come from our own long standing member, Martin Simons, and it is thanks to Martin that Clint now has most of Martins research material and tapes from Martins book on Peter Reidel (available through VGC sales), and as Clint writes, “forms a cherished part of his collection”.

Clint also occasionally sells items that don’t fit into the collection, however he stresses that he doesn’t run the website as a business. Any money that Clint raises contributes to the cost of running the website and procuring future items for the collection. It also serves as an important mechanism to spur on new collectors into the hobby.

Naturally running a website is time consuming, especially when striving to present the level of professionalism that Clint has managed to obtain, there must however be a balance, as again in Clint’s own words; “I don’t allow my website to take time away from my family, but I am constantly working on it, changing it’s appearance and applying new ideas as they come along. I am also constantly updating the site with new items as they enter into my collection, which entails photographing the items, researching the items as much as possible, the moving items around within the site to place the newly obtained items in their correct place within the site. It’s absolutely a



labour of love and getting just one email from someone who said they enjoyed the site or learned something from the site, makes all the hard work worthwhile”.

Obviously all the hard work that Clint puts into the site has its rewards as well, and for Clint it's the feedback he gets from appreciative viewers is more than enough to spur him on in his passion. Clint has also benefited from a close ties with other VGC members who have offered help along the way as again Clint comments: “Gentlemen like Peter Ocker and many others have been extremely gracious and generous in sharing their knowledge about early soaring in Germany. In many ways, my website has developed to its current point with the aid and help of these many unnamed individuals and their sharing of information. “The German gliding community as a whole as been terrific”.

With the collection taking on a decidedly “Gliding flavour”, how does the average gliding enthusiast react to the site compared to the much bigger and stronger interest based Airforce enthusiast? Clint again answers the question; “I have found that sailplane/gliding enthusiasts are much like WWII collectors, both groups comprise some of the nicest people in the world. There is simply nothing more rewarding than receiving an email from someone saying how much they enjoyed the site, how much they learned from viewing the website or a veteran saying thank you for the appreciation shown on the website for their service”. Not only that, it has had other advantages as well, as Clint has become ever more interested in Gliding, and as a result, Clint began learning to fly gliders in the beginning of 2007, and went solo just before the birth of his son Seth William. With much of Clint's time taken by the demands of a young son, gliding has had to take a bit of a back seat of late, however Clint hopes to return to flying at the earliest convenience, no doubt, with the view to Seth William becoming his future wingman!

So where does Clint see the future direction of the website? “I'm hoping to continue on the path I am travelling and expand more into the personal history behind the items I collect. I collect these items because I truly enjoy the history behind each item, and if there is a name

associated with an item, I want to tell that person's story. I'm hoping to put together more groupings of items and tell the history behind them and the man the items once belonged to. For me, I feel it's a terrific tribute to keep the stories and history of these items alive and share with others what one man accomplished, or what his contribution to history was, even if he's not what the rest of the world considers famous or well known. In addition, I'm also hoping that my website will draw the interest of not only my generation, but younger generations to help establish and further an interest in aviation and soaring, to keep not only the history, but the future of this great sport and era alive”.

What Clint has achieved is truly amazing, and without doubt be the envy of a lot of museums. It is a truly fascinating insight into our gliding and aviation history that deserves, if not commands our support, and if you have not already done so, I urge you to take a look at Clint's site, I promise you, you won't be disappointed!
Bruce Stephenson



Taken from www.danielsww2.com





The Wanderlust

By Martin Simons

The Wanderlust was a small, wooden sailplane designed and built by two draughtsmen, T E Brown and K W Radburn, who were employed by the Miles Aircraft Company at Woodley. When the design was sufficiently advanced for them to begin construction, they founded the Broburn Company, the title coming from a combination of their names. The first public announcement of the project was in the magazine *Sailplane and Glider* in December 1945. The first flight was achieved some fifteen months later on March 1st 1947.

The intention was to create a small, light, inexpensive sailplane, which could be stored in a small space and would require only a light trailer for road transport. The aim was to produce about fifty of the type each year at a price of about £200. The Wanderlust was intended for fast cross country flying and the wing loading was high by the standards of the time. The basic wing aerofoil sections were the same as those that had been adopted in 1937 for the G M Buxton King Kite. To increase the effective camber for soaring, full span external flaps, combined with the ailerons were mounted on brackets under the wing. This arrangement has rarely been seen on gliders but is well known from the German Junkers Ju 52 and JU 87 aeroplanes. Air brakes of the vertical Schempp Hirth 'parallel ruler' type were fitted. A seat type parachute was carried, which increased the depth of the fuselage. The cockpit was enclosed with a streamlined bubble transparency.

The glider was built by the two designers in a small workshop with no power tools. The construction was orthodox with plywood skin on the wing ahead of the main spar and fabric covering behind. Wing ribs and fuselage formers were cut from 9.5 mm thick gaboony plywood. All joints were made using resin glue. The flaps and the tail surfaces were wholly skinned with 1mm plywood. At first the wing was built in one piece but this was later changed to an orthodox two-piece wing joining on the centre line. The finish was unusual. The plywood skins were not painted but were French polished and waxed.

During 19, 1948 and 1949 Hugh Kendal, who was the Miles Company's test pilot and also an experienced glider pilot, undertook a test programme. (He was also responsible for the design of the K-1 two seater which won the BGA design competition at this time.) After four auto-towed low hops, most flights were from aero-towed launches but winch launching was also assessed.

Kendal found the cockpit slightly too small. There was severe tail buffeting near the stall and the airbrake lock was insufficient, the brakes popping open at airspeeds above 50 knots. The ailerons were insufficiently powerful and yet overbalanced. Many changes were required, including a positive brake lock and reduction of friction in the control drives. The gap between the fuselage and the ends of the flaps was reduced from three inches to a quarter of an inch, which reduced the buffeting. Fabric seals were added to the tail surface control hinges. The inner section of the flaps was coupled to the ailerons to improve response in roll. Installing anti-balance tabs at the root ends of the flaps cured the overbalancing. Some further detailed alterations were made, after which the aircraft was considered practical and safe.

The span, slightly more than 10 metres, limited the performance and the wing profiles were not particularly well chosen. The external flaps and ailerons, with their large brackets under the wing, created excessive parasitic drag.

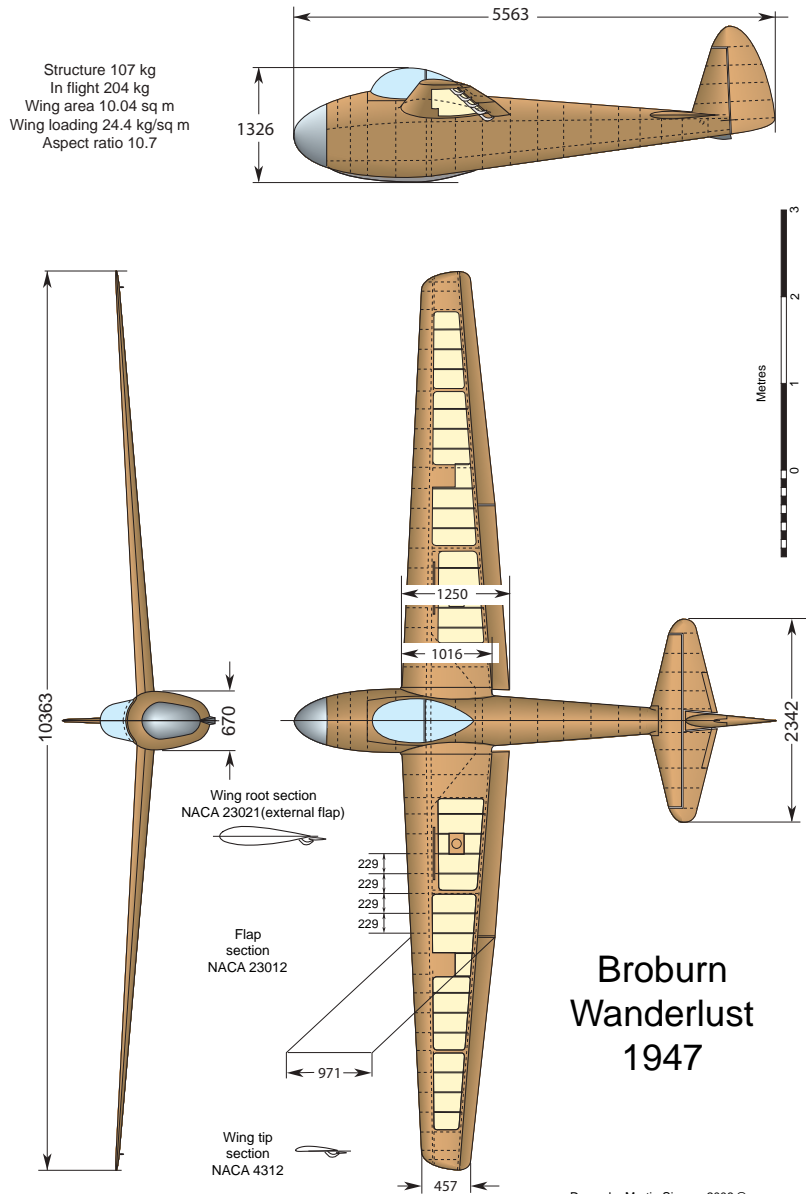
The test programme ended in September 1949, by which time Kendal had flown the Wanderlust thirty-six times for a total of 13 hours 15 minutes. He was able to soar after the aero tow on several occasions and on one flight climbed away from a 950 ft winch launch to 5,200 ft. His longest flight was 3h 25m duration during which he reached 5,200 ft from an aero tow to 1500 ft.

Hopes for further production and development faded because there was insufficient capital for further work. The likely price on the market by 1949 was expected to be £350. So far as known, the prototype Wanderlust did no more flying after the test programme ended. The aircraft was stored at Farnborough for many years. It is now in the care of the Museum of Berkshire Aviation at Woodley.

(Thanks to the Museum of Berkshire Aviation for assistance in preparing this article, including access to the original design data and details of each test flight, and for photographs. Hugh Kendal's account of the test flying appeared in the Surrey Gliding Club Yearbook for 1947-8. Additional information came from the magazine, Aeronautics July 1947)



Brown and Radburn with the Wanderlust



Wanderlust fuselage as it is today



Wanderlust on aero tow



Australia

Taken from Issues 112 and 113 of Vintage Times edited by David and Jenne Goldsmith

by Bruce Stephenson

Stewart Hamley reported from **Queensland** that there is "lots on the hop", with Speedy Gonsalves and Bert Persson progressing well with their ASK14 motor glider. Laurie Simpkins has recently imported a M200. It has had a few repairs and a bit of paint to tidy it up, the logbooks were all in French and had to be translated and along with other issues, delayed its first flight in Australia.

There is yet news of another import, this time from out of State, a Grunau Baby VH-GHY that is now owned by Nigel Arnot. It is believed that this GB was one of many Australian built GB's. (<http://airports.fai.org/may99/may9904.html>). Nigel reports that work has started with stripping back the fabric, and bead-blasting metalwork, and all in all, GHY looks to be in good general condition.

Another GB has also been imported, this time from Germany by Nigel's friend George Mercadal. This GB was built in 1944 by Flugzeugbau Petera at Vrchlabi in the Czech Republic, and was last based at Degerfeld, which is located to the south of Stuttgart, with the German registration D-5744.

It seems that George, who also has a strong interest in Vintage GA, only got interested in Vintage Gliders after a flight in the T31 last year! So taken back by his newfound interest in Vintage gliding, that he is now importing no less than 2 Ka1's and 2 Ka3's from America! One of the Ka1's has a plywood-covered fuselage, whilst the other Ka1 has a welded steel tube fuselage. George works in Singapore and visits Australia when time permits, so Nigel Arnot looks after his Vintage gliders.

Lastly, Scott Johnson has nearly finished his BG12 VH-GAC, as is Laurie Simpkins, who is also coming to the end of construction on his BG12, GHJ.

If you want to see more of Queensland news, you can visit their website at <http://www.freewebs.com/vintageglidersqld/>

The CONDOR 4 that was repaired in Japan, finished in Australia after an accident in Germany, has now returned to

Japan. It had formerly belonged to Jochen Kruse and syndicate. It had flown during last summer in Australia, having been test flown there by Ingo Renner after its repair. Efforts were made to keep it in Australia to be flown there by its Japanese owners. Their next project is to re-vitalize a Japanese owned EoN OLYMPIA in Australia. Attempts are being made to sell a fine BO-CIAN 1E VH-KYU at Tocomwal, after a blow-over accident at Bacchus Marsh many years ago. Everyone has remarked how nice it is to fly after its repair. It has a new canopy, wheel, bungees, upholstery etc. but no trailer. News from Mike Burns.

