

VGC News

No. 127 Summer 2009



Rally roundup, Modelling report

International news, The E. D. Abbot story

Lithuanian gliding, International News



<http://www.vintagegliderclub.org>

Objectives of the Vintage Glider Club

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

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Front cover: The 5/8th scale replica of Jose Weiss' Glider 'Olive', built by Andrew Jarvis in celebration of the 100th anniversary of the original flight from Amberley Mount, Sussex on 29th June 1909. Did it fly exactly 100 years later? Find out in next issue of VGCNews! Photo: Craig Lowrie

Back cover: Chris Wills' Rhoenbussard, now being looked after by the Kent GC VGC members, launching from the UK National VGC Rally rally at Gransden Lodge in May. Photo: Colin McGinn

Notice to all members

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Wanted

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

Margaret Shrimpton:- "Fairfields",
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Photos will be returned.

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CLUB NEWS

Here we go!

Events so far this year. We have had the first national rallies. In Holland it was a special occasion as the Vintage Rally was on the National Gliding site at Terlet at the same time as the National Championships. That meant 80 super plastic gliders mixed with 30 vintage gliders. It was a well-balanced meeting but with a lot of differences. At eight in the morning busy contest pilots and their crew were assembling their gliders, with their briefing at half past eight. Later, much later, life started in the Vintage camp; with a briefing at ten thirty. Plastic gliders were rigged in 10 minutes, some of the wooden ones taking an hour longer!

The UK national rally at Gransden Lodge was also a success, with a good show of vintage gliders during the first weekend; along with large scale Vintage Model Gliders flying as well. I specially remember having the chance to fly a model of a Maule tug plane, which I had never done before. It was amazing, but fortunately they connect a dual control to the pilot's control radio, so you can fly it and the expert can make any essential corrections. I tell you, it is not easy to do, especially when the plane is flying towards you!

We have already made progress with EASA regulations and Annex II; it is really to starting move now. Our link with the EGU is very useful and EASA is beginning to understand some of our problems. As an example that talking, lobbying and publicity works; in Holland we did not previously have any contacts with the Dutch FAA. Now we are included in discussions. We are on the right track, but there is still a lot to do. If you think that we can help you with your national problems, please contact us.

Even the EASA is the responsibility of the Committee, it is good to have experienced people in a commission and we hope that we receive a positive response to our call that was sent out to you all earlier this year.

The most intriguing part of our club is the fact that the gliders and flying are only part of the fun. Contact with other international members and their families, is what makes the VGC so special. Going to a meeting means making friends and sharing time with each other. Gliding is a great hobby, but international contacts give the VGC a much wider dimension. The VGC News is a very important way to keep in touch during the year. Ever seen a Newsletter of this quality?

There are plenty of opportunities for us to meet. If you have a look at the diary dates for this year, then you will see that there are rallies in which you can take part all over Europe. There are however other meetings that we do not know about. Please send Graham Saw all the details of the events in your country!

See you at Achmer or otherwise at the Annual Dinner!

Jan Forster, Chairman V.G.C.

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Suggestions needed

Chris Wills needs some advice as to what should happen to his collection of gliding books, photographs, technical information, from many different countries, after he has gone. He would like his collection to be available on a temporary basis to anyone who wishes to see it, and it would have to have a librarian to administer it. Ideally it should belong to a library, which is part of a museum, which has leanings towards international gliding. WHAT IS NEEDED in Britain is a Gliding Club to set up a hangar for vintage gliders alongside of which is a room or building to contain historical gliding, photographs; building plans, with copying facilities etc, which would be accessi-

ble to the public, ie near the gliding club's entrance and administered by a paid club member, who could gain entrance to the museum, library, on application to the club's secretary, who would assure that the person responsible for the library /museum's security. State funds are available for the foundation of museums etc and paying for its administration. The glorious example that is for ever before us is the Regional Museum for light aeroplanes and gliders at Angers. (The G.P.P.A.).

It is noticed that the Musee Regionale is

1. Near the airfield's entrance,
2. Within sight of the Airport's administration,
3. Away for the gliding club, which houses its gliders, and operates on the

other side of the airfield and is

4. Permanently manned and open to the public by its staff which is engaged in restoring aircraft.

If we could go half way to meeting the above criteria, it would be a start.

New VGC Web Master required

The VGC is currently seeking a suitable person to take over the clubs website. The requirements of the Web Master are to be at least conversant in English, and liase with the Committee as to the clubs needs. The job has its own rewards, and you will be given the full support of the Committee manage and develop the site in a way



that you see fit and to develop VGCs interests across the VGC community and beyond.

Full support will be offered by the current Web Master, and we will consider anyone within Europe, as the position does not need be based in the U.K.

Anyone who is interested in taking on this rewarding position, please contact the VGC Secretary Bruce Stephenson by email at stephensons@talktalk.net or you can call (0044)- (0)1476564200.

Achmer Osnabruck preparations.

This year, the OSNABRUCK AVIATION ASSOCIATION is celebrating its 100th anniversary and this is to be celebrated on the airfield of Achmer Osnabruck, together with our VGC 37th International Rally, with vintage gliders on the ground and in the air. On the 25th –26th (Saturday and Sunday) Air Days will take place. Our Rally will start on 27th July and will run to the 7th August and over 100 vintage gliders from all Europe are expected. By late May, over 90 sailplanes had already entered. The vintage gliders already based at Achmer are all prepared and ready to go but were not on the Entry List. These are REIHER 3, WEIHE, MEISE, KRANICH 3, KRANICH 2, GRUNAU BABY 2B, GRUNAU BABY 3, SG 38, CONDOR 4, CUMULUS, a LO 100, while a HORTEN IVa (not from Achmer) should be on view uncovered (in Rohbau). It is hoped to fly the HORTEN IVa at next year's ILA (Internationale Luftfahrt Ausstellung – International Air Exhibition) in Berlin where the HORTEN IVa is to be christened "HEINZ SCHEIDHAUER", the name of the late Horten's Chief Test Pilot. It is evident that interest in old gliders at Achmer is intense. Much of the work restoring or building again has been led by Hermann Hackmann, who is currently repairing a Focke Wulf Fw 44 "STIEGLITZ" biplane. He is being helped by Oswald Dickau.

Among the aeroplanes taking part in the air day will be one of the three Swiss JUNKERS Ju 52s, which should be available for joy rides. It is also very possible that the pre war designed, built and flown V-20, will be entered and flown.

Right: one of the three Swiss Junkers Ju 52s should be available for joy rides at Achmer Osnabruck



VGC Annual Dinner and Gala Celebration in recognition of our Founder, Chris Wills

3rd October 2009

The Museum of Army Flying, Middle Wallop, Wiltshire

Tickets: £38.00 each

This year we are using our regular Annual Dinner and Prizegiving event to honour our founder of the VGC, Chris Wills.

We want to share this very special occasion with as many of our members as possible, and to highlight this very special occasion that celebrates a lifes dedication to your club, we have selected an exciting venue in the heart of the Wiltshire countryside, in the very fitting home of the **The Glider Pilot Regiment Collection**. More information can be found on their website:

www.flyingmuseum.org.uk.

Included in the ticket price: Drinks on arrival, Buffet in the museum under the Kite 1, guided tour by ex WWII Glider Pilot Col. Ken Meade; Guest Speakers and Prize Giving.

Guests are welcome to camp in the museum grounds which is next to an active military airfield where we can watch the everyday flying of the Army Air Corps. There are good, reasonably priced hotels nearby, a list of each will be posted on the club website.

Reservations please, to Jan Forster, VGC Chairman at jfTandemtutor@hetnet.nl or Bruce Stephenson, VGC Secretary at stephensons@talktalk.net. Payment can also be made utilising the club's website Paypal system, or by cheque or cash in either Euros or Pounds. For further details, please visit the club website at www.vintagegliderclub.org

Diary Dates for 2009

July 13th - July 19th

Spanish Vintage Rally,

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

July 14th – July 19th

The annual Jämi Vintage International

19 – 27 July

VGC Rendezvous,

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

27 July - 7 August

VGC International Rally

EDXA Achmer, Germany. Contact Ulf Ewart tel: **49 5461 5147 Fax: **49 5461 5185 ulf.ewart@osnanet.de info@vgc-deutschland.de Information: www.vgc-deutschland.de. <http://www.vintagegliderclub.org/InternationalRallyAnnexell.htm>

15 – 22 August

75th Anniversary of the 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

6th – 7th September

Centre Aéronautique Carolorégien asbl (C.A.C)

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

3rd October 2009

VGC Annual Dinner and Gala

Celebration in recognition of our Founder, Chris Wills. Details, see advert above



AUSTRALIA

Taken from "Vintage Times" 114
edited by David and Jenne Goldsmith.

Old Mates Week, Benalla. 16th-20th March 2009

Old Mates week was blessed with 5 beautiful days of flying weather, as some 90 people gathered for 2009 Rally at Benalla.

The Annual Dinner was held on the Wednesday evening of the Rally, and proved to be another wonderful social evening of good food, good drink, and good company. There were some fascinating talks by 2 pre-war glider pilots, Jack Hearn and Kevin Sedgman.

A skilled raconteur, Jack started his aviation career in the 1930s with model aircraft before joining the Gliding Club of Victoria during the early days in operations around Melbourne, Jack's anecdotes about the gliders and builders of the early years was fascinating. He was thrust into the RAAF during the hostilities and his war years took on a direct relevance as he described experiences while instructing at Benalla, his two brothers, Keith and Bruce, also based here while training as RAAF pilots during the war. Jack also talked about his time as Squadron Leader of Number 5 Squadron, seeing action in the south-west Pacific on Boomerangs and Kittyhawks.

Likewise, Kevin Sedgman, recalled his early days of model flying with Jack before the war, and was to become one of Australia's most experienced instructors and private glider builders, describing a lifetime of fulfillment in gliding. He particularly acknowledged the Australian and worldwide friendships gliding has brought. Many students became skilled pilots under his tutelage, and some have gone on for rewarding and responsible careers in aviation. Kevin also was a founder of Vintage Gliders Australia thirty two years ago.

With the early part of the week being influenced by an inversion at 4,500 ft., the thermals were somewhat subdued, however with the passing of each day, Friday saw some heights of just over 9,000ft. being attained.

There were a number of visiting gliders that showed up. John Ingram brought his recently surveyed K7 two-seater VH-GNU from Adelaide, assisted by Kevin Sedgman. Many good flights were made with passengers and old-timer pilots alike, the K7 superb in it's ability to gain height - and hold it - in light con-



John Ingram, Roland Maeder and Alan Patching rig the K7

ditions. Jenne and Dave Goldsmith brought their Ka6, each logging many hours, capped by Jenne's 158km flight into a headwind back home to the Bendigo Club on Friday. Don Ridgeway enjoyed some flying in his Slingsby Dart 17R. Roger Druce brought his Duo-Discus XT, and, supported by the Benalla Club's new K21, IS28 and syndicate Duo Discus, high performance social soaring was enjoyed by many.

Altogether it was an unforgettable week, and thanks go out to all those that made the Rally possible, especially the Gliding Club of Victoria members.

Other News:

Laurie SIMPKINS reports that his recently imported M200 "flew beautifully and is a delight to fly", with 4 flights now been carried out. Laurie is repairing another M200.

From Ray Ash comes some information about Stewart Hamey's Grunau ex VH-GHY that was featured in the last Australian News of issue 126 VGC News.

Ray reports that it was indeed the same silver Grunau owned by the Hinkler Club



Laurie in his M200, 'a delight to fly'



of which he was a member in the late 1940s and early 1950s. It was built in the mid 1940s by Geoff Badgery and Bob Letson in Sydney and was test flown at Fleurs airstrip in about 1946. About the same time Les Squires built another Grunau which the club also acquired, which was known as the Blue Grunau. The club operated them for a number of years at Camden and on several cross-country camps at Narromine. Being on the tall side, Ray found the Grunau's very cramped and uncomfortable, particularly the Silver one as he had almost no aileron control at all. Ray reports that the Blue Grunau was marginally more roomy so he always flew this one.

The Silver Grunau was towed to Toowoomba by Fred Hoinville in September, 1951 with Bob Muller and Bob Krick alternating with the glider flying. The reason there is no mention of registration in Hoinville's book was because gliders were not registered in those days. The photos in his book show the Silver Grunau with the distinctive metal nose. There is also a picture of the Blue Grunau in the book as well.

BELGIUM

News from the Cahiers des Fauchures de Marguerites (Bulletin of the Daisy Cutters) April, May, June 2009. Editor: Firmin Henrard, rue de Porcheresse 11,B-5351 Mohiville Hamois. Belgium.

The club has sold its M200 to four Italians who came to collect it. The club members considered it to be too heavy on the ground and in the air, although their president Roland d'Huart did manage to have a good flight of a few hours last year. As our members surely know, it is a two seater version of the single seat standard class Italian sailplane M100. However, unlike the M100, it was never built in Italy. It was built in some quantity in France, as was the M100 (as the Mesange - Bluetit). (The French name for the M.200 is Foehn - CW) The Fauchures de Marguerites are replacing it with a Ka-13, which is to have open cockpits to more certainly recapture the essence of vintage soaring. Their President has again offered his private airfield for the club to use for their annual Rally. Some years ago, a very old OLYMPIA MEISE (so old that it might have been one of the 601 Meises built by Schmetz at Herzogenrath near Aachen, during the war), was seen stored in Roland's Chateau. We are glad to report that a photograph has been seen of it rigged and airworthy.



The Cahiers also contains a report from Marcel Janssens concerning a KA-4 RHOENLERCHE, which was flown by him on a 50 kms cross country attempt from St Hubert on the 6th June 1962.

“At that time, about 12 persons, most of them glider pilots, came there regularly each weekend and they very rarely had the chance to try performance flying, but it was decided that should an attempt be crowned with success, the centre would pay the costs. In 1962, they were visited by a German club from Duisberg with their own machines, who hoped fly maximum distances. On the 6th of June, most of the gliders were in the air by 10.00 am and some of them had already left. Johnny Schupfer and Sosson (Pierre Wattelet) pressed me to take my tum. The only glider available was a KA-4 RHOENLERCHE, but this should present no problem for me to fly 50 kms. The director of the centre during this time was Monsieur Daumerie (Alias Dumdum) and he advised me not to fly further than 50 kms as he did not want to pay for the kms flown further than that! However, Johnny and Sosson had prepared a barograph for a goal flight to the military airfield of Etampes near Paris. They told me to follow a course of 240 degrees and gave me an old Michelin Routiers Map which, straight after take off, found itself in the bottom of the cockpit. Johnny then towed me to 500 metres into powerful lift which propelled me directly to 1,600 metres height above Bouillon, and then I was off steering 240 degrees. After about a dozen minutes, I saw cows getting rapidly larger near the only cumulus, which was still a long way off, but I did not have much of a choice. I wondered if I should ask the cows whether they would mind if I could share just a little of their habitat? Happily, I arrived under the cumulus at 600 metres and I quickly rose to 1,500 metres again. From that moment, I was able to fly straight under cloud streets and occasionally I had to open air brakes to prevent myself from being sucked into cloud. Then, I found myself doing a few turns over the property of Jacques Brocart at Pontgivart, about 15kms North of Reims. Continuing my flight passing West of Reims, I perceived, above the town, the German KA-6, which had taken off half an hour before me. I could not understand why he remained scraping there, because I had once again regained the lift of a cloud street which allowed me rapid progress, while trying to keep out of cloud. After a moment I saw to the west a great patch

of darkness formed by the roofs of houses and the shadow of clouds. It was Paris. A little later, to my left, I saw an airfield and on the roof of a hangar was the word “MELUN”. I was then not far from my goal, the military airfield of Etampes, which I flew over a few minutes later at 1,500 metres. With open air brakes, I landed there at 14.50 hours. Considering the super weather, the relatively early hour, and comfortable height, one wonders whether I should have continued my flight and tried for 500 kms. Unfortunately, I did not have with me a camera to take the necessary photographs (of my goal?) before continuing. The French military warmly welcomed me and did everything necessary to contact my retrieving team at St Hubert. It got to me that same evening. I thus had gained my Silver C 50 kms distance, my 300 kms and diamond for my Gold C. Dumdum could only congratulate me and pay up (the Cherry on the cake!). Details:- 8th June 1962. Ka-4 “RHOENLERCHE” OO-ZEJ. Take off at 10.38. Release at 10.45 hrs. Landing at Etampes- 14.50 hrs. Total Flight time 4hrs 12 mins. Distance 310 kms. Average speed about 80kph. Flight altitude... between 1,000m and 1,700m.