Postscript:- As all VGC readers will know, the southern state of Victoria has recently been devastated by the unprecedented bushfires there. Much of the fires were centred to the north of Melbourne, where much of Vintage Australia's activities are centred. One fire started close to the town of Bendigo and progressed amongst the houses where there have been at least 2 deaths recorded. Alan Patching reports that the Bendigo gliding club has been spared, and that the only effect it has had is to curtail all flying, as it has been far too dangerous. Our thoughts go out to all our friends and families of Vintage gliding Australia, and especially to all those families where they have lost loved ones to this dreadful disaster.

Getting High Under A Parasol.

Extracts from an article by Jenny Goldsmith in Vintage Times Issue 112. October 2008 about renewing acquaintance with an old friend VH-GDN, the Australian built GRUNAU BABY 2. She had previously flown it at a VGA Rally at Blanchtown, South Australia in the Spring of 1981.

GDN has changed somewhat since then having undergone a major refurbishment. Leigh has achieved a finish of the highest quality. She is much more sophisticated also, sporting an electric vario, GPS, Logger, FLARM, radio with press to speak on the control column and leather helmet with headphones, which make communication very easy and clear. She has been provided with a new, safely waterproof steel trailer with roll in, roll out fittings. (We saw its old wooden one "go to God" on a bonfire at Balaklava in October 1987) and a most wonderful apparatus for towing the rigged

glider around the field, making safe, one person ground handling, a breeze.

She is still the same sweet flying little bird, and provides an unforgettable open cockpit flying experience. One other of Leigh's friends described it as 'like being under Mary Poppins'

Umbrella.' I think that aptly describes the experience. I thought it the closest thing to being carried in the basket of a hot air balloon, being able to hang your arm over the side, put your head out to look at your tail feathers or at who is sneaking up behind you. This time, I took a winch launch, max. speed 43 knots. You really seem to get value (more time on the wire) as you gently ascend without the rush that is necessary for the heavier, faster craft. I failed to get away and came back for a re-light. After again failing to contact with anything that was going up I suggested to Leigh that he had better go and show me how it was done. Being the gentleman that he is, however, he insisted that I go again. "Third time lucky, he said. And so it turned out to be.

The wind was a force to be reckoned with and made the flight a series of into wind beats and downwind drifts which took in Neilborough East, Little Sebastian, and Raywood. Optimizing (don't you love this feature!) distance for the flight when we downloaded the data, gave 55 kms. The time just flew by. Thermalling at 31 knots, the open cockpit delivered a blast of air from either side if you slip or skid and the GRUNAU BABY, responding so clearly to what the air is doing, really helps you develop a feel for "seat of the pants" flying and where the lift might be.

There were Cu forming but they were tantalisingly ephemeral, usually disappearing before you got near them.. We had some good climbs, sharing some with the Kookaburra VH-GFK, piloted by my husband David and daughter Kylie. Lovely to see in the air – I think that this Vanstan modified short wing Kooka really does look like its namesake in its element, much more so than in its original form with the wing (same wing) set on an 11 inch deeper fuselage. About this time I was rather enviously thinking that David and Kylie looked very cosy in the Kookaburra. I was feeling the cold. At around 8,000 ft it seeped penetratingly through even the fur lined heavy coat that Leigh had provided



me with to wear along with the leather helmet. Keith Willis departed from the thermal above me for the West in his PW-5 and later contacted shear wave, climbing well above cloud base to 10,000 ft. If I had known what he would find, I might have been tempted to follow him, but instead I elected to get warm, leaving the thermal at 8,100 ft and departing for a scenic tour which took in Raywood before returning to the field.

The, by now quite strong, direct cross wind on the 18/36 main runway induced me to choose to land on the temporary emergency runway 22 which the club had set up in an adjoining paddock, the farmer having kindly removed his sheep and taken down part of his fence for the duration of the rally. Shortly after making a "Down Wind Call" the "FLARM" gave alarm as I was on "Downwind" for a Right base, looking out left, I saw a Libelle turning safely away allowing me the luxury of continuing the planned circuit. I hadn't seen him before that, so that is definitely one up for FLARM and also a case for not being too purist about the addition of modern technology to historic aircraft. In hindsight, (you always learn something) it would perhaps have been better for me to be on a Left Base to reduce chances of any circuit conflict.

3 hours 46 min. after take off, we rolled to the intersection of 22 and 18/36. What a privilege to have flown it! You could not get the smile off my face. I hope that I don't have to wait as long for the next flight. Do you think that GDN needs an electric seat warmer, Leigh Heated

socks perhaps ?

CW writes that this must be most well equipped, lightest and best GB-2 in the world. Jenne would not have been heavy but she was wearing a heavy coat. Flying speeds seemed so slow.

News from the Australian Gliding Museum. Dave Goldsmith tells us of the opening of the Bruce Brockhoff Annexe, the first museum owned premises. Intended as a workshop and storage area, delays to confirmation of their display site at the historic RAAF Point Cook Airfield mean that they are re-assessing the possibility of limited display in the new Annexe.

Further information can be found on the website www.australianglidingmuseum.org.au including the following.....

Formation

The Australian Gliding Museum first met as a committee on February 26th 1999. This brought together a number of kindred spirits interested in preserving older and historic gliders. These gliders are scattered all over Australia and the aim is to collect them in a safe place before they become destroyed or deteriorated beyond refurbishment to display condition let alone flying condition. Other interesting gliding paraphernalia also is becoming available. A strong catalyst for formation of a glider museum was the discovery that an important ES Schneider glider left Australia bound for a foreign collection.

Incorporation

Incorporation confers all the normal bene-

fits an Incorporated Association brings for the members and the committee in particular. The museum group was incorporated on 21st of December 1999 under the Associations Incorporation Act of Victoria.

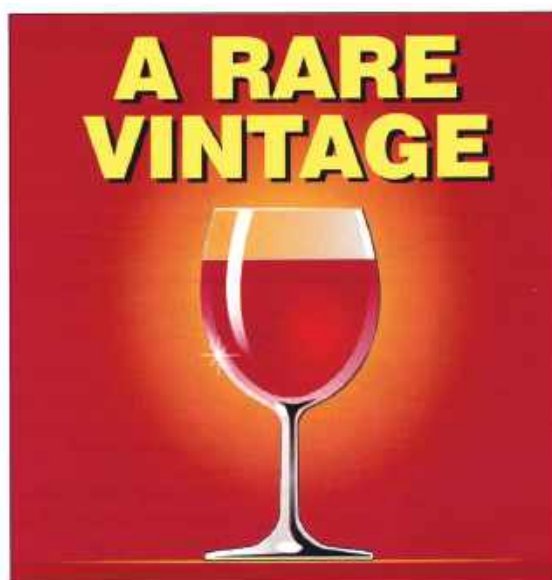
Following Incorporation, the Museum received endorsement from the Australian Tax Office as a Deductible gift recipient. Accordingly donations can be claimed as a tax deduction by the donor. See the Contacts page.

The response to the formation of the museum has been astounding. We have a robust membership and many members have bequeathed their gliders to us. A restoration program is giving the members plenty to do with their time. The museum members are predominately made up of GFA members. The museum is a sub-committee of the Gliding Federation of Australia (GFA).

Austrian

AUSTRIAN GLIDING 1937-1938.This was described briefly in a previous VGC News and may have been somewhat short of the facts. It is true that Graf (Count) Kinsky was its benefactor and helped get the sport going but there were never the great production runs of gliders as was happening in Germany during the 1930s, but rather means of giving workers employment in subsidized workshops. for very little money after the depression years. This is not to say that German Gliders were not built.

More on this from Francis Hamblet in a future issue.



If you have put a lot of time, effort and money into a vintage glider, you will want to safeguard your investment. We can help you by providing a reliable and competitive insurance policy together with a friendly and efficient service.



Contact: **Stephen Hill** or **Andrew Hatfield**
Phone: 01765 690777 Fax: 01765 690544 Email: hillaviation@btconnect.com
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Belgium

Firmin Henrard (President) – Facheurs de Marguerites – Greet all VGC members from his T31b



British

PETER TEAGLE has decided to hand his Slingsby SKY BGA 686, on to Derek Phillips. So far as is known, the SKY is in excellent condition but is without C of A. PETER has also decided to hand his EoN OLYMPIA BGA 513 on to John Morgan. It too is without C of A but believed to be in good condition. TAF WILLIAMS of the RAF CHILTERN GLIDING CLUB (AT RAF HALTON) is currently restoring two EoN OLYMPIAS at his club

MARTIN BREEN reports the restoring of another EoN OLYMPIA near Wycombe Air Park, Booker. It means that four of the type at least should soon be flying over Britain.

Derek Phillips is believed to have the remains of many old gliders which he means to restore, including those of the JS WEIHE BGA 448 which, when it belonged to Francis Russell, was severely broken when turned over on the ground in thunderstorm turbulence at our International Rally at Thun in 1979. It was one of three Weihes (another being BGA 433 CW) which were brought into Britain by Philip Wills in a DC-3 Dakota, in July 1945. Another is owned by Jeff Byard at Tehapachi in the USA. The remains of BGA 433 are in a museum near Christchurch, New Zealand. Its original wings were beyond salvage but have been replaced by stub wings to fit into the Ashburton Museum's hangar. BGA 448 was flagship of the Surrey Gliding Club's glider fleet at Redhill and then Lasham for many years. The EoN OLYMPIA BGA 687 of ANDREW JARVIS of the Southdown Club at Par-

ham is scheduled to be ready for collection, having been overhauled at JEZOW, next March (2009). We hope that this will happen. Their T21b was overhauled at JEZOW last year.

At the London Gliding Club, Dunstable, LAURIE WOODAGE is rebuilding the main wing spars of his 1935 SCUD 3.

Czech

Czech News from Josef Mezera, translated by Tomas POTK

Grunau Baby in Czechoslovakia

The development of soaring in the thirties in the last century throughout Europe quickly spread to a very progressive model, Grunau Baby, also in Czechoslovakia. Local gliding groups and individuals build their GB-I and later versions II by the documentation supplied by Schneider Segelflugzeugbau Grunau. The Babys from Rana, Louny, Hronov and others sites are known about due to photographs. Their subsequent fate was completed during WW2.

Some years ago, Ben Schenk (VGC Netherlands, writer of "Grunau Baby's in Nederland") asked me about the possibility to write together a history Grunau Babys in Czechoslovakia. I have not found anyone amongst us, who had already written about these famous and very widespread type of gliders so when Ben urged again at the VGC Rendezvous in Rana, I promised to write something at least.

And so I did it. I remember that the enthusiast "oldboy" Alois Derka who worked on the restoration of the Orlik gliders during early seventies and eighties, talked about his experiences with the Bejbies from the factory Kochmann in Kralupy. Unfortunately for us, the passing years completely lost all relevant details. The dream of "oldboy Alois" was the rebuild of one of GB-II's and he had already prepared all construction documentation. This time, however, it was not just for enthusiasm of individuals, something private wasn't possible in communism. Pity. Although some „Babies“ are located in Czech museums, but are not able to fly now. Some time after the death of Alois Derka his friend Vladimir Danda visited his family with an interest in "oldboy Alois" collected documenta-

tion. However, he came too late. As it is, all ended in the waste container.

„Babies“ in Slovakia

The first pieces of this model came to Slovakia from Schneider Segelflugzeugbau in Grunau sometimes in the 1940s. It was GB version II, still without the brake flaps. They received the registration OK-300 and 301. From the number 305 they have produced in glider workshop on Stranik (hill over Zilina city), but their production was only about two gliders per year.

GB-IIc

After World War II in Czechoslovakia a special aerobatic training glider Grunau Baby II occurred as a new version marked with the letter "c". Build by the workshop Kochman in Kralupy nad Vltavou with design technology solutions of Mr. Hrdina. Their production began in 1947.

Original GB-IIb has the wing ribs whole, given to wing spar from backside. The main spar was lower according to thickness of rib stringer. "C" version had the cut ribs, so the par was about 20 mm higher. During compiling the templates to produce the first front part of wing, and then the rear part. Diagonally placed plywood was stronger by 0.5 mm on the torsion wing box. Original Grunau Baby had not diagonally placed covering. The fuselage of the new GB-IIc was coated with thicker plywood diagonally too. Reinforced bulkheads for wing fittings were prepared and forging by hinges and pins, and also braces were reinforced.

Trimming of original version Baby was using up to six 2.5 kg ballast. "C" version had trim aerodynamic by wire controlled tab on the elevator. This tab is perhaps the only visual difference of version "c". The weight of this "new" Baby increased by 26 - 28 kg. Speed was increased, gliding ratio remained. According to unconfirmed information, these gliders have been made in two series about 50 of these aerobatic enhanced GB-II c in "Kochman workshop". Even these "new" types didn't survive liquidation of all "German" types during the 1950s.



How to become to be the air mail glider pilot

from Jiri Lenik, member of VGC, POTK and Rana aeroclub. Translated by Tomas Mezera

In October, VGCNews was pleased to receive a postcard celebrating Ulf Kern's birthday. This is the story behind that mail.

I was very glad, when my friend Ulf Kern invited me to his fiftieth birthday party last year.

First time we met together with this very interesting man was in "treffen" oldtimer gliders at Saxonian airfield Pirna in August 2000. We were invited there with the new, ready to fly, historical primary glider SG-38 Schulgleiter „Erwin“, with Czech registration OK-A910. Ulf afforded to us his light winch, designed for launching delta-wings and paragliders, for our unique glider. Ulf uses this flying sport equipment very often and he is called the Birdman for his perfect feelings between himself and the nature (air flowing, thermic and wind). Our nonformal cooperation continued by invitations to other meetings at Germany, Czech and other European countries. We took apart together on many air shows, flying exhibitions and vintage glider meetings. Together we contributed to many unique flying events by cooperating on the design, assembly and test flying of the elderly basic glider, Hol's der Teufel.

As the date of Ulf's birthday became closer and closer, we discussed the big problem of an original and unforgettable present for his fiftieth celebration. Fortunately I remembered something interesting on the place called Schwartenberg, where Ulf booked his birthday party. This hill with a beautiful chalet on an elevated bridge of the Erzgebirge mountains (Krusne hory) is located on German side, approx. 4 km away from the Czech-German border. Schwartenberg has also been a historical gliding site since 1932 and gliding instructor Karl Bloch performed the first transport of air mail from these hills to the near city of Neuhausen with a Grunau-9 primary glider on the 19th of February 1933. The recorded time of this air mail flight was 94 seconds. I proposed that

this was a great opportunity to create a wonderful present. Many preparations and arrangements followed between me and my German friends to make a perfect surprise to Ulf.

We checked the terrain at the hill, which was capable of a bungee launch with pasturelands below the hill, usable for safe landing near Neuhausen. Our Hols der Teufel glider is suitable for this type of operation and is able to carry adequate amount of cargo in its fuselage. Too, our honorable man, who will be honored by the service of air mail, is an experienced glider pilot with historical gliders. I designed incidental postmarks (similar to historical ones), took the photographic themes for postcards, that were graphically corrected by German friend Alexander Görnitz, the second friend Emil Sliva from Czech Old Timer Gliding Club ensured postmarks production and printing of postcards (one hundred sixty pieces). As well as this, I and Alexander designed and printed the other envelopes. Together with VGC friend Ernst Schmutterer we bought the mixture of German and Czech stamps. Tomas Mezera from Rana aeroclub gave to us an original old suitcase with „Deutsche Post“ sign on it. Only one problem occurred, when I went to Gerhard Maleschka to arrange the post officer from Neuhasen. Unfortunately, some years ago the local post office (and the railway station too) was closed in this city (a city about 5 thousand citizens, with beautiful castle and museum of motorcycles).

So, on the 18th of October there was the most beautiful weather for Ulf's birthday; the sun shined above Erzgebirge mountains, with clear sky and a calm wind. We all met together at the bottom of the chalet in the morning, assembled the glider, prepared bungee rope, and the light winch. All these preparations were watched by great amount of tourists; it was an interesting and uncommon experience for a weekend trip for these people. We checked launch and landing area by a test flight by Jan Krejci from Rana aeroclub. By historical information, the transport back to the hill took one hour by local roads, so we tested a so called return launch by our light winch, which was standing uphill. Sharp landing toward the house and on very small place was a peak of pilotage craft. Every-

thing was o.k., so we chose the celebration flight for 15.00 hrs and continued to write and stamp all 160 postcards to many of our friends from Germany, Czech and other European countries.

All of the postcards were placed in the post suitcase and put behind the pilot seat in glider „boot“. Exactly at 15:00 Gerhard fired from his black powder cannon, Hols der Teufel was launched from the uphill grass and after three minutes of flight perfectly landed at a valley near Neuhausen city. Subsequently we launched the glider again from valley by light winch and Mr. Pilot Ulf Kern after two 360 deg turns and four minutes of flight excellently landed back on the hill. So repeating the historical situation, the air mail was flown from Schwartenberg to Neuhausen and again back to Schwartenberg by the winch. When congratulations finished, we took the post material and sent it from German and Czech post offices. And nothing stopped the fiftieth birthday party, with a sixty friends from Germany, Czech and Austria.





Danish

KRANICH 2B-2. This has been bought from Germany after its severe accident. Johannes Lyng has been leading a team of veteran Danish Glider Pilots repairing it during every Thursday. Wings and tailplane were not badly damaged but the fuselage was in a bad way. Their progress has been such that it is possible to imagine that it could fly again soon but there is still much work to do around the canopy area. It will be the last of approximately 1,650 wartime built Mraz Kranich 2B-2 s airworthy. Another one, ex BGA 1147, is in the hands of Mario Sells near Munich, but it is believed to be far from ready to fly.



On the way to the Rendez Vous Rally, it was possible for Niels Ebbe Gjorup and Johannes Lyng to stop with the H.17 at the Hornberg, where the H.17 amazed everyone with its climbing ability. H.17s or (Goeppingen 5s) had been built by Wolf Hirth's firm and flown there in the old days.

News from the famous Mu 13d-2. OY-MUX. This is having a very considerable rebuild and has been moved to two workshops.

In one of them, at Ry, the inner 3.5 metres of each wing can be reused but we believe that one of the spars outboard is needing attention. One wing is nearly finished. The fuselage is in a second workshop at Funder being worked on by Juergen Juergenson. The tailplane is finished. The workers are all very skilled and are retired, so we can hope that it will not be too long before the Mu will fly again.

STATISTICS FOR THE OLDTMER CLUB DENMARK'S LAST TWO YEARS OF FLYING.

Reg.	Type	Starts		Times. Hrs.	
		2008	(2007)	2008	(2007)
OY-AVX	2G	56	60	5	6
OY-DNX	Rhoenlerche 2				
OY-VEX	Specht	5		3	
OY-BOX	Bergfalke 2	12	3		
OY-FFX	Bocian 1E	7		4	
OY-XSE	Lippisch Zoegling		1		
OY-CJX	Huetter H.17a	10	2		12
OY-AXO	Grunau Baby 2b	17	19	9	20
OY-XEF	EoN Olympia 2				
OY-DXX	Lis				
OY-AYX	Ka-8B				
OY-XEA	Ka-6CR	4	9	4	8
OY-BJX	SF-26A Standard		3		7
OY-XAI	Mucha Standard	11	14	12	28
OY-XCN	Jaskolka	15	5	11	1
OY-XED	L-Spatz 55				
OY-DCX	SZD 24C Foka	8		11	

In VGC 125

Obituary for Hans Nietlispach on page 48 of the last VGC News.(No.125). The pilot standing against the nose of the Spyr 5 is the late famous Bernhard Mueller, who home built Peter Ocker's Weihe. The two pilots were showing disquiet over the weather as everyone else did. However, there was a break in the bad weather on this first day of the 1954 World Champion-

ships and they flew the Spyr, the very one that was with us at Wels, through to the East Coast of Britain, winning the day. There were two Spyr 5s built. The other one was finished during war time and was often brought to our Rallies by the Roth brothers, Fipps Rothenhuhler and Cheeseli. This machine is also still airworthy.

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Finland

*Report from Oldtimer Finland
by Göran Bruun.*

When you read this we have had our annual meeting and we have elected the new (or old) staff to lead the club for another year. We are now 72 members in our club.

We have a new Web address, www.oldtimer.fi where you can see what is happening in Finland and abroad. For the moment, only in Finnish but shortly we will also get a English and Swedish version of the pages.

We have planned to run a local Vintage Glider Rally at Selänpää Airfield in South East Finland from the 29th of May until the 31st of May 2009. We invite all pilots to visit this event. The annual Jämi Vintage International is running 14-19.7.2009 and we invite all pilots to come and join us also in this event.

The Finnish EGU-delegate Mr. Mika Mutru reports that for the first time the VGC had its own representative, Mr. Graham Saw, at the general meeting of the European Gliding Union (EGU). This time the EGU Congress 2009 was held in Helsinki 28.2.-1.3.2009, hosted by the Suomen Ilmailuliitto (SIL) - The Finnish Aeronautical Association. After the meeting delegates Saw and Mutru visited the Finnish Aviation Museum nearby the Helsinki-Vantaa Airport. "There are so many aircraft types that I have ever seen before, told Graham". Nice Finnish winter weather was nicely dry and snowy, temperature round -8 degrees Celsius, gliding season to be started round Easter time or in May at the latest. For all European vintage glider enthusiasts it is important that the VGC takes part to the EGU. We must be aware that there are new EASA rules and partly our vintage gliders are under Annex II and partly not. For oldtimer glider pilots the VGC should bring the viewpoint of vintage gliding to that very important work the European Gliding Union (EGU) makes under hard pressure of the EASA rulemaking process. Web: <http://www.egu-info.org>

Regards, Mika Mutru, EGU Delegate, Finland, mika.mutru@reka.fi

France

*FROM THE REGIONAL MUSEE DE
L'AIR at ANGERS.*

From their latest beautiful Magazine, one learns that the famous 1942 designed AVIA 152A has had its wings, tailplane, elevator, Fin and rudder covered but still needs fabric on its nacelle. It is expected that it will fly during this summer. It is an original aircraft but it has needed considerable restoration. It is very similar to the 1931 AVIA 15 and represents the end product of the range. It is the last primary glider type designed and built in France. Great numbers were built in France and Algeria until 1950. This AVIA 152A is works No.301 (which gives some idea of the number built) and is registered F-AZVI.

CASTEL C301. Because the workshop was temporarily free, it has been put in it to be returned to its former glory. It is a design that has changed little since the C30 of 1936. It was selected by the French Vichy Government and the German Armistice Commission to be mass produced during the war (until the end of 1942) in far greater quantity than any other type. It was delivered to the clubs so that a glider type, comparable with the Grunau Baby, should be available for their pilots to gain Silver C legs. Although not quite the great number ordered, some were delivered and these together with five SPALINGER S18s and some AVIA 40Ps did enable French pilots during those hard times to fly 24 Silver C s, until all gliding was stopped in France due to the Allied invasion of North Africa (Operation Torch) at the end of 1942. Thus, the C30 /1 is a very famous glider. It was built during the war instead of the EMOUCHET, which was thought by the German Armistice Commission to be too similar in performance to the C301. The Emouchet, of which the Angers Museum has an example, had to wait until after the war for its mass production.

WASSMER Wa-22 No.117 F-CDCS. The restoration of this glider is all but finished. It will be stored waiting for a paint shop to be free so that it can be painted in its original colours. This SUPER JAVELOT has been worked on very hard by Gerard Bougerolle.

We have been wondering for a long time why the museum, and indeed Dedale, has not given more time to restoring those great sailplanes of French post war glory, the AIR 100 s and AIR 102 s. At last, it has happened. The Museum at Angers has obtained in a very sad condition, the AIR 102 F-CABQ, Works No. 34, in which FONTEILLES won the PARIS-BIARITZ RACE in the summer of 1954. This was the first great gliding race and consisted of several tasks. Gliders taking part were AIR 100, AIR 102, WEIHE, BREGUET 900 and Eric NESSLER with his FAUVEL AV 36. The AIR 102 F-CABQ will have to wait some time awaiting restoration, owing to pressure of other work. The Museum does have another AIR 102 but this is also stored awaiting restoration.

Germany

The German Gliding Museum with Model flight. The restoration of the HKS 1 for static display in the museum has come on well. This was Germany's first post war super ship, Haase flew it, Kensche paid for it and Schmetz built it. It took part in the 1954 World Gliding Championships in very bad weather at Camphill. Its Max. L/D was well in to the 1/30 s. It was flown solo at Camphill but the very bad weather did not suit such a heavy sailplane and it was damaged after a failed winch launch, as the British Barrage balloon winches were underpowered to successfully launch it, and some of the other sailplanes as well. It was repaired at Slingsbys and was later launched successfully by two new German winches, which were rushed to the help of the British. One of the drivers bringing them was Gerhard Weibel, the future designer, builder and pilot of the Segelflugzeugbau Schleicher. To make room for the HKS in the museum was a tremendous labour for the over 80 years old members of the museum's staff. Gerhard Weibel was one of the future race of gifted Akaflieg Darmstadt's postwar designers.

Later, there came the HKS-2 but this was too heavy. It is not known where it is. However, the smaller HKS 3 won the Open Class in the 1958 World Gliding Championships at Leszno in Poland, flown by E.G.Haase. This machine is exhibited in the German Museum in Munich.



THE OSC WASSERKUPPE. Members of this club have been involved in giving their Ka2B a basic overhaul. Their HABICHT and KA-6CR were flown at our International Rally. Their members gave many hours of hard labour helping the WHITE SEAGULL CLUB at WELS, AUSTRIA to run our very successful International Rally there.