CW adds KA-4 s seem to have great potential. They also can be made into ultra light aeroplanes with (Trabant?) engines (shame!)

BRITAIN

CW hopes that at least the Bussard will take part in some of our National Rallies (see UK National Rally report- Ed) At the London Club, Laurie Woodage has finished rebuilding a wing of his 1935 SCUD 3. Both he, and Ted Hull, hope to bring their Scud 3s to the International Rally at Achmer but Ted Hull has now damaged his shoulder. Mike Powell, has for the second time managed to rebuild his T.21b. in the east of England. We consider this to have been a very considerable good effort.

Bruce Stephenson reports that at the Buckminster Gliding Club at Saltby, club members have brought into the air a TUTOR a SKYLARK 2, a LUNAK and an EoN OLYMPIA. We are not sure whether the latter is yet airworthy. Bruce also has his airworthy MUCHA STANDARD there, which he imported from Belgium. The Lasham Gliding Centre’s Vintage section badly needs more members since Keith Green’s sad death due to heart attack last year, and Richard

Moyses, who, as he is now Lasham’s Operational Manager, cannot give his time to the Vintage section although he does own vintage gliders. He also has to run his business. Glyn Bradney, has shown great tenacity in keeping going during the winter, but the vintage section badly needs more members and especially inspectors. Glyn has been working on his OLYMPIA 403. The unique Olympia 465 is to go to the museum at Woodley near Reading. It was thought that the main spar root aluminium corrosion is too severe to be repaired. The Museum at Woodley has been displaying for some years the 14ft wing span Broburn WANDERLUST (see Martin Simons’ report in VGCNews 126 – Ed). We are pleased to announce that the Austrian MG 19A “STEINADLER” (Golden Eagle) (BGA 2903) will, by the time this is in print, be flying again, after its C of A was completed by Richard Moyses and colleagues. CW thanks them for their work, which was completed at the end of May.

It appears that Josef Allgeier is interested in buying back his GEIER 1, which he finished in 1955, from Richard Fretwell. JOSEF BUILT only one Geier 1 (Josef built other Geier 1s) and four GEIER 2s, with laminar flow profiled wings, and these still exist in Germany.

CZECH REPUBLIC

The Czech Republic run an internal contest for the whole season. A pilot will submit his best three flights during season. The winner must have the highest average score for his three best flights. The Zpravodaj Plachtarskeho, Old Timer Klubu, their illustrated magazine, No.37, June 2009 reports that the present scoring for the first 10 pilots is as follows.

pilot	Aeroklub	Type	points
1st Vojtech Bartos	Brno Medlanky	VT-116	2661
2nd Alois Sohr	Hranice	VT-116	2606
3rd Petr Habnacek	Jesenik	SF 27A	2522
4th Wolfgang Sluka	Liberec	VT-116	2520
5th Milan Svoda	Plzen/Letkov	Phoebus 1A	2488
6th Jiri Meier,	Rana	VT-16	2350
7th Jaromir Hendrych	Rana	M 35	2314
8th Bohumil Rikal	Hronov	VT-16	1875
9th Vladimir Dostal	Hronov	VT-16	1784
10th Michal Kratochvil	Slany	Phoebus B	1773

The above VT numbers are military Their civilian names are VT-116 = ORLIK 2; of which 220 were built between 1963 and 1965. VT-16 = ORLIK of which 83 were built between 1960 and 1965. M-35 is a type of

Right: just completed SG-38 "Erwin II"

ORLIK of which 10 were built between 1960-1965. It will be noticed that the Czech Vintage Gliders mentioned above are all built of wood. Only the two German PHOEBI are early fibreglass.

The Czechs are organising, or have organised, 5 vintage glider rallies this year, some of which will have been held by the time this issue of VGC News has been printed. They are :

HOP 2009 1st - 10th May, mainly for ORLIKS at Hronov. (See Report in Rally Roundup page 22- Ed)

3rd May -13th June. Rivoli di Osoppo. IVGM Italy.

4th -12th June. 16th National Aviation Rally at the Aeroklub Stankov

18th -26th June. Senior Wings reserved for the older generation. At Hronov. Contact:- emil Sliva@tiscali.cz

26th -28th September. Rana u Louny www.ikra.cz Contact :- Tomas Mezera. 608 226 142 (potk.tomas@volny.cz)

"The Rana News!" Our international group Jiri, Gerhard, Ulf, Frantisek and Josef completed the SG-38, "Erwin II" last weekend! Best regards, *Josef Mezera*. 11th June 2009

DENMARK

Niels-Ebbe Gjørup has written concerning the Mraz built KRANICH 2B-2.

“**A**t the beginning of June, the KRANICH 2B-2 belonging to the Danish Historical Gliding Club and sponsored by Sun Air of Scandinavia was rigged for the first time in a closed space and its cables were connected and adjusted. It only now needs painting. It represents a fantastic rebuilding achievement by a team of Danish veteran pilots led by Johannes Lyng. It only now needs a renewal of its German LBA CofA before



it is test flown. Although it has a fine metal trailer, there will not be time to get it ready to bring it to our 37th International Rally at Achmer at the end of July.” Niels also says “As you can see from the picture the glider was test assembled in May 2009 at the old passenger terminal of Billund Airport nearby the club workshop where the repair is conducted. With the president of the club, Johannes Lyng, supervising the team of 8-10 people doing the repair, it is hoped that the glider should fly later this summer. This Kranich is Serial No. 1000 built by Mraz, Nitra in 1943. “

(Photo by Sven Adersen)
(The Danish team has been working on it during one day every week and we send them our congratulations. – CW)

“The Mu 13D-2 project OY-MUX, has been moved to new workshops to

Below: the Danish Historical Gliding Club's Kranich 2B-2 at the old passenger terminal of Billund Airport

facilitate increased progress. A new woodwork shop has been built near the town of Ry, enabling Henning Soerensen, who has just retired, to put all his efforts into the project. Joergen Joergensen has taken the steel tube fuselage to his private workshop at home, and he his going to make a new canopy frame and cover and repaint the control surfaces”.

FRANCE

By now the DEDALE National Rally for 2009 should have taken place in Picardie.

Dedale's Information Letter, No.93 of Spring 2009, mentions that 130 is not only the speed limit on the autoroutes but it is, in addition the 100 year anniversary of the Aeroclubof Picardie, Amiens Metropole and the 30 year anniversary of Dedale were significant! DEDALE'S AGM was to take place on the 2nd May 2009 in the club house at





9.30 hrs. Two aeroplanes, a Super Dimona and 180 hp Rallye would be available for aerotow but there would be no winch. There would be many possibilities for tourism in the Somme region. Space must be reserved for this in a future VGC News. (*Of Course! Bien sur! – Ed*)

THE AEROPLANES OF NANTES. A team of students of the National School for Wood, have constructed a full size replica of one of LILIENTHAL's gliders for static exhibition at Ste Pazanne. Jacques Davy, a members of the club has returned to the West after having been following a professional career in the South East. One of his friends has rescued the wreck of a glider, F-CDRT, which has been registered as the GRUNAU BABY No.17. Another GRUNAU, the F-CRJB is on the registration list. There are several minor differences between this and a Nord N.1300. There will be further history about this in a later Lettre d'Information.

NEWS FROM APPARAT (La Montagne Noire). Their Mu 13 (*we suppose that this must be a two seater BERGFALKE? CW*) was damaged by a gust of wind, while being towed by car to an exposition in May.

There is a report from the GLIDING CLUB OF TOURAINE at Louroux, that they are restoring a CAUDRON C.800 in their workshop.

GERMANY

as from mid March 09 from Harald Kaemper at ACHMER.

The new REIHER 3 has had its first three test flights. They were very successful and the machine has made an excellent impression. Hermann Hackmann and Oskar Dieckau are now building four new wings for Harald's Fw 44 "STIEGLITZ" after its accident. Bernd Ewald reports that unforeseen extra work was needed for the Centre Section of his HORTEN 1Va, as the Lufthansa workshop at Hamburg could not complete all the details. Peter Hanickel, who restored the beautiful Horten IVa (the fourth of the four wartime built original prototypes, LA-AD) for static exhibition at Oberschleissheim, has been working on these Centre Section details. All other parts are finished, although we have heard nothing about the metal wing tips.

Horten Progress Report

May 2009 from Bernd Ewald

Important milestone reached in the Horten IV programme !

The author participated in the spring meeting of the "Alte Adler" Tradition Club held at Gersfeld near the Wasserkuppe and he used that event as a stop over during the transport of the middle section of the Horten IV from Darmstadt to Potsdam. Friends of the Horten know, that the middle section of the Horten after construction by Lufthansa at Hamburg was transported to Darmstadt for final work and the wings are integrated at Sascha Heusers at Potsdam. So it was necessary to transport the middle section and the rudders from



*Above: ready for the transport
Below: curious experts at the Wasserkuppe
Bottom: erection of middle section at Sascha Heusers workshop. Sascha is on the left, and is now responsible for completion of Horten IV!*





Darmstadt to Potsdam for the final assembly.

This adventure was finished without any problem, so everything is now at Potsdam and Sascha Heuser is going to put things finally together for a real new Horten IV. An important target is to get the Horten ready for a public flying display at the ILA 2010 at Berlin!

NEWS FROM THE GERMAN GLIDING MUSEUM WITH MODEL FLIGHT on the Wasserkuppe.

A Certificate was received by Theo Rack and Klaus Heyn from the Minister President of Hesse Roland Koch for the successful transition from the former round Museum's building into the new Museum's hall. This was only possible due to the financial contributions during the year from over 12,000 foundations and the 12 best ones were from Hesse region, where the Wasserkuppe is situated. The Museum was proud to announce this. Visitors to the Museum during 2008 were as follows.

January- 902; February- 759;
March- 1,253; April- 1,666;
May- 2,986; June- 3, 3,098;
July- 3,144; August- 3,946;
September- 4,190; October- 2,871;
November- 888; December- 481.

There would have been more visitors during January except that from the end of January until the middle of February, there were unusual daily falls of snow, leading to a snow depth of 1.10 metres. This of course brought out thousands of winter sport enthusiasts but few museum visitors. However, the average number of museum visitors per day during 2008, comes out at 73. During 26 weekends, when members were working in the museum, 400 people came to visit them to inspect their work. With thanks to Peter's lectures on what was going on, visitors contributed a little to the workshop foreman's (Peter Distler) Piggy Bank to help with the restoration work.

RESTORATION WORK IN THE MUSEUM DURING 2008/9 has been mainly on the 1953 built HKS 1 V.2 D-5555, which is now nearly finished. The whole forward fuselage area has been renewed. The wing's halves have been overhauled and the V-tail plane has been entirely rebuilt. The cockpit has been restored to original condition and instruments from the museum's store have been fitted. The painting has taken place after endless hours of cutting and sanding to exact profiles. The canopy has to be seen to be believed. The whole restoration is super. It is indeed incredible that such a refined sailplane could

have been created in Germany, when conditions in that country were still austere after the war. An audio system has been set up for visitors to the museum so that they can learn free of cost about the exhibits in German and English. This has been produced by Peter Selinger. In February, the Museum received a letter from the JAPAN INVESTMENT CORP in Hongkong saying that it wishes to invest a fund of 30,000,000! Euros in small and medium size enterprises. Should the museum fall in to this category, it could receive money very quickly. However a reply should be through an expensive HongKong Abzockrufnummer? At very least, it means that the German Gliding Museum with Model flight has world wide fame.

JAPAN

On 21 MAR, Condor (ex. D8306) which was restored in Japan and fabricated and made a maiden flight in Australia (VH-YSH) made a first flight in Japan. This flight was made as a test flight to get Japanese airworthiness certification. The registration number is JA2917.

On 28 MAR, another flight was conducted in Fuji River Gliderport located near Mt.Fuji with Minimoa.

Mr.Shigeyuki Honda who was the owner of these two Vintage gliders passed away last year.

His dream was to fly these gliders here and take a photo with snow covered Mt.Fuji in background.

Unfortunately the ceiling was low and whole Mt.Fuji was not visible on the day. Therefore the Condor was towed up to 5000ft and camera plane took the shot above the cloud. I think his dream comes true and he would have been very happy to see this significant event.

Yasuhiro Yama (VGC1572)

CW says: "This aircraft was one of several that Jochen Kruse exported from Argentina. It had been built there from a German kit but finally received a C of A from a BGA Glider inspector as the LBA could not tolerate an Argentinian built sailplane. It had been wonderfully restored by Jochen. It was severely broken by two young German Gliding Instructors, each thinking that the other

Below: Condor (ex. D8306) near Fuji River Gliderport. via Yasuhiro Yama





was flying it. Mr Honda bought it and took it and many spares to Japan, where it was beautifully repaired. It was then taken to Australia where it was tested by Ingo Renner and others and given an Australian C of A. It was then returned to Japan where it received a Japanese C of A”

This event was also reported in “Vintage Times” of Australia, no 114 edited by David and Jenne Goldsmith. The CONDOR in JAPAN by Ken Ueyama.

“The Condor has finally received Japanese registration after its return from Australia. We took the Condor and Minimoa to Fujikawa Glider Port, located on the Pacific Coast near the foot of Mt Fuji. It would be a wonderful picture if it came out well. It was the late Mr Honda’s Will and his son wanted to fulfill it. I can’t think of any stronger message about Japanese vintage glider activity than that conveyed by this single picture. It would be one of the most memorable pictures in the vintage glider world. We arranged two chase planes both

with the most famous aviation photographer in Japan and we all prayed for good weather. We planned for both Saturday and Sunday in case Saturday’s weather was no good. The weather forecast for Saturday was sunny until noon and getting cloudy after that. I left the house at 5am and arrived at Fujikawa at 8am. I was the first one there but by 10 am, there were about 50 people all wanting to see the MINIMOA and CONDOR. The weather was cloudy and I could not see Mt Fuji from Fujikawa which is about 50 kms away. The weather was getting better at 11am, but I was still only able to see the bottom part of Mt Fuji. We took a few photos of both gliders on the ground and in the air near the airfield We waited until 2pm with no change in the weather. So we decided to check if we could see Mt Fuji above the cloud. Cloud top was 5,000 ft and above it the pilot could see Mt Fuji. We decided to tow the CONDOR to

5,000ft and take the photograph. We gave up the idea of the CONDOR and the MINIMOA formation flying. The MINIMOA’S pilot did not want to stay on tow that long and formation flight in a glider is very difficult to begin with. Towing the CONDOR to 6,000 ft by Piper Cub takes 30 minutes and we only had one tow plane. We were watching the CONDOR on tow and the two chase planes all the way up until they disappeared into cloud. We were listening to the radio conversation between the cameraman and pilots trying to make the right position for the shot. I heard the camera man say “I think I got it” It was too bad that we could not take the ultimate duo photograph but we did he best we could.

LITHUANIA.

Our members there have been working on an Antonov A-15. We believe that it is airworthy. They have also been working on an Antonov A.11, 200 of which were built in 1957.

Below: Condor and Mt Fuji
via Yasuhiro Yama



THE NETHERLANDS

We have received information that some of our Dutch members are now working hard on the last GRUNAU 8 two seater. This was an Edmund Schneider design from before 1929 and apparently has soaring ability. It was saved after the war by Hein Schwing who put it into store. Only now has it been got out of store and all efforts are being made to get it airworthy. In 1935, Wolf Hirth, who was Grunau's Chief Instructor, Manager etc, changed location to Goepingen near Stuttgart. There, his firm marketed Goppingen 1 WOLF, Goepingen 2, Goepingen 3 MINIMOA and Goepingen 4 GOEVIER. The GRUNAU 8, now fully enclosed, became the Goepingen 2. It was so fully enclosed that it received the nick-name 'BLIND COW'. The machine currently being restored in the Netherlands is the open version and we are sure that it will be a success.