Besides helping to run the International Rally, during the week 7TH –14th MAY 2008 during Whitsun, the OSC held its 5th GLIDING CAMP at Wels, during which their Habicht, the White Seagull Club's Mg 19 OE-019, Grunau Baby 2b,D-1658, and Bergfalke 3 had 174 launches, among which there were 24 aerotows for the Habicht. From these, the total flying time was 40 hours 38 minutes. The camp was marked by the great hospitality of our hosts, and the good weather. THE OSC'S SG38 FLYING 4 weekends were given to this traditional pursuit. 30th –31st August. This was organised by Jens-Peter Brenzel for the Bielfeld glider pilots. They had 60 launches for a total of 21 mins 18 secs., SG 38 flying –2. 27th –28th September. This was organised by Martin Wallmer for a group from Mannheim and Plettenberg. There were 11 pilots of which 8 were young ones. They each had four bungee launches. The totals came to 49 launches for 20 minutes 26 secs. This impressive performance was made possible by many spectators volunteering to serve as members in the bungee crews. On the 18 and 19th OCTOBER we were visited by 19 glider pilots from Augsburg under instructor Arno Toelkes. The SG.38 had 56 flights from which 25 mins, 25 secs were flown.

OSC NEWS –AIRFIELD FEST at BAD SOBERNHEIM 7th –8th 2008.

The OSC was represented by its SG.38 D-7055 for the first time fitted into its new closed trailer for the 220 km journey to Bad Sobernheim. Many vintage aeroplanes supported the flying show. The SG was flown by Karl-Heinz Kellermann.

AIRFIELD FEST AND OLDTIMER MEETING,HIRZENHAIN 28TH–29TH JUNE 2008.

The occasion was to celebrate the gliding club's 85th Birthday. It was estimated that there were 8,000 specta-



Achmer Reiher first flight

tors. Entry was free !! The OSC was represented by its GB 2B D-3856, and its RHOENBUSSARD D-7059. Also present was the OSC's FLAMINGO (a replica of Udet's famous aeroplane) which was built by OSC member Seppel Kurz.,as well as an SG 38 from Hirzenhain and a Ka-2B from Bad Marienberg. When we last took place in an air day at this club we were represented by Flamingo, Baby, Reiher, Grunau Baby, Rhoenbussard. About 70 aeroplanes were entered this year and so they had pride of place. In the evening, different coloured hot air balloons glowed in the twilight.

WHEN HABICHT MEETS HABICHT AIR DAY at BUCKEBURG the 16th –17th August a report from Jens-Christian Henke.

When Bernd Vogt, organizer, initiator and moderator of the event "Fascination of gliding ", invited the OSC's HABICHT to take part, together with another one and many scale models, he had this in mind. Since the end of WW-2, two of these beautiful aircraft have never been seen together. It was a great moment. From half Europe, dozens of models usually of 1/3 scale There were Habichts and Reiher 3s and the postwar types Ka-8s and Wilgas and the latest Nimbus and DG-1000s. Spectacular was a 10 metre span Rhoenlerche of 85 kgs weight from Switzerland. A world premier was the aerotowing of this huge model by a Piper Cub of normal size. During the early afternoon, Christoph and myself got airborne behind a Re-

morqueur and a Bellanca. My tow pilot gave extra power so we could catch up to present ourselves to the crowd in parallel formation. Then we were towed to 800 m above ground. Shortly after release, we met a mighty thermal to 1,200 m. When was the last time that two Habichts were seen together in a thermal? In formation, we slowly lost height before we had sufficient height for a low formation fly past followed by our landings. A further high point was Christoph's solo aerobatic programme accompanied by music and smoke from wing tips. Then followed a fly past by an ASW 22 BLE with an over 26 m span, a troika tow of three PIRATS behind a WILGA, aerobatics by radio controlled model sailplanes and then a fly past by the largest sailplane in the world with its over 30 m. wing span. It was the over 50 times World Record pilot, the 85 year old Hans-Werner Grosse using us as a turn point for an over 636 km out & return flight to Luebeck, his home airfield, so good were the thermals on this day. The setting of the sun did not bring to a finish the flying on this day. There was still the flying of exact scale model hot air balloons complete with their radio controlled scale model burners.

Thanks to the continued good weather, the flying displays continued on Sunday. Today, both Habichts, together with a Lunak and the ASW 22BLE flew a fly-past m past in a diamond formation. After a low fly past, both Habichts landed near their trailers to make derigging easier. It was long after dark when the



OSC's Habicht returned to the Wasserkuppe.

The latest News from Achmer – received March 20th 2009.

A most important event – the Reiher 3 went into the air for the first time. With this first flight, the eight year period of construction with round about 7.800 working hours was successfully finished. Stefan Krahn, the initiator of this project made the first launch and he will continue to carry out the programme of test flights prescribed by the German Federal Aviation Administration. By the time of the VGC rally in Achmer in August we should also have the unrestricted permission.

Also the Condor IV is finished after a long period of repair and has passed the final inspection, the Cumulus has been inspected and passed the test-flight. So the entire oldtimer fleet again is available ready for take off at the Osnabrücker Verein für Luftfahrt.

Japan

News from Japan by Vincenzo Pedrielli

Vincenzo tells VGCNews that he was in Japan last November and visited Ken Maeda, son of the famous Kennichi Maeda who designed many gliders around WWII. Ken Maeda and a couple of friends have designed (no replica) and built a primary biplane which they are planning to use for training students of Kyushu University. These are Vincenzo's photos and report of this project.

Tateshi (Ken) Maeda, son of the famous Kenichi Maeda (1903-1970) who designed and built in Japan, together with Prof. Hiroshi Sato (1902-1997), several sailplanes

across WWII, is the president of the West Japan Aeronautic Association, founded by Prof. Hiroshi Sato in 1931.

The activity of this association, which numbers 30 members, is to restore vintage gliders and fly with them.

Last spring 2008, Ken Maeda with two Club members: Makoto Katsube (Osho san), a Zen Buddhist Priest and Tsuneo Katsuki, designed and built a biplane primary glider naming it "FUKUYO", which means in Japanese: Happy Hawk.

To build this primary glider took about six months in the workshop of Ken Maeda. Wings and tailplane were covered with cotton and the fuselage will be covered only after final flying tests. Wings can be set up in three different ways:

- The first one, the most simple, with upper and lower wing span of only 4.8 m.
- The second one with the upper wing of 7.7 m.
- The third one with both wings of 7.7 m.
- Wing area can be 9.6 m2 min or 16.4 m2 max.
- Fuselage length 5.3 m.
- Airfoil Naca 6409
- Empty weight 85 kg
- Total all up weight 165 kg

The first flying test was made on October 26th 2008, at the Kyushu University by Osho san. With a bungee cord of 25 m. long and a dozen people stretching the cord in a "V" configuration, the primary glider started skidding on the grass, making its first hop of 30 meters at the height of 50 centimetres from ground.

After Osho san, a few young students were so taken aback that they wanted to try and

a couple of them were successful with jumps of two meters in height.

The second flying test was performed on November 30th 2008 after having made a few modifications in the cockpit and with the fuselage still uncovered.

The test took place on a slope of Aso volcano in Kumamoto prefecture, South of Fukuoka where Maeda lives. The wings were set in the third versions with both wings 7.7 meters long. Results were quite improved, with a distance of 100 meters and 5 meters in height. Next spring they will make the final test with the fuselage covered by cotton and the target is to make a flight at least 800 meter long, always launching with bungee cord from the slope of Aso volcano

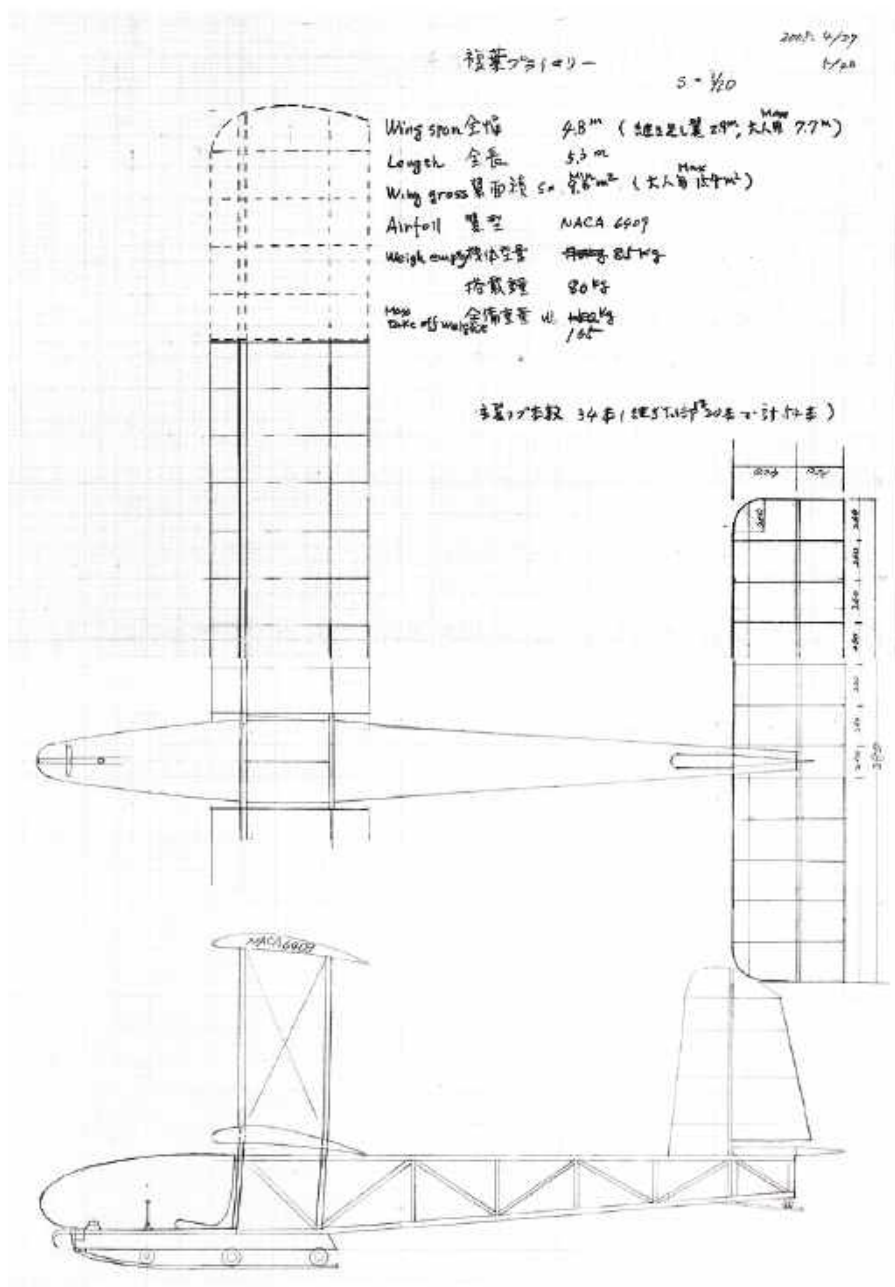
After that, the Fukuyo will be used for training new pilots of Kyushu University in the same system used by our fathers many years ago. Let's wish Maeda san and his brave pilot, Osho san, the best of success.



Maeda Workshop



2nd test Aso Volcano



Japanese 'Happy Hawk' biplane

Lithuania

News via Francis Humblet

Martynas Lendraitis has sent us an activity report for 2008 via Francis Humblett.

The following gliders were operational :

Two Bergfalke 3 which were a very much appreciated gift from Sweden.

Ka 8 was also received from Sweden.

L-Spatz 55, LY-GNK

Ka 7 : the first one to join the Lithuanian register.

Two Mucha 100 which are now with the

Lithuanian Aviation Museum.

Both the Bergfalke LY-GPC and the L-Spatz 55 were present at Wels. The Spatz had recently been restored by Benvenutas Ivanauska who, in addition, also completed the restoration of a BRO-23 Garnys, the last design of the famous Lithuanian designer Bronius Oskinis. This primary glider of 8.2M span had a glide ratio of 15. It was conceived to train mainly children as young as 8 or 9 years old or ab-initio adults. Different undercarriages were available: skis for winter flying, wheels or floats and eventually a tricycle version for a motor-glider conversion.

Benvenutas has now started the construction of another old Oskinis design, the BRO-10 Pukas, from an incomplete set of plans but sufficient to undertake such a magnificent effort. Progress on the work and photos will appear in next issue. The original BRO-10 Pukas was built, in 1949, by the Kaunas Gliding Group. With a span of only 11 meters, the glide ratio claimed was 19. It was designed for thermal flying and small ridges like the one in Kullautuva which was only 50 meters high. At that time, only a few derelict primaries had survived the war and the wood needed for the Pukas was recovered from those wrecks. It proved to be an excellent glider but it did not go into production. The Pukas was flown successfully until 1955. Unfortunately, due to the lack of hangar, its exposure to the elements accelerated its early retirement.

In addition, three young students, Mindaugas Vilkas, Rokas Jonaitis and Martynas Lendraitis have started the construction of a KPI-3 Gintaras. The KPI-3 was similar to the Hütter 17A. In 1955, an unfinished Hütter fuselage was received from Latvia, unfortunately without any plans. As a result, the Lithuanian builder Kuzmickas had to design the rest of the glider. The original wing span was retained but it was made stronger for winch launching.

CW adds that a report has come through (as yet to be confirmed) that our Lithuanian members are building three new Huetter H,17a s and are restoring an Antovov A 11. This was the all metal forerunner of the A 15 and was used for contests and record flying from 1957. It had a 16,5 m. span fully flapped wings (flaps to be used for thermalling and landings) and a 1:33.8 Max.L/D . The wing profile is R-111A. It has a retracting U/C. 200 were built. The wings can be changed with those of the 12,1 m. span A.13 which was cleared for aerobatics and speeds up to 400 kph! 200 of these were also built. Its max.L/D was 1/26. Its wing profile was P-13-15. Our Lithuanian members have also an A15, which are not unknown in Western Europe. It has a wing span of 18 metres. It was designed in 1959 and has a max. L/D of 1/39. 60 were built. The A15's wing profile is NACA 64 -6'8 The A 13 and A.15 are of all metal construction. Of these machines , the A15 is now airworthy.



About gliding in Lithuania by F Humblet.

Lithuania was the first Soviet republic to become an independent Republic in 1990 and as a result, Lithuanian gliding came out of "the cold" together with its very interesting history. However, only little information is currently available on the other republics of Estonia and Latvia.

Three years ago, a Lithuanian club came to Aspres to buy our Grob Twin-Astir, destined to become one of the first two-seater glass ship in their country. An original Russian A-15 trailer, conceived as an aircraft wing, was used for the journey. We were surprised to see only young people involved in running their club and they showed us vintage pictures of Lithuanian gliding. On one of them, we could see the grand father of one of the pilot present, who himself, claimed to have started gliding at the age of eight whilst Martynas started when eleven! That is how the story on the children gliders came to light. More than 2500 were built in different versions both in Lithuania and in Russia.

Then, they told us about an internet site conceived by the Kaunas school children and a great deal of new information about Lithuanian was thus obtained. Until such time, little was known about Lithuanian gliding activities. Frank Pozerski had told us about building a glider there in 1943. There was also a well known photo showing a Lithuanian built Minimoa, named Birzietis, side by side with a Bro-5 Ruta-2 taking part during a competition in Elmira (USA) in 1937 but hardly anything else.

After the war, Lithuania was absorbed into the Russian empire and the glider factories became an integral part of Russian aviation industry. In 1991, a book was published on Russian gliders (in Russian) and although, it covered Russian gliders since 1922, the only Lithuanian gliders described were those designed by Oskinis and Karvelis.

Oskinis concentrated on designing mass produced primaries and basic trainers. From BRO-9 in 1948 to BRO-23 in 1983, over 2500 gliders were made in Simferopol, Prenai and other locations. Let us hope that our Lithuanian friends will, one day, tell us about their school experiences on those gliders.

Karvelis designed high performance glid-

ers. In 1960, sixty BK-4 Kaunas, a Standard class glider, were built in Simferopol. It was followed by six BK-7 Lietuva in three versions. The name changed over to LAK in 1976 with the first LAK-9 Lietuva. Since then, over 500 LAK, have been manufactured in Lithuania and the series continue today with the LAK-19 and LAK-20 in current production.

Another 20 designers built one or two gliders since Garalevicius built the first Lithuanian glider in 1911. Surprisingly, an extremely competent team of historians has been able to describe all these gliders, often with photos and technical details.

Now, hoping that this brief summary has put water in your mouth, you can now have the cake and the icing on the cake simply by going on to the superb VGC Lithuania web site where you will see a lot of photos, historical articles and designers biographies. In some instances, automatic translation is available in several languages on:

www.vgc.lt or photos on <http://picasaweb.google.lt/vgclithuania>

Netherlands

Although Peter Deege has been visiting JEZOW every six or eight weeks we can only report that the (Sir) BOB PERSYN'S (he has been decorated by the Queen of the Netherlands for services to aviation) home built MINIMOA will be ready to fly this year.

It seems that the SPALINGER 15k has to be finished first and there is so much work to be done on this aircraft as it is so old. Although the famous 1939 built V-20 is finished, nobody can stop working on it, as it is so much loved.

A message from the Dutch restoration team of the Slingsby T21c.

We, the Zweefvlieggroep Hilversum, started the restoration job of the T21c in oktober 2003 and the End is coming...

All restorations and repairs have been done now. The only thing is to cover the wings and the fuselage with Ceconite. At time of writing, we have covered the left wing, the ailerons and the other rudders with Ceconite. As soon as possible we will start covering the fuselage and the right wing.

The only job after that is painting the glider in nice colors....

We expect to make the first flight again (13 years after it's last crash-landing....) in spring or in summer. In December last year, there was a photo-shoot of the T21c with a number of charming club members of our gliding club, the Gooise Zweefvliegclub. Nice photo's..... Frans Guise was the man who made the photo of the ladies together with the T21c. Kind regards, Gerard Rijerse. (See back cover)

Zweefvlieggroep at Hilversum: Peter Deege, Jan Forster, Jan Gründemann, Martijn Hoogenbosch en Astrid van Lieshout, Gerard Rijerse.

T21c





New Zealand

Vintage Kiwi - AGM and National Rally, Taupo 2009

For no better reason than the law requires us to have one; we started our rally with the AGM, followed by a mass “Chinese take Away”. This last event was the longest of the two, if only because there was much to talk about after the papers, glasses and plastic boxes had been cleared away. We know how to enjoy ourselves here.

All those required to report, reported membership approaching 100, initial start up loan repaid, a nice black bank balance, a growing international reputation, the “Vintage Kiwi Collection” at Classic Flyers Museum totalling 4 gliders, and the donation of a Kookaburra for restoration. These were the highlights reported at our AGM hosted by the Taupo Gliding Club in the North Island of New Zealand.

The downside, for there is always one if you forget your rose tinted spectacles, was the difficulty in attracting “workers” to assist the often “press ganged” elected committee, and that, despite our numeric growth, taking an increasing share of a diminishing gliding market is not as satisfying as it should be. It is up to us to show how “vintage & classic” can help slow the decline in gliding down.

Specific projects were identified for the coming year, and allocated to specific committee members plus others who unknown to them have been targeted to do some work.. The projects include developing our sale of goodies, our T shirts being internationally successful, a storage facility for gliders donated for renovation for flying, display, or providing a supply of spare parts for the future. Acquiring expertise for fund raising, targeting the many owners of the “Classic” early plastic gliders, a large proportion of our national fleet, the development of vintage glider syndicates and possible “Vintage Enterprise” and “Two Vintage Seaters” competitions for clubs etc were other goals. The best was the collection of a donated “Kookaburra” that had the misfortune of being converted to a flying wing by a wayward Cessna. If that was not enough, during the collection the one piece wing sitting on an open trailer not dissimilar to a tumbrel, went fly about to



the consternation of drivers on a major highway. Not too much additional damage was done and it is planned to restore for a “Vintage Youth” operation at the Norfolk Road GC, the most active vintage club in the country. If I say they have only a few less gliders than members you will see they are hard to beat.

Our rally, our main reason for being in Taupo, for the AGM was a diversion to satisfy the NZ Companies Office if you remember, was favoured by the weather, and excellent help from members of the Taupo GC, who set optional tasks. Only Ray Kerr took up the challenges resulting in a concern that he was developing an alcohol dependence... Some ingenuity was ultimately required to enable our daily wine prize to go elsewhere, ideally to someone like Rae would share the proceeds. For the first time John Curry, who came and flew the Rotorua’s Bocian, did not take his EoN Baby for bladder stretching flights, and when he did failed to out climb our Skylark 3f. It’s great looking down, after rigging the damn thing, to see a diminutive glider way below.

Slingsby gliders dominated the rally, with a photo line up comprising Skylark 2, Skylark 3f, Dart 15 and a Dart 17. It is to be hoped that we will ultimately be able

to field a more complete range by including a Skylark 4, and expanding our two seater fleet with an Eagle, T21, and Capstan to join the fine T31 restored at Norfolk Road.. This goal explains why we are looking for the fund raising expert, storage, and why we will be contacting clubs about operating vintage gliders as part of the club fleet on our behalf. Here it must be said that the support we get from our National body is exceptional, including as it does a regular feature in our national gliding magazine..

Back to the rally, the social side was as equally enjoyable and on some days, i.e not the best ones for flying, took precedent. This year three boats took to the water for our excursion on Lake Taupo, the largest lake in New Zealand, courtesy of a past exuberant volcano, a skipper, tug pilot, and Taupo Club manager Tom Anderson, Some, unwisely took the plunge, and others failed to catch any fish. Finally the colour blind could not understand how Tom found his way back to the harbour long after the sun had moved on. (Anyone pointing out that it was the earth that was moving, not the sun, either has a great sex life or wants to be co-opted to the “VK” committee.)

Ian Dunkley 27th Jan 2009.

Switzerland

by Daniel Steffen

Ka 4 Rhönlerche II HB 1245 gets two companions

In the VGC News No 120 we reported about the complete overhaul of the Ka 4 Rhönlerche II HB 1245 by Werner Roth and his team. (Chris Wills calls them the Amlikon mafia!). The glider was grounded for 27 years and came to a second life in August 2007 at the Schmerlat –Schaffhausen airfield. It was christened ‘Rhönstei’ (Rhönstone), which was the common nickname of the Ka-4 in Germany and Switzerland and this event was of course duly celebrated by Werner’s team and many of his friends. Since that time the ‘Rhönstei’, the handy 13-meter span two-seater glider, did many successful flights enjoying pilots and passengers.

Then appeared two keen modellers feeling that this wonderful Ka 4 should not be left alone and started building their radio controlled scale models, not small models but very big, heavy models. Patrick Trauffer used a 1:1.4 scale which results into a span of incredible 9.3 meters whilst Markus Frey chose the 1 : 2 scale for a span of 6,5 meters. Both, Patrick and Markus, painted their models in the scheme of Werner’s attractive Rhönlerche II HB-1245.

The models were built strictly the same way as the original sailplane. That means a covered steel-tube-fuselage and wooden wings. Patrick spent 2000 work hours. His model weights impressive 85 kilograms! Both models were finished and had already successful flights. We have heard that Patrick’s Ka 4 was aero towed either by another model aircraft as well as behind a conventional tug plane. More information can be found on www.flyhard.ch (Bauberichte).

Patrick and Markus started already new projects: Ka-6 CR with a span of 11,54 meters (scale 1 : 1,3) and Ku 4 Austria (from 1932) with a span of 15 meters (scale 1 : 2). We are impressed, but sometimes think that Patrick and Markus should use the scale 1 : 1 and replace the radio control by a human pilot. An Austria replica would be fine.

Spalinger S 19 HB-225

Fips (Hans Rothenbühler), the ever-hard working “mafia” member took advantage of the empty workshop, called ‘tunnel’ or ‘gallery’, and swiftly moved his own Spal-

inger S19 HB-225 in and started, in October 2007, the general overhaul, assisted by Werner Roth. The same team, but then just in their twenties, had bought this already 24 year old glider and did their first restoration work, in 1962/63. The test flight by Fritz Hofer, in July 1963 included a loop ! After a period of modest activity, Werner brought the glider to the 3rd International Vintage Glider Rally in 1975 at Gruyères airfield and from then on to nearly all of our Rallies. First it came on an open trailer, later Hansueli Renz (Cheesly) transported it neatly packed in his camper auto bus.

We remember that the Spalinger S 19 HB-225 took part on the 1985 Jungfraujoch (11,333 ft - 3454 m) gliding camp, which was held to celebrate the 50th Anniversary of the 1935 International contest there. Werner Roth was lucky to have a safe launch even when the half bungee cord was blocked by a post. Fortunately the remaining power enabled the take off of the slow S19!

The present overhaul, 45 years since the last restoration, calls for extensive work, such as

- removing of all fabric and paintings, sometimes 4 coats
- removing, cleaning, thorough inspection of the mechanics
- repairs on the woodwork, wings, ribs, fuselage and the rudders
- replacement of the skid and all steel-cables etc.