CW says – "Grunau 8, designed and built in 1928 by Schneider. The technical information and 3-view drawing has been taken from the 1944 Typenbuch (right). Statistics refer to both single seat and two seated versions. All statistics referring to them both are identical except loaded weights and thus wing loadings, which are of course higher for the two seat version. There was only one 3-view drawing for them both so we have taken the liberty to reproduce it here as we imagine that both were almost identical except for the rear cockpit of the 2-seater."

Single Seat: Wing Span: 14.5m; Length: 5.78m; Profile: G619; Empty weight: 190kgs; Load: 85kgs; L/D: 1/14 at 54kph;

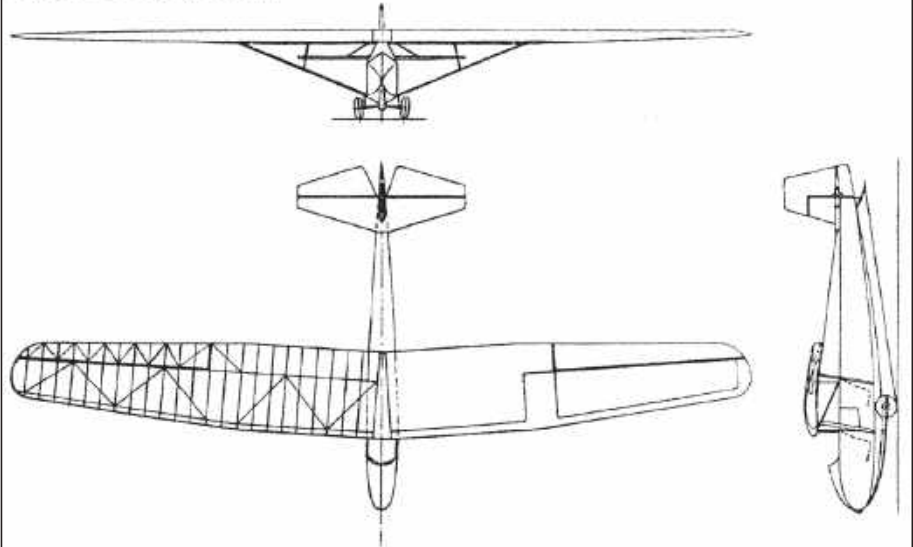
Two Seat: Wing Span: 14.5m; Length: 5.78m; Profile: G619 symmetrical at tip; Empty weight: 190kgs; Load: 160kgs; L/D: 1/14 at 54kph;

NEW ZEALAND

Ian Dunkley has sent us some news and pictures from New Zealand of a couple of 'incidents', although both 'vignettes' have a happy ending.

Kookaburra: -Left outside hangar at Rotrua, Cesnna cut rear end off with it's prop, given to VK for restoration, loaded on the special open trailer, one piece wing, wing blew off trailer, went for a short x country, more damage, now at Norfolk Road GC, the one club most interested in restorations, umpteen

GRUNAU 8, einsitzig



Entwurf: Segelflugschule Grunau, Dipl.-Ing. Wolf Hirth
Hersteller: Schneider
Baumuster: Grunau 8, einsitzig
Bauform: Schulterdecker
Bauart: abgestrebt
Verwendungszweck: Übungsegelflug, 1-sitzig

Abmessungen:

Spannweite	14,50 m
Länge, gr.	5,78 m
Höhe, gr.	1,60 m
Rumpfbreite, gr.	— m
Rumpfhöhe, gr.	— m
Rumpfquerschnitt, gr.	0,90 m ²

Flächeninhalte:

Tragfläche m. Querruder	22,00 m ²
Querruder, ges.	2,80 m ²
Landeklappen, ges.	0,00 m ²
Bremsklappen, ges.	0,00 m ²
Höhenflosse	1,52 m ²
Höhenruder	1,36 m ²
Höhenleitwerk	2,88 m ²
Seitenflosse	0,23 m ²
Seitenruder	1,20 m ²
Seitenleitwerk	1,43 m ²

Gewichte:

Flugwerk	— kg
ständige Ausrüstung	— kg
Leergewicht	— kg
zusätzliche Ausrüstung	— kg
Rüstgewicht	190 kg
Zuladung	85 kg
Fluggewicht	275 kg
Zuladung/Rüstgewicht	0,447

Tragfläche:

Umriss	trapezförmig
Pfeilform	5,0°
V-Form	1,5°
Knickflügel	nein
Wurzeltiefe	1,70 m
mittl. Flächentiefe	1,52 m
Endtiefe	1,00 m
Flügelstreckung	8,57
Trapezverhältnis	1,70
Bruchlastvielfaches	8,8
Beanspruchungsgruppe	—

Profile:

an der Wurzel	Gö 619
in halber Spann.	Gö 619
am Ende	symmetrisch
Höhenleitwerk	symmetrisch
Seitenleitwerk	symmetrisch
Einstellwinkel am Rumpf	4°
Schränkungswinkel	—

Zulassung:

zu Windschlepp	ja
zu Autoschlepp	ja
zu Flugzeugschlepp	ja
zu Kunstflug	nein

Leistungen:

Gleitzahl	1 : 14
Sinkgeschwindigkeit	0,80 m/s
Geschwindigkeit bei bestem Gleitwinkel	— km/h
bester Sinkgeschw.	— km/h
zul. Höchstgeschw.	— km/h

Tragflächenbelastung	12,50 kg/m ²
Klafferbelastung	1,308 kg/m ²

Abmessungen des zusammengeklappten Flugzeuges:

Länge, gr.	7,00 m
Breite, gr. o. Leitwerk	1,20 m
Breite, gr. m. Leitwerk	— m
Höhe, gr.	1,50 m

Bauart und Baustoffe:

Tragwerk	Holzgerippe mit Stoffbespannung
Rumpfwerk	Holzgerüst mit Sperrholzbekleidung
Höhenleitwerk	Holzgerippe mit Stoffbespannung
Seitenleitwerk	Holzgerippe mit Stoffbespannung
Fahrwerk	Eschenholzkufe



Kookaburra components at Norfolk Road GC



Blaniks, a T31 and Ka6 all now flying, plus others I forget. Plan is to use Kook in a new VK Venture "Vintage Youth" in conjunction with existing "Youth Glide" operations.

Ka4. Hit a cow on finals at Norfolk Lake GC, cow left scene without reporting that it had caused a collision. Club said, Thank God for that, we will take the insurance money and run, to buy more glass gliders. Small number of members said "Like Hell", big argument in club, with Vintage Kiwi assisting. Club agreed to fund repairing, now at test rigging stage, then back to club for flying by those who "believe" and others who will pray for another cow. Cheers Ian



Above: Ka4 after cow
Above right: Ka4 with believers
Right: Ka4 after restoration



POLAND

JEZOW (Grunau). For some time, vintage gliders there have been awaiting restoration as the firm's production capacity has been given to building fibre glass PW-6 two seaters and many of their woodworkers have taken employment elsewhere. We have now heard that the

Belgian owned Swiss SPALINGER S.15K (Koen van Roy) is well advanced and that the EoN OLYMPIA (Andrew Jarvis) should be ready in June. Whereas the Spalinger would have taken relatively many hours of work due to its neglected condition, the Eon OLYMPIA, might not have taken so much work. Still at the firm awaiting work are the new Dutch MINIMOA, (Sir Bob Per-

syn), and the FAUVEL AV22 of Ian Dunkley's. We do not know of what will happen to the firm's almost finished new Polish SALAMANDRA.

SWEDEN

Unfortunately, the KRANICH 2B-1, USE-STF, formerly BGA 964,

A RARE VINTAGE



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.