The inspection of the structural completion took place in November 2008 and clearance was given for the finishing operations. These days Fips and Werner apply the fabric (cotton) on the wings – it is expected to have the HB-225 airworthy again in early summer, hopefully just for the participation at the Rally 2009 at Achmer! The S 19 HB-225 is today the oldest flying performance glider of Switzerland.

Jacob Spalinger (1898 - 1988) conceived the Spalinger S 19 as a better performing glider than the famous and successful Spalinger S 18. Fritz Glur, a farmer and very skilled craftsman and top pilot, was impressed by the S-18. He asked Spalinger for a new type with even better performance but with struts because he did not trust the cantilever wings. Jakob Spalinger designed a strutted version of the S 18. He increased

the span from 14.3 m to 17 m in order to compensate the air-resistance of the struts. Spalinger used as much as possible the same constructions elements, such as spars, ribs, steering elements already fitted onto the S-18. Fritz Glur was enthusiastic about Spalinger’s draft and built his Spalinger S 19 HB-225 immediately. He took it off successfully for the first time in August 1937 and performed then well at many competitions. His great achievement however was a duration flight of 28 hours 06 minutes. He started on 12th march 1938 at 12.40 hour and landed tired out and frozen stiff on 13th march at 16.46 hour, making use of the hill lift at the Born near Olten during the night. The Spalinger S 19 HB-225 had an open cockpit at that time. This was the Swiss duration flight record!

Fritz Glur equipped the S 19 HB-241 with an engine (Aubier and Dunne with 20 horsepower) on a pylon and an undercarriage. The test flights took place on 18th March 1938 on the airfield at Olten. Firstly the engine stopped regularly after a short period of running. This problem was solved by drilling a hole in the top side of the fuel tank. The following tests flights on the 20th March 1938 were encouraging. The longest flight was 12 minutes. Hermann Rüetschi reported that the engine and the undercarriage reduced the performance of the S-19/M (M for Motor) to those of a Grunau Baby. However the authorities demanded that the S-19/M should fulfil all the requirements for an ordinary powered aircraft. On this, Fritz Glur stopped the experiment, removed the engine and the undercarriage and sold the S 19 HB-241 as ordinary glider to the gliding club Biel.



Hans Rothenbühler (Fips) is working on the fuselage of the Ka-4 Rhönlerche II HB-1245. Photo Werner Roth

All together four Spalinger S 19s were built:

Immatr.	Registration	Withdraw of the reg.	first owner
HB-225	16th Aug. 1937	still registered	Fritz Glur
HB-240	2nd Nov. 1937	23rd April 1965	Gliding Club Baden
HB-241	7th April 1938	15th Dec. 1958	Fritz Glur
HB-544	19th Aug. 1948	20th Jan. 1961	Ganzoni



The Spalinger S 19 HB-241 equipped with an engine on the airfield at Olten in March 1938. Photo Werner Rubin

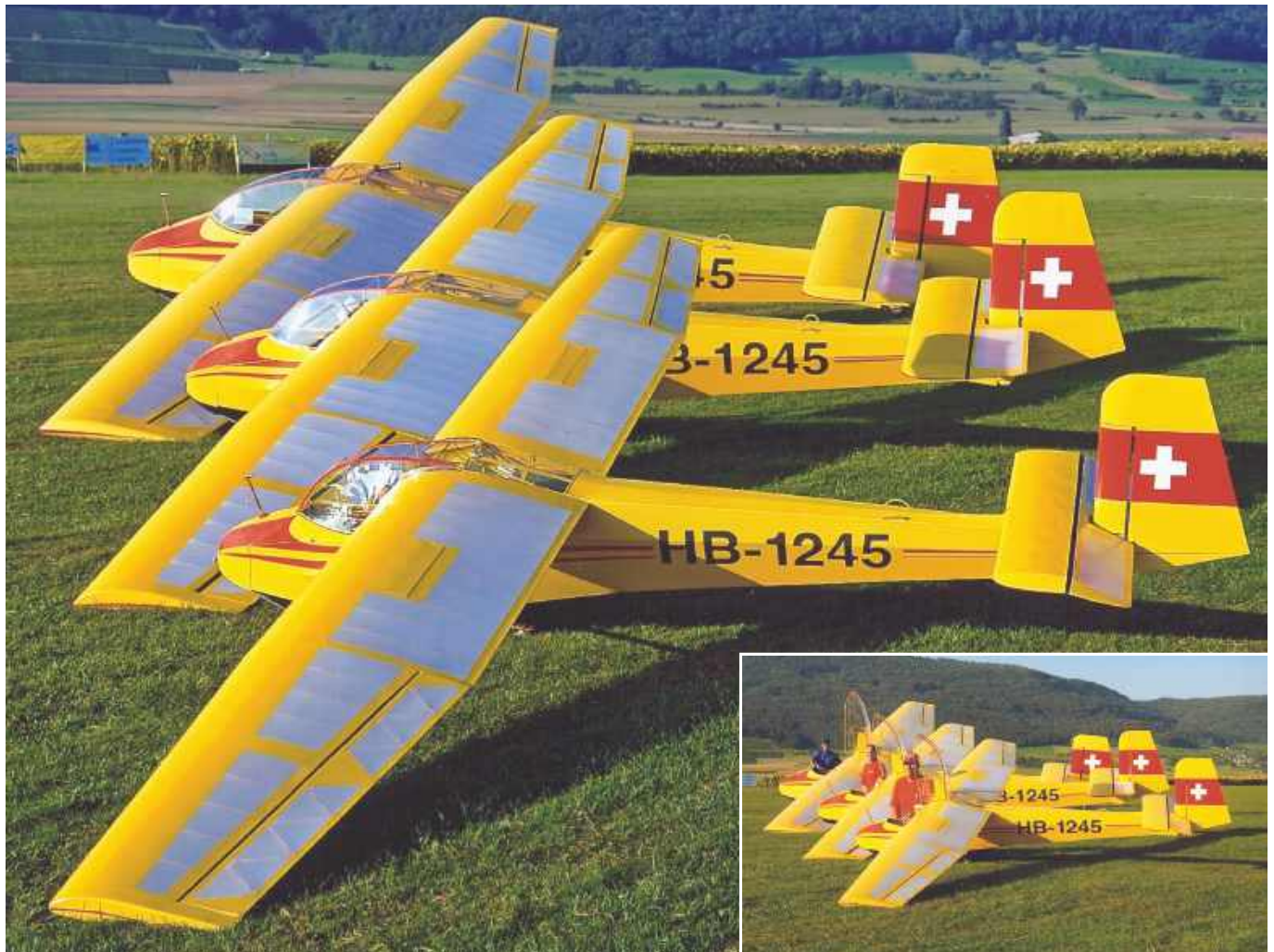
By the way the Spalinger S 19 HB-544 was the last glider which landed on the international airport Zurich-Kloten in spring 1954. Kurt Maurer wanted to cross the airport but found no lift. He flew over the tower and saw a green light. Maurer landed in the grass beside the runway where a Super Constellation was taking off. The airport area became closed for gliders shortly after this landing.

Spalinger S 15 K OO-ZIW

Koen Van Roy sent us some photos of the restoration of the Spalinger S 15 k OO-ZIW. The work is almost finished. The Spalinger S 15 k looks already very good! We will report about this glider, which was built in Switzerland by R. Sägesser and exported 1946 to Belgium, in one of the next issues of the VGC-News.



More on the restoration of Spalinger S 15 k OO-ZIW. Photo Koen Van Roy



The original Ka-4 Rhönlerche II and two models (scale 1:1,4 and 1:2). Archive Werner Roth

USA

BOB GAINES reports that the new built RHOENBUSSARD is still being worked on especially round the canopy area which is causing the last agonising problems of the work on the aircraft. It should be ready for next summer's IVSM (International Vintage Soaring Meet) at Elmira. The team is still expecting to build a new REIHER 3 as their next project!!

The Slingsby GULL 1 which was built in the USA before 1940, is also being restored and hopes to be ready at the IVSM before being put on exhibition in the National Soaring Museum for ever. (Shame !) Bob writes that his Slingsby PETREL is coming on well. Its wings are ready for covering but red paint has sunk into the grain of the wood on the fuselage and this is causing problems. It is intended that it should be finished in dope and varnish, without paint, as it was in the 1939 British National Contest at Camphill. The SPALINGER S.18-3 HB-458 has been obtained from Switzerland by Jerry Wenger, who is its new owner (Could he be a Swiss American ?) We believe that he already owns the Attila Zierman MOSWEY 2A? We congratulate Jerry Wenger, Mike Redman and the Buzzard boys for their work on the R-Bussard. The last 10% of the work is taking 90% of the time.

CORRECTION In the last VGC News in the obituary to Dick Johnson

It was mentioned that Dick Johnson probably might have lost some points by landing on the Island of Fehrmann in the Baltic during the 1960 World Gliding Championships. However, we have now discovered that this island was not in East Germany and, as most of the competitors landed there, Dick would have been unlikely to have lost any points by landing there also.

Celebrating the New Year at Wabash Valley Soaring Association from Lee Cowie

The Wabash Valley Soaring Association who fly from the Mid American Air Center near Lawrenceville, Illinois USA try to fly on the first day of each new year. What started as a few vintage enthusiasts is now a major club event. 1 January 2009 was not

a soaring day but more pilots were around, and flying then on many summer afternoons. At 3000 feet the ships could hover into the wind and some might have flown backwards over the ground. On the surface the wind was much lighter. We think the temperature might have gotten up to freezing but by the time flying had ended it had again dropped below that magic mark. The warmest building of the WVSA complex is the shop hanger. Several old gliders are under rebuild at any time. At the present time club members are rebuilding the American Gull built by Herman Kursawe for the National Soaring Museum. We expect this rebuild to be finished for IVSM in June.



David Schuur leads the restoration of the American Gull



Bob Gaines is restoring the full size Petrel BG418 in the USA



Does it look cold?

WHAT'S OLD THAT'S NEW FOR 2009?

From CHRIS WILLIAMS

At the time of year that this article is written, the winter's frosts are in temporary retreat and it's possible to see what other people have been labouring away at in their various workshops. That the Petrel had gained some definite popularity in recent times is thanks largely to the work of the Belair concern, who specialise in digitising old plans and producing a short kit of laser-cut parts. Three Petrels are under construction (and those are only the ones I know about) and it is certainly good to see that Master Builder Dave Stokes is back

in business with his own version. It was coincidental that over the winter I was contacted by Bob Gaines in the U.S. who is restoring the 'other' Petrel, that is to say BG 418. He plans to restore her to her original varnished wood and translucent flying surfaces, and I suspect Dave's version will sport a similar finish.

Belair's efforts crop up again with Clive L's (people seldom give their full names in e-mails) 1/4 scale Bergfalke II 55, the component parts of which have been digitised from my plan. It is typical that scale modellers often have to make a choice between accuracy and convenience, and Clive's choice of commercial Schemp-Hirth airbrakes rather than those of the DFS variety for his model illuminate that

choice quite well. It is a simple fact that, if flying such a model from the slope where the ground can often be quite rough, the lower forward opening brake could easily get tangled in the undergrowth if not tidied away quickly enough, and my prototype featured top-only brakes for that very reason. This is the second Bergfalke to have been built over the winter, and I look forward to seeing them in action in the upcoming season, along with all those Petrels!

My own workshop never has a cool bench, and this time around I've been constructing a Musger MG19a as near to third scale as my bijou workspace will allow. In order to get off to a good start I used Vincent Besançon's CAD drawing for his 1/6th scale ver-



Aviation Historian Martin Simons latest project The Rekin



Authors 3rd Scale MG19a Steinadler almost ready to cover



Close up of the Steinadler's cockpit



Clive L's Bergfalke II 55 airframe near completion



Vincent Besançon's superb Musger MG9a

sion, which saved a lot of tedious drawing. So accurate is this modern design method that one can't help but wonder how much more sophisticated wooden sailplane design might have become in nineteen thirties had such tools been available then? (You only have to look under the hood of a modern car to see that no human mind could cram so much stuff into so little space without some form of digital help). So, Vincent's drawing was easy to scale up and print with PC and Inkjet, at least the bits that I wanted, which were mainly the fuselage formers. The wing section, as is my wont, is definitely not as per the full size because I want reasonable efficiency and, more importantly, good low-speed handling characteristics. Strangely, and no doubt Reynolds numbers come into it somewhere, with the wing section I use there is no need for any sophisticated geometric

twiddling about: the wings are built completely flat with no twist or wash-out and the only change in section is in thickness. (The root is thicker than the tip in percentage terms for improved scale realism)

Talking of Vincent Besançon, he of *Rétroplane* fame, it would be remiss of me not to feature his beautiful Musger MG9a, which had its maiden flight last year. As is his custom, the model was designed in a CAD programme and the parts produced from his own CNC routing machine. As you can see, Vincent has this process completely nailed down, and you can follow the whole construction process on his website: www.retroplane.net.

I hope to see many of these sailplanes in the coming season and, no doubt, a few more as well...

c_williams30@sky.com



Original prototype Bergfalkell 55



Success!



The MG9a ready for its maiden flight



**Hein Schwing,
1920-2009**

from Neelco Osinga

On Sunday, January 11th 2009, Hein Schwing succumbed in the hospital in Haarlem. His health had been troublesome for quite some time.

As a member of the Haagsche Zweefvliegclub Hein learned to fly in 1936 on the PH-10, Zögling, the famous construction of Stamer and Lippisch. The club made bungee launches, auto starts and winch launches. A year later Hein made his first aero tow in the Grunau 8 and in 1938 he got his A and B licence. Some weeks before the outbreak of the WW II Hein flew the Grunau Baby.

As a student at the TH Delft (technical university in Delft) he had to stop his studies, due to the war circumstances. Because he did not want to sign the declaration of loyalty with the German occupants he had to hide himself. Unfortunately he was arrested and got in prison in the concentration camp Amersfoort but after a month he escaped! He walked back home in four days. During the winter of 1944-45, Holland kept occupied and due to the hunger he had to walk several hundreds of kilometres to find some food.

Immediately after the war he began to fly in the famous camp for gliding instructors at Leende, near Eindhoven. His enthusiasm for gliding made him journalist gliding for the aviation magazine AVIA and he became a gliding instructor.

During the aeronautical exhibition in Paris, Le Bourget he met the world famous glider pilot Robert Kronfeld.

In 1948 his hobby became his profession. Hein got the job of second secretary of the KNVvL, the Royal Dutch Aeronautical Association. His task was gliding administration and he was appointed as commissioner of sporting affaires.

As a professional gliding and air sports enthusiast he had some nice adventures, e.g. observer for the high speed records of Jan Flinterman on Gloster Meteor, observer and journalist of world gliding championships and national and international rallies, making business tours on a Piper Cub (he also became a motor pi-

lot), and he made a spectacular balloon flight. In 1953 he was a passenger in a gas balloon and got in the up streams of a cumulonimbus cloud. At the end of this cloud flying adventure the landing was conform the flight: the balloon hit two high energy poles and twice the basket went though the water of the river Lek (Rhine). Never before a balloon crew survived such adventures. He was involved with the opening of Rotterdam Airport, made a press flight with the brand new Fokker Friendship and a trip with the Comet jet airliner, the first time a jet airliner flew to the Netherlands.

In 1957 he became the public relations officer for Fokker. He was elected as a member of the board of the KNVvL and of the gliding department of the KNVvL. A highlight in his career was a flight above the North Sea in a Northrop NF

5 fighter jet. He was allowed to make quick and slow rolls himself. Also he flew supersonically.

In 1982 he suffered a heart attack and this was the end of his active flying career. He kept active as commissioner gliding records, member of the VGC and the VHZ (Dutch Vintage Glider Club) and visited many VGC and VHZ rallies.

The gliding movement lost a remarkable personality. It owes him very much. Hein was accorded the Diplôme Paul Tissandier from the FAI in 1985.

He was one of the first real oldtimer pilots as he bought in 1963 the historic Grunau 8, PH-70. This glider is now being restored by Hans Regeer.

I hope that we will not forget this gliding pioneer.





Melbourne Cup Vintage Rally, RAYWOOD, BENDIGO

The annual Melbourne Cup Rally at the Bendigo Gliding Club's Raywood airfield was extended to nine days, (1st – 9th November) with the experiment paying off as more interest was shown and the number of visiting gliders was up.

With cool and pleasant weather, the temperatures were in the low 20's for most of the week, with 3 non-flying days due to wind or rain. There were strong thermals throughout the week, with some climbs up to 8000 feet being recorded.

The Rally was run concurrently with the Victorian Soaring Association cross-country coaching course, with its many participants adding to the social atmosphere. The club had worked hard to ensure facilities were in top condition and an additional runway and parking area were borrowed from a neighbouring farmer. Launching was by winch and tug. The enlarged clubhouse allowed a comfortable briefing and meeting areas for all the participants. A big thanks goes out to the Bendigo Club for their spectacular work!

Saturday 1st Nov. saw the arrival of the Rally participants, and Peter Champness take the Handicap Distance with 94km in his Super Arrow, whilst Peter Raphael took made the greatest height of the day at 7,700ft.

Sunday was a "blue sky" day that made thermals hard to find, however Caleb White scooped the pool in the Foka 5 with 6,900 feet, 40 km and 1 hour.

Monday saw strong southerly winds and Vintage enthusiasts leave the flying to the fibreglass brigade, however Tuesday proved to be much better. The ante was upped when Leigh wheeled out his Grunau 2 for the first time. The days champ however, was Jenne Goldsmith, who took her Ka6 to a height of 5,170 ft and a handicap distance of 53 km in a 2 hour 30 minute flight, gaining her all three certificates. [Well done Jenne!].

Wednesday was another excellent day. 11 hours and 3 minutes were logged in twelve vintage flights. Johnathan McAlicee won the duration prize with 1 hour 58 minutes in his Dart, whilst Peter Raphael took the

Handicap Distance with 65 km in Leigh Bunting's Grunau, whilst Leigh took the best height of 6,300 in the Ka6 GNB.

Thursday saw a persistent southerly wind that kept everyone honest, with John Mackley landing only 4 km from home. His consolation was winning the duration of the day with 4 hours 41 minutes, whilst Jenne Goldsmith attained the best height with 8,054 ft on the logger in Leigh's Grunau Baby, and Caleb White with the best handicap distance with 173 km. All up, 15 hours 16 minutes were logged in eight flights!

Friday saw rain, so it was a day of movies and videos, followed by a very interesting presentation on high altitude flight by Geoff Vincent.

Saturday morning, still more rain, and some chose to head home. The afternoon did however see some quite good thermals, and the club's two seat PW-6 was utilised for visitor flights. Caleb White reversed his form, and did the shortest cross country of the rally in his DG-100, landing in the next paddock in the belief that the fence was still down. Some judicious placing of the winch allowed a launch home again over the fence!

Sunday, the last day, saw the two Ka6's revelling in "blue" sky conditions, with John

Mackley and Jenne Goldsmith enjoying climbs of up to 4,700 ft.

Final prizes were awarded John Mackley for the longest duration flight of the Rally, at 4 hours 41 minutes, and Caleb White took the handicap distance, with 172.7 km. Jenne Goldsmith was awarded best height, with 8,054 ft on the clock, and she also won the "Feathers" award for the longest overall flight time in a vintage glider, with a bum-numbing total of 11 hours 47 minutes.

Other members and visitors to the rally included Kylie Goldsmith, Mark Kerr, Mal Bennett, John King, Terry Whitford, Eddie Self, Stu Smith, Mike Williams, Keith Willis and Lance Cole, an aviation writer from United Kingdom.

Vintage Gliders Australia Annual Rally Bordertown 2009

Bordertown, the official Annual Rally of "Vintage Gliders Australia" is the Australian version of our National, and ran from 3rd-11th January 2009. The Rally was blessed with pleasant temperatures throughout, coupled with good flying available every day, giving pilots ample opportunity to enjoy their aircraft to maximum potential. With a good turnout of members and vintage sailplanes enjoying the condi-



Launch point at Bendigo. *Photo Lance Cole*



tions, socially the event was another great success, which was greatly enhanced by the hospitality of the Bordertown-Keith Gliding Club, who again pulled out all the stops to ensure yet another successful Rally!

With some early arrivals on the Friday, along with some good flights, the Rally was set to kick off well with the soaring conditions on Saturday 3rd, which was the first day of the Rally, being very good with a very light southerly wind. Some saw some good climbs to over 6,000ft. Leigh Bunting covered an amazing 124 km in 3hrs 25mins in his GBII, whilst JR Marshall managed 94km in the Yellow Witch. Emilis Prelgauskas did just over 100km in his Super Arrow, and Ian Patching, 220km in the Boomerang GTR. The Saturday evening saw the “Welcome Everyone” meeting held after dinner, and it was here that the diabolical ‘forbidden word’ for the rally was announced. The last rally had introduced a forbidden word (a certain Czechoslovakian, all metal two seater), which had caused the “utterer” to be fined fifty cents when it was spoken. A tidy sum was gathered by the end of the rally, which was then drunk by all at the wind-up dinner. The new word “thermal”, was chosen by Ian Patching, which resulted in Ian himself having to quickly making substantial contributions!

Sunday was a “cracker of a day” in terms of cross country kilometres flown at a Vintage Rally, and was probably the longest collective distance flown since vintage rallies began 32 years ago! More than 1700 km were covered by the vintage aircraft on this light NW wind, “blue” day, with everybody making it home from their self set tasks. Dave Goldsmith managed to reach 9,600’ near Nhill (no this is not an abbreviation!) in his Ka6 during a 329km flight in 6 hours 10 mins, with the best heights being achieved near Bordertown at around the 8000ft mark. Ian Patching covered 309km in 3hrs 53mins in the Boomerang GTR, Erik Sherwin 252 km in his Ka6E in 4hrs 45mins, whilst Leigh Bunting again knocked everybody’s socks off with 173km in 5hrs 3mins in the Grunau Baby II. On handicap, this gave him a distance of 420km!

Monday initially looked promising with similar conditions, however was not to be. The wind rose from the SW and the temperature remained stubbornly low, and as a result, some decided that their gliders were better left tied down due to the runway



Erik Sherwin in his Ka6 (Bordertown) Photo Justine Thompson

cross winds. For those who did venture to the launch point, for a while it looked as though nobody would get away at all as the drift was too great to permit use of the weak, disorganised whiffs of lift contacted. Keith Nolan, renewed his almost 40 year partnership with the historic Olympia “Yellow Witch”, and took a launch showing everybody how it is done. He and the “Witch” soared for an hour and 17 mins. before returning to the launch point for present owner JR Marshall to take her up for another hour and 14 mins.

Tuesday again saw the strong SW winds, which resulted in large runway crosswind components on both runways. Philip Beale managed to contact shear wave north of Bordertown and had a dead smooth climb to 4,400 in his Boomerang GDU and at 2hrs 42mins, was the longest for the day. Pete Champness managed to climb to 3,820 ft. in rough thermals during a flight of 2hrs 34mins in his Super Arrow GXS. The Olympia’s GFW (Yellow Witch) flown by Caleb White (1hr 16mins) and GLY, by Diane Davey (52mins), also made very creditable flights in the difficult conditions. During the night, the wind died off, however low cloud moved in bringing some drizzle during the early hours of Wednesday morning saw the rain clearing, and with the light winds, the vintage birds were brought out to play! 29 launches resulted in 10 flights of over 2hrs duration.

Thursday saw the AGM being held immediately following the morning briefing, however there was a strong persistent southerly wind, which resulted in quite a few aircraft remaining on their tie-downs.

Those that did decide to do battle with the conditions were rewarded with some good soaring. Mal Bennett flew 80km during 2hrs 12 mins in his self-built Super Woodstock GFJ, whilst Erik Sherwin managed an “approximate” distance of 70.376km in his Ka6E, and David Goldsmith did 85km in his Ka6. Anthony Smith and Justine Thompson showed just how well a Bergfalke climbs by reaching the best height for the day of 5,700’ in their Bergfalke IV.

Friday saw the winds abate, and those that got away early in the day were to see the best of conditions as again the cirrus thickened. Leigh Bunting took the first launch of the day in his GB and soared for over 4hrs, with a best climb to 5,688ft. With an eye on the cirrus, Leigh kept closer to home than he might usually have done, but he still clocked up some 64km. Ted Bowden,

Vintage Sailplane Association

Soaring from the past into the future!

The Vintage Sailplane Association is dedicated to the preservation and flying of vintage and classic sailplanes. Members include modelers, historians, collectors, soaring veterans and enthusiasts from around the world.

Vintage sailplane meets are held several times each year. VSA has a new and improved quarterly newsletter. Sample issues are US \$ 5.- Membership is US \$ 30 per year. For more information write to **Vintage Sailplane Association**
4673 Sapphire Drive
Hoffman Estates IL 60195
USA
www.vintagesailplane.org

in Boomerang GDU, headed NW up the railway line to Keith for a 76 km out and return. Erik Sherwin risked going no further than Nhill and was one of the late ones returning to the field, although still in time for dinner, after covering 168 km in his Ka6. The two Chiltern Olympia's GLY and GFW ("Yellow Witch") shared the sky together for over 2 hours, after taking successive launches by their respective owners, Diane Davey and JR Marshall. (Both of these Olympia's have in the past, flown 500km distance flights). These aircraft are unique as they are the only remaining airworthy Olympia's in the world to have been built to Chilton plans, and was a real treat to see these rare old ladies in the air together.