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belonging to C.Wills, will not be taking part in our International Rally at Achmer. The Swedish Glider Museum at Alleberg, which owns it, does not want it to leave the country ever again. However, the Swedish Veteran glider pilots are still allowed to fly it at Alleberg. We had thought that they owned it -CW? They had wanted to bring it to our International Rallies. The point is that if any of our members wish to put their gliders in to museums, they should not expect to never fly it again, as they will probably become "Birds in Gilded Cages" (*an old English song - CW*). One has to realise that the owner (s) of STF are really trying hard to keep it safe and are still allowing it to be flown with very experienced instructors in its rear seat. Incidentally, it was found to be nose heavy (CW had realised this also). Unknown to the British, who had had these machines for years, there is provision in the tail end of the fuselage to carry ballast. When CW asked permission in England and Germany, he was told not to do this or, if he did, he would invalidate its CofA !! Luckily, there was an old pilot at Alleberg, who could still remember it. It has taken a very long time to discover this

information and CW is glad that the VGC has at last revealed it. It is important, as the 1935 designed Kranich 2 B-1 s have no elevator trim tabs, unless they have been modified, like the Kranich 2B-1 in Switzerland.

USA

It seems that Gerry Wenger now owns the MOSWEY 3, which was owned by the late sadly missed Al Uster, the recently imported SPALINGER S.18 and the newly built RHOENBUSSARD. He has entered all three in the IVSM (International Vintage Soaring Meet), at Elmira next June. He manages to fit all their

trailers into an enormous container on wheels, which he tows with a large vehicle. It seems that he also wishes to obtain a WEIHE, although we do not know which one.

Dave Schuur has told us that the Kirby Gull, completed in 1946 by Herman Kursawe, now owned by the National Soaring Museum in Elmira, NY and beautifully restored by Wabash Valley Soaring Association members in April 2009. We are also told that even though it has been restored to airworthy condition, it will not be flown. The photo which shows it ready for take-off was, in effect, done for the camera – it did not actually take to the air.

Kirby Gull Photos: Lee Cowie □



Kirby Gull after restoration. Museum photo was taken in 2004





**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





Yorkshire's 75th birthday

Although gliding had taken place unofficially from Sutton Bank in earlier years, April 1934 saw the formal recognition of Yorkshire Gliding Club which resulted from the amalgamation of a number of local soaring groups. The event was reported in the local press including a quote from the publicans in Thirsk who were delighted to welcome the newcomer to the area. Over the years no doubt this enthusiasm was justified.

In August 1934 an inaugural gliding meeting took place attracting many of the leading glider pilots of that time. Several notable flights were made and it was reported that thousands of spectators flocked to Sutton Bank to view the activity, some of which appears to have been spectacular in unintended ways.

With the exception of the war years, the club has continued to operate successfully from the site and the early feats of the pioneers have been followed by continuous development of the facilities and soaring skills to the high standards of today.

The Slingsby Week Vintage Rally takes on special significance this year. The rally will be the final event in a series held in 2009 to celebrate the 75th anniversary. Great efforts will be made to add even more to the usual mix of flying and social activities. Sponsorship has been obtained which will allow the club to offer free trailer parking, free camping and temporary membership to all paid



Moyra Gevison prepares to cut the cake

up members of the Vintage Club. Plans are afoot to have early records, documents and photos on show. Although all vintage and classic machines are welcome as usual, it is hoped to have a representation of all Slingsby gliders at the

rally. Many of them will have made their first flights from the top of Sutton Bank. It should be a week to remember.

For further details see Diary Dates 2009 (page 4) □



VGC HISTORIC GROUP

ABOUT GLIDING BOOKS

If you are interested in gliding books, then this is for you. Hans-Joachim Lindstädt has published a couple of books about German Aviation titles, about 19000 in totals, in two volumes. Volume 1 covers the period up to 1945 and is now out of print. Volume 2, from 1946 to 2007, is still available from the author.

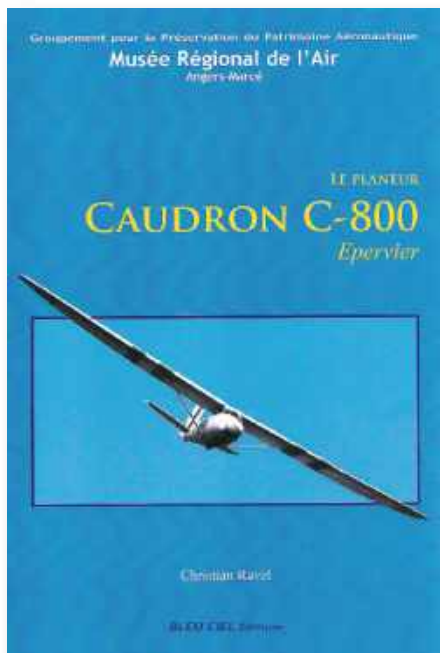
Hans-Joachim Lindstädt,
August-Bebel-Allee 6B, D-28329
Bremen or email: hans-joachim.lindstadt@t-online.de

Hans-Joachim kindly gave us a summary list of the gliding books list covering 577 titles. We can see that the team Stammer-Lippisch produced no less than 27 titles between 1924 and 1935! Of course, the whole list is in German but it also includes non German authors that were translated in German.

RECENT BOOKS NOW AVAILABLE

Le Planeur Caudron C-800 Epervier par Christian Ravel.

Conceived during the war, this glider was the mainstay of French gliding clubs until the arrival of the Bijave in 1960. The production reached 273 units and was followed by 10 C-810. Starting with the history of the type and its con-



struction, the history of each individual glider is described from the time it was produced until its removal from service.

This is published by Bleu Ciel Edition, Les Presses du Loir, Espace Aff'air, Anger -Loire Aeroport, 49140 Marcé, France or on Google: Bleu Ciel Editions. Price: 28 Euros

Vieilles Plumes N°19: La vie d'un Centre de vol à Voile de Performance 1945-1969 La Ferté Alais.

Jean Remond tells us all about the interesting aspects of gliding at La Ferté Alais in those happy years when airspace was not a problem. Gliding had to stop at La Ferté in 1969 due to its



proximity to Orly. The airfield is still alive today with a magnificent vintage aircraft museum as well as a few vintage gliders kept by L'Amicale Eric Nessler. Our president Chris Wills appears in the book as La Ferté was the airfield from which he did his long distance flights in 1960 and 1961. Produced in A4 size, this publication can be obtained via Federation Française de Vol à Voile – 29 rue de Sèvres 75006 Paris or on www.ffvv.org.

D – Fliege.

Two photos of this German glider are shown here. We do not have any



other details. Who built it, where and how many were made? It may have been designed at DFS.

UFO

We will be using Jurgen Dopplebauer's term UFO (Unidentified Flying Object) for those mystery gliders found on old photos. The one below appeared amongst a lot of German pictures. However our Hungarian friend Gábor Fekecs said that the text was in a Swiss dialect from the region of Bern meaning: TAKE IT EASY.

It was then easy to send the photo to the team Schwarzenbach/Steffen who identified the glider as being the Spyr III HB-37. The pilot on the photo was



probably Fritz Schreiber who flew it for 25 hours on 26-5-38.

FIRST GLIDER MEET

No, it was not at the Wasserkuppe in 1920. The Harvard Aeronautical Society held a glider meet at the Harvard Aviation Field, Atlantic for 4 days, beginning May 3, 1911. All the eastern

colleges and several aeronautical societies were invited to compete. The machines were divided into two classes, those for machines with mechanical control and those with body control, and contests were to be held for both classes. Cups were to be awarded for the best record in duration, distance, speed and accuracy of landing. Harvard graduates in Boston had subscribed for the construction of an artificial slope about 40 feet high. From this the machines were to be launched for flight. Entries were received from a dozen colleges. Unfortunately, access to the results are not readily available but will be consulted at the Harvard library shortly. More about this in future editions of VGCNews..