The last day of the rally, Saturday, was yet again another day of good soaring, with over 50 hours being recorded. The longest duration flights were in the Ka6's of David Goldsmith in 4hrs 12mins, and John Mackley in 4hrs. 30min on a shared jaunt out to Nhill and back, whilst Erik Sherwin added another 168km to his rally total in with his Ka6 (929km all told!). Anthony Smith and Justine Thompson managed 3hrs and 22mins in the Bergfalke GZQ, with Justine taking some more outstanding air-to-air shots of the other vintage sailplanes in which they shared thermals.

David Howse had possibly the most frustrating day with a couple of relights in his Grunau Baby 4 GHK, before getting away and leaving the field for a Silver C distance flight attempt, however Lady Luck was not on his side, and he landed out 35km later.

A further 16 flights of between 1-3 hrs were made in the vintage sailplanes, thus making it a fitting last day for the rally, and it was a well satisfied bunch that had enjoyed 8 damage free soaring days in a row and over 260 hours of flying! The final Saturday evening saw a spit roast being laid on, for the much anticipated presentation dinner. The "Concours d'Elegance" award went to Dennis Hiperson for his Ka-6E VH-GEA, which he had put back into the air in pristine condition after many years of lying in the back of a hangar, virtually written off with severe damage. The Geoff Gifford Trophy for the longest handicap distance flight



Seen at Queensland's two imported Ka1's

between annual rallies went to Leigh Bunting for his 114 km flight in 2 hours 36 in his Grunau Baby 2. The Best Two-seater award went to Bruce Gaskell for his efforts as the winch carer and a trouble free 225 launches, whilst John Mackley won the Best Single Seater trophy for his Ka6CR VH-HNA, and David Goldsmith took the Renmark Trophy for the longest distance flight of the rally.

Finally, VGA members and friends who attended Bordertown, included Ged Terry on his annual pilgrimage from the United Kingdom, Alan Bradley, Keith Evans and Robyn, Leo Dowling, Geoff Hearn, Stan Henderson, Alan Delaine, Peter Fietz, Eddie Self, Noel Matthews, Colin Collyer, Gary Crowley, Don Ridgeway, Baylee Roberts, and Martin Simons.



Jenne Goldsmith in her Ka6



GFW Yellow Witch and VH-GLY (Bordertown) Photo David Goldsmith



...and from Johannes Fischer

Dear Friends and Meise Fans. The yellow witch is still flying - in Australia! Her 60th anniversary will be on the 27. 12. 08 - Congratulations.! The pilot and owner is jma99350@bigpond.net.au John Marshall (called JR) - here flying in Bordertown South Australia. There are two Chilton Olympias down under in Australia - the VH-GFW and the VH-GLY. Isn't that wonderful? See opposite.

Horten IV snapshots from Gus Usvegas via Manfred Krieg, part of C.Will's collection.

HoIVa. LA-AC at Toledo Ohio meet at which it was flown by Rudi Opitz. Rudi had never flown a Horten before, but was a red hot contest pilot.

Right: Rudi Opitz in flying position in HoIVa at 1952 Toledo Ohio meet.

Below: Rudi Opitz preparing for flight in the HoIVa. Rudi Opitz was told that if repaired it after Hollis Button's accident, he could fly it for one year. The Toledo meet was before the 1952 US Nationals at Grand Prairie Texas, at which Rudi came 7th. During that contest he achieved 2 x 500kms and 1 x 320kms. He could not find the turning point on the last day of the contest.

The Geier 1.

In previous issues, we have mentioned the type GEIER 1 and we believe that some of us may not know what it is. It was designed and built by Josef Allgaier, who was marketing the machine in 1955 in Allgau, Bavaria. It was to be an improvement of the Weihe with Goettingen 549 profiled wings (as had the Weihe) but with an increased Aspect ratio of 20 (the Weihe's wing was 18). Thus, its max. Glide Ratio was improved over that of the Weihe, from 1/29 to 1/32. Hardly was the prototype finished in 1955, when the Americans brought out their excellent NACA series 6 laminar flow profiles which gave a significant performance increase over a wider speed range. Not to be outdone, Josef designed and built the GEIER 2 in 1956 (in 6 months!) which had laminar flow wings set on the unchanged fuselage of the GEIER 1. It was lent to the Canadian Team in the 1958 World Gliding Championships at Leszno. It finished in the middle of the field, having at one point, a damaged fuselage. (CW can remember a Polish repair team repairing it). Josef, who is still alive at 86, says that to be successful in glider design and production, you must have three things, much money for building and testing it, a name in gliding circles, and good pilots to do well in contests. Josef had none of these. He had built these machines full of idealism with hard work, very quickly. He had learnt gliding on SG 38s before the war. Six months after finishing the GEIER 2, his firm went bankrupt. He had to give up

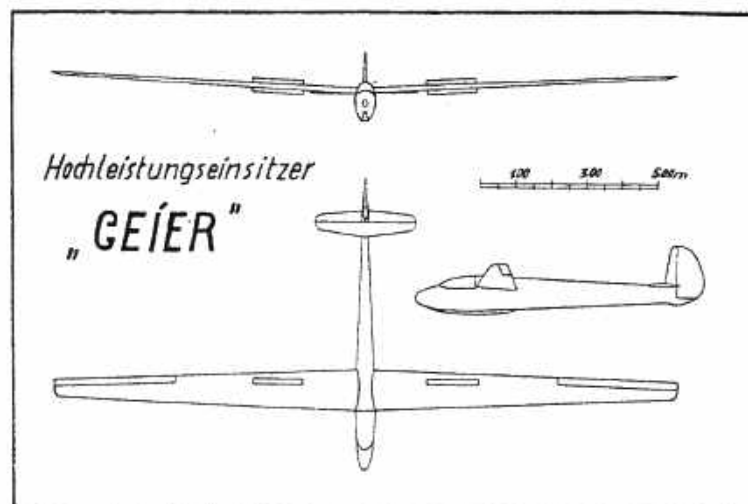


Rudi Opitz with HO IV LA-AC 1952 Toledo

aircraft building and converted to fibreglass techniques. He is amazed to discover that his GEIERS still exist and as he has their drawings still, anyone wishing to build more of them, or repair them, should come to him as they were designed for amateur building. Its wingspan is ... 17.8 metres, Its wing Area is 15.8 sq. m. Aspect ratio is 20. Wing Loading at 120 kgs load, is 24.1 kgs / sq. m. Empty Weight is 255 kgs. Loaded weight is :- 380 kgs/sq.m. It is stressed to a factor of 8. Max. Permitted winch and car launch speed is 120 kms. Max. Aerotow speed is .. 140 kph. Max permissible speed in rough weather :- 140 kph. Max. permissible speed in calm weather is :- 200 kph. Max. speed with air brakes out is 140 kph. Its price then was 8,500 DM. (£ 850 ?) (Geier 1's wing loading is 3.042 lbs/sq.ft.) In spite of its span, the Geier 1 is very manoeuvrable and can be safely flown down to 50 kph. Best L/D is 1:32 at 70-75 kph. CW



Rudi Opitz with HO IV LA-AC 1952 Toledo



Type Geier 1 1955

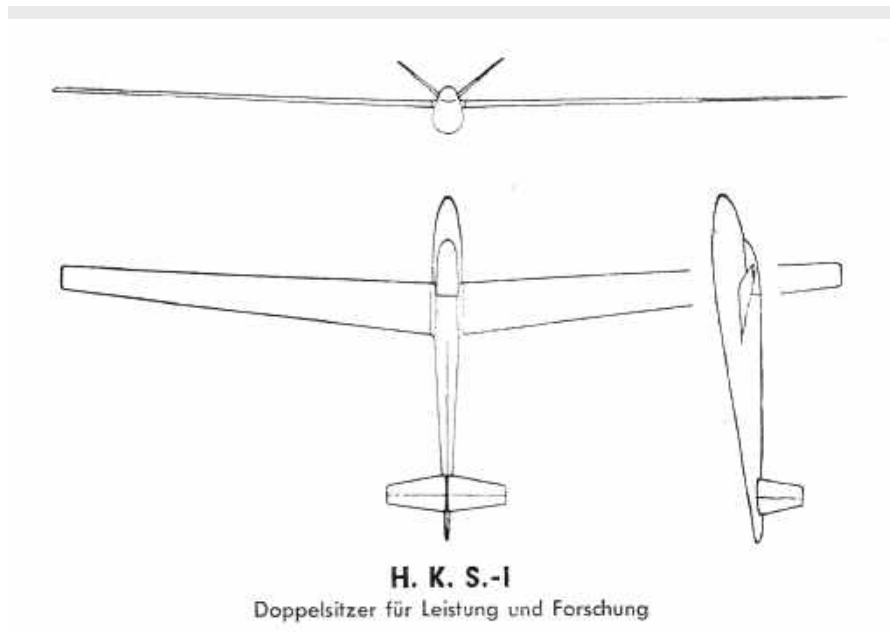
THE HKS. 1

A two seater glider for performance and scientific experiments. It was to be flown by Ernst Gunter Haase, paid for by Heinz Kensche, and built by Ferdinand Schmetz, the needle manufacturer, at Herzogenrath. It was built during 1953/4 in time to fly in the 1954 World Gliding Championships at Camphill... in very bad weather.

It had no ailerons but the underside of the wings could be compressed for aileron effect. It had no air brakes but it did have a tail parachute. It was of

mixed construction with laminar profiled wings with a single spar. The wings had 3 skins of 6 mm plywood and polycell. Sweep forward was 5 degrees.

Wingspan was 19 metres. Wing Area was 18.03 sq.m. ax permissible load was 180 kgs. Max. loaded weight was 588 kgs. Max. permitted car and winch tow speed was 80 kph. . Max. aerotow speed was 150 kph. Max. permissible speed in rough weather was 150 kph. Max. permissible speed in calm weather was 230 kph. Empty weight of the HKS 1 is 897.6 lbs.



Kookaburra Query

Ian Dunkley writes that:

"It turns out the Kookaburra photo I sent out to go with <the article for New Zealand News in VGC126> is not what it seems. David Goldsmith, in answer to the simple question, "Who do I credit the photo to", replied:-

"The Kooka pictured is the one that Jenne and I have owned for almost 20 years. We have recently taken in two partners, one Graham Garlick you may have heard of. In the photo it is being flown by a partner, photo taken by my daughter Kylie. This Kooka is highly modified with the wing lowered 11 inches and remodelling to look like a

Porsche! Most people don't recognise it as a Kooka. Jenne and I had 2 hours yesterday to & 400 ft - wow what fun!!!"

All Ian can add is that he has tried to modify the wing of his "Kook" but the bus failed to run over it!



A Kookaburra in it's homeland

A Film Treasure

I know you guys are glider folk, but this is truly amazing footage.

A Brief History: Wilbur Wright und seine Flugmaschine, (Wilbur Wright and his Flying Machine), Production date: 1909.

The images of this film were filmed in Italy on the 24th April 1909 by French production company Eclipse. Even if its origins could be found in England in 1898, the Société Générale des Cinématographes Eclipse was officially created in Paris on the 30th August 1906 and quickly became one of France's four main production companies. After these hours of glory it went into decline, slipping away little by little in the 1920's. www.europafilmtreasures.eu/PL/322/a-brief-history-wilbur_wright_and_his_flying_machine. Read and select "See the film". Wishing you green air! Raul Blacksten

CLASSIFIED ADVERTS

Slingsby Swallow for restoration with trailer. Contact Martin Smith on 07666 861126 for further details.

Rare Ka6 Resotoration Project: This is the UKs only Ka6. It is not a CR or BR but one of the original 25 production run. It did not originally have a wheel but has been modified with one and a nose hook. Glide ratio is better than a CR and min sink is even better than any other Ka6 mark. This one is partially restored with the fuselage just waiting paint. The wings have been totally rebuilt by the late Tony near Dunstable and are now ready for recover. This alone set me back £1000. Sale includes enclosed metal trailer. Glider is currently in West Sussex and is entirely complete (including fabric to finish) except for the lack of a trim mechanism which was missing when I bought it. Asking price £1000 or make me an offer. Ring Pete on 07789556761.

Wanted: Model Aero engine, Diesel or Glow (Ed, Frog, Elfin, Fox, McCoy etc). Also control line or freeflight kit (Keilkraft, Mercury, Veron etc), Aeromodeller magazines and Plans. Contact Graham Winch 01375 380733 or 07501 774028

For Sale: 1943 Schmetz built Olympia Meise. The only one that was in civilian hands in Britain after 1946 and one of three that came to Britain from a production run of 601 Meises. Offers to : Thomas Bolt, 38 Longmeadow Close, Woodford, Plympton, Plymouth. PL7 4JG or Tel: 01752 339650.

T21b fuselage. Good condition, uncovered. £450.00 cash. Hangared near Norwich. Contact Mike Powell. 01493 752232 or ecc.com@which.net.



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