THE NUMBER 13 AND GLIDER TYPES

Photo from Roger Bacon's page in 'Flight' magazine

If the ASK-13 pilot who landed on the roof was not superstitious when he took off, maybe he was after the incident! As a result

- LITHUANIA:** Beksta RB-13, LAK-13 Blanik. **POLAND:** Siegel MS-13 Bocian, SZD-13X Wampyr.
 - ROMANIA:** Brasov IS-13.
 - RUSSIA:** Antonov A-13, AVF-13, Cheranovski BICH-13, Parabola, Gribovski G-13, MAK-13.
 - TURKEY:** THK-13. **USA:** Bowlus type 13, Hodge-Marker X-13, Matzke-Thornburn A-13, Schreider HP-13, Waco CG-13. **YUGOSLAVIA:** Albastar Apis 13.
- However, the following manufacturers did not use 13 in their type sequences:
- BRAZIL:** IPT. **FRANCE:** Sablier, and Stralpes. **HUNGARY:** Rubik. **ITALY:** Bonomi and Caproni. **LITHUANIA:** Oskinis. **RUSSIA:** KAL.
 - SWITZERLAND:** Spalinger.
 - USA:** Schweizer and Volmer-Jensen.

A HANGER IS NOT A HANGAR!

Hangar is probably the most misspelled word in aviation literature as well as in *VGC News*. (What cheek! – Ed) The RAF had recognized the problem early on and had issued the reminder that the correct RAF Store codes should always be used. Code 21B was related to hangers (jacket for the use of) and 39B hangars (aircraft for the use of). You have been warned!

CALIFS JOINT OLTIMERS.

Our friend Georg in Italy recommended us to look at www.streckenflug.at. A Calif meet was held early May and it seems that the owners now consider the Calif as an Oltimer. About 53 airframes were built from 1970, four of them with a jet engine. Time flies and we still remember making an enquiry around 1972 and being offered the UK dealership if we bought one. It may still be possible to order a new one from the firm Gomolzig in Germany. This is because



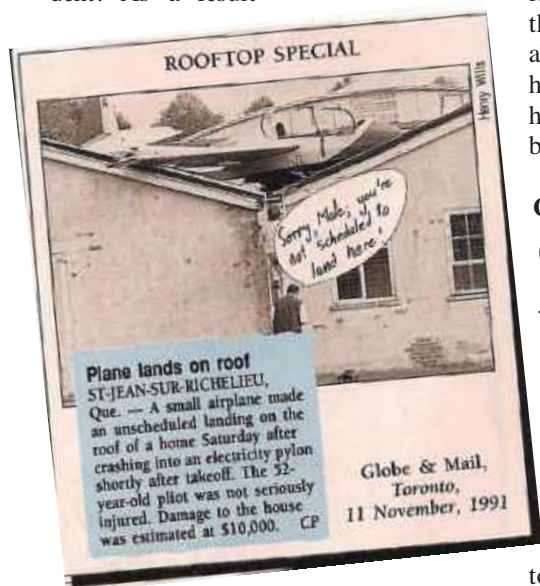
they bought all the spares from Caproni and there was sufficient material included to build up to four new gliders. So, how about having a brand new A21S Calif at the next VGC Rally? *Photo: GEORG*

WHEN HÜTTERS, WOLVES, MINIMOA AND RHÖNSPERBER WHEN TO WAR FOR THE USA!

On the tenth of May 1940, German gliders landed combat troops on the roof of the strongest fort ever built at Eben Emaël in Belgium. In the USA, neutral at that time, initial disbelief was followed by prompt actions to develop this new concept into an efficient tool of war. Until that time, US military personnel were not allowed to fly gliders! Plans were set afoot to build airborne regiments. If soldiers were available, glider pilots were not! General Arnold then ordered colonel Dent to develop a Glider pilot training program at the earliest. He did it by incorporating civilian glider pilots and gliders into the US Army Air Corps. Several glider owners made a good deal out of this scheme. However, it was soon realized that this was not suitable and insufficient to meet the target. The non-aeronautical industry was called in to mass produce Training Glider or TG in military parlance. Substantial orders were placed on three small existing glider manufacturers, Franklin, Schweizer and Laister-Kauffman. These gliders were soaring machines and very enjoyable to fly but once again did not meet the flying characteristics of the proposed CG-4A Waco of which 13,912 units were to be built, an all time record unlikely to ever be exceeded. The next step was to modify Piper Cubs, Aeroncas and Taylorcrafts light aircraft by deleting the engine and adding a third seat at the front. The glide ratio of about 10 was what was wanted and the remaining earlier TG's soon found their way back to the civilian market and many of them are still flying today whilst others can be seen in many Aircraft museums across the USA. Now, if you want to know all about this fascinating aspect of Vintage Gliding just go to: www.clio-whispers.com. This excellent site is the work of VGCHG member Raul Blacksten, who, together with Clio the muse of history, spent many years researching the subject. Bruce Stephenson will come back with more information concerning Raul and his site in a later magazine issue.

VINTAGE GLIDERS ON THE NET

Did you enjoy last month publicized web site on Lithuanian gliding? Soon in *VGC News*, you will find a fascinating article on Almàs signed by another VGCHG member, Gàbor Fekec. Before Bruce tells you all about him, Gàbor is also the brain behind one of the



we wondered if glider designers were themselves superstitious and did they use the famous or infamous number 13 in their designs?

- GERMANY:** Aka Aachen FVA-13, Aka Berlin B-13, Aka Braunschweig SB-13, Aka Darmstadt D-13, Aka München Mü-13, Harth-Messerschmidt S-13, Horten H XIII, Lilienthal N°13, Scheibe Mü-13, Schleicher ASK-13.
- ARGENTINA:** Yarara T.A.13
- CHECOSLOVAKIA:** Aerotechnik L-13 Vivat LET L-13 Blanik, TEST-13 Junior. **FINLAND:** Pik-13.
- FRANCE:** Fouga CM-8-13.
- UK:** Slingsby T 13 Petrel.
- INDIA:** Ashvini TS 13.
- LATVIA:** YK-13 Gövier.



best web sites on Vintage Gliders. Go to Google and ask for: HUNGARIAN GLIDERS. Recently, Gábor enhanced the content by adding foreign types built in Hungary. His work should be considered as the Hungarian Gliders definitive story.

On the web, many glider lists have been published, none of which are complete and often misleading. Wikipedia can be very useful on punctual research

especially for early glider types and pilots. It can be full of surprises when we discover that some of the precursors often became famous in many fields of life as well as in the aviation world. Sadly, other sites contain misleading information. As an example, a site about the Habicht describes the machine with good three view drawings and photos. It is only on the last page that the author talks about the Habicht production run

and the figures given look like those of the intended production in 1944/45 instead of the actual production by the factories involved like Hirth and Schmetz. It is a pity because this sort of error will confuse later historians and serious researchers. This author also claims that the DFS 194 was built by Hirth when in fact none were produced.

Compiled by Francis Humblet

ABOUT LEHRMEISTERS

from Francis Humblet, VGC Historic Group

Lehrmeisters have been regular visitors to recent VGC International rallies and many members have had the opportunity to sample the comfort of this very pleasant two-seater conceived during the cold war. In fact, this was the only mass produced two-seater in the then DDR, better known as East Germany. However, the two Lehrmeisters seen at the rallies represent two of the three versions produced, the Danish Team flies a Lehrmeister FES- 530/I (OY-DKX) called export version with un-strutted wing span of 17 meters whilst the Family Sturm operates a later 15 meters version called FES-530/II (DM-3152). The original version, the FES- 530 had a strutted wing span of 17 meters. It is unusual to de-rate a good glider from 17 down to 15 meters but the reason was probably to have a more practical trainer machine in operation.

Now, the reason why we are involved with this glider under VGCHG is that a VGC member had recently published some notes on this glider type indicating that a substantial number had been exported to Egypt and Syria. This was intriguing to say the least and members of the group were asked to comment on the matter in order to seek the truth. Well, it was worthwhile and a few interesting facts came to light

thanks mainly to Tony Morris with PM Gerhardt from Air -Britain and Niels Ebbe Gjørup who is a long time operator of the glider. There were several sources of information available but not always in agreement as far as models and production quantities were concerned. In the end, the best information came from a Wikipedia site where the author according to Niels, is the specialist on the subject, called Frank Lemke, who had a close relation with the factory. The prototype was started at VEB Waggonbau Gotha factory where many transport gliders were conceived and built between 1938 and 1944. After 1945, the company found itself in East Germany and glider production was restarted in 1953 with the production of 330 SG 38 and 105 Grunau Baby IIb. The proposed two-seater project was originally known as Gotha Go 530 with c/n V-II and had its first flight as DDR-3031 in June 54.

Production was started at VEB Apparatebau Lommatzsch as FES-530 Lehrmeister. FES stands for Forschungs und Entwicklungsstelle (research and development establishment).

The first production glider,c/n 0051, was registered on 30.4.57.

Basic technical details are as follows :

Model	FES-530	FES-530/I	FES-530/II
Quantity	100	22	101
Span	17 m	17m	15m
Length	7.95m	7.95m	7.95m
Empty weight	300kg	280kg	270kg
L/D	24	26	23

From the table, it can be seen that the FES-530/I version was one of the better two-seaters of the period and was exported. Denmark bought 10 out of which four are still flying in Denmark and one in Norway. Egypt and Cuba received one each. Three went to Syria and three to Austria (with two possibly still airworthy). Thus we know of 18 machines exported out of 22 built for the purpose. Photographic evidence of the machines sent to Syria, Egypt and Cuba would be very welcome from the part of our readers. □





VGC BRITISH NATIONAL GLIDER RALLY GRANSDEN LODGE

Home of the Cambridge Gliding Club, from 24th — 31st May



CW felt that as we had recently been having long bursts of extremely bad weather, that perhaps we were at last due for some good weather, and that, as the prevailing wind for Britain, blows from the West, the damp Atlantic air would disgorge its moisture on the west of Britain to leave us with super European gliding weather. In the first case, CW was right and the hoped for summer weather arrived but, in the second case, he was wrong, with the air coming from the East bringing with it weather from the North

Sea. Luckily, the sea was a little way off and there was thermal development usually from about mid day. Our first days dawned bright and clear but some bad weather came mid week for Tuesday, Wednesday and Thursday but finally the bright sunny weather returned for the Friday, Saturday and Sunday. During the Wednesday bad weather day, Tony Maufe won the Daily Prize by keeping his KITE 1 in the air for 1 hour 40 minutes.

Gransden Lodge, which some of us were visiting for the first time, is an enormous wartime built airfield from which Mosquitos, Halifaxes etc once flew. Now, less hard runways, it was hardly possible for us to see the launch points from the club house, or the poor aero-modellers in the far distance, to where they were banished for the protection of our gliders. They felt that perhaps the glider pilots did not grasp the degree of control that they now have over their gliders. Visiting them was a long excursion. We were however, able to see the very fine exhibition of their model sailplanes in the hangar before they start-

ed flying. These were a very fine SCUD 2, built by Roy Pitts, an ex wartime Elliotts of Newbury worker, about 4 Minimoas, an Mg 19a STEINADLER, about four GRUNAU BABY 2s, two COLDITZ gliders. Their high standard of craftsmanship was very evident.

THE FULL SIZE VINTAGE GLIDERS entered in our Rally:

- KITE 1.** BGA 310 (designed in 1935); Tony Maufe
- Those of the Kent Vintage Glider Group:**
- RHOENBUSSARD.** BGA 337 (designed 1933. Built in 1937). Bob Lloyd;
- OLYMPIA 2B** BGA 463. BBH (built in 1947);
- T.45. PREFECT.** DSA BGA 2333;
- ASK 18.** BGA 4756; JSZ. Chris Weston;
- K.V.C.G. Pilots:- Bob Lloyd, Malcom Kerley; Dave Whyte, Cliff Wilson; Chris Weston.
- SKYLARK 2** BGA 896, BDX. Hugh Maddams;
- SKYLARK 2** BGA 801 AZX. Chris Hurst (this very fine Skylark 2 was built from a kit and was to celebrate its 50th birthday in June);
- RHOENSPERBER** BGA 260. Daniel Janin, Stefan Astley, Ryan Berry. Designed and built in 1935, and therefore was the oldest glider present;





KA-6E. CDGD. Martin Francis.
L-SPATZ. EFN. Don Lees.
YS-53, SOVEREIGN. CUD. Tim Wiltshire.
SKYLARK 4 BGA 1239 , BUE. Gareth Jones.
MU 13E BERGFALKE 2/55. BGA 4111. This aircraft was brought to the rally without CofA, and was sold, together with its superb trailer, to Dave Cornelius and partner (Stephen Gibson?) to be made airworthy and flown.

It was said the SKYLARK 4 BGA 1012, of David Weekes, was on the site, but was not rigged and flown.

During the first weekend, there was brilliant weather and there were many sustained thermal flights from winch and aero towed launches. We were visited by Rowan Beech, from America, who is Mike Beech's son and owns the GULL 1, at present at Halton. Justin and Gillian Wills visited us on Saturday on their way with their ANTARES to have it worked on in Germany and to take part



Slingsby PETREL BGA 651. Graham Saw. It was designed and built in 1939.
HUETTER H.17A BGA 490 Nick Newton. (It was designed in 1933 but was built in 1947).
T.21b BLUEBELL. BGA 666. This was the historic post 1947 trainer of the Cambridge University Gliding Club.

PREFECT. BGA 1152 . Geoff Moore.
MUCHA STANDARD BGA 5178. Bruce Stephenson. This type was built in 1958 and won that year's World Gliding Club's Standard Class.
Ka 6 CR. CHJP Dave Cornelius, Stefan Mordecai.

later in the Austrian National Championships.

Farmers own a large area of Gransden Lodge airfield and this limits the winch and aerotow directions which often had to be cross wind, which was E.N.E. On Monday 25th, high cloud came in from the West and brought thunderstorms during the night. Good cumuli with a westerly wind arrived on Tuesday which gave the impression that we had had a classic cold front. Wednesday and Thursday brought bad weather but with Friday and the rest of the week, we recovered our very hot weather with ENE wind. This sometimes produced cumuli at midday, which disappeared later on. It was possible to contact thermals from winch launches which took gliders up to 4,500ft. The winch launches sometimes took place in a 90 degree cross wind but there were no ground loops. The Rhoenbussard rose to its usual 850ft winch launch height and then stayed at that height on the cable for the next half of the airfield's length due to its winch launch/aerotowing launch hook being





installed not very far back from its nose and the cable's weight.

Particularly fine flying could be observed by Daniel Jamin, during weekends and Ryan Berry and Stefan Astley in the very historic RHOENSPERBER, which had been kindly lent them by its owner Francis Russell, who had had to

take his family on holiday. Daniel is from Angers and the latter two are young pilots from the London Club, who have already flown the MINIMOA, SCUD 3 and H.17A etc. Other extraordinary efforts could be observed by Stefan Mordicai, who several times got away from incredibly low heights from

winch launches in a Ka-6CR, in attempts to achieve his Silver C height. On the last Sunday, he made two final efforts but the strong East wind, clear blue sky made conditions impossible for him. There will be easier days for Silver C heights. On the previous day, he had got within 200ft of it.



THE UPWARD BOUND TRUST RALLY HADDENHAM THAME

2nd — 4th May

This is traditionally the first UK Vintage Rally of the year to celebrate the founding of the Glider Pilots' Regiment on that airfield in 1941, using Slingsby KITE 1 sailplanes. This year it was also to celebrate the opening of their new hangar, which had been built by the club, as the previous one had had to be removed because of the founding of a massive business complex, and the road to access it, on that part of the airfield.

As is often the case with these rallies, we had good weather and a cold N.W. air stream with thermal conditions on the first two days and two excellent barbecues provided by Gail Pearce and helpers in the large scout tents that she is able to borrow. A Piper Cub from Bicester was used for aero towing which made getting in to thermals easier. During the two days, the following gliders took part.

KITE 1 BGA 400 (camouflaged in 1941 style) - Haddenham;

KITE 1. BGA 251 – Bob Boyd;

KITE 2. BGA 689 - Chris Rayne;

KITE 2. BGA 751 - Robin Willgoss;

RHOENBUSSARD. BGA 337 - Bob Lloyd;
HUETTER H.17A. BGA 2847- Andrew Jarvis;

MU 13d-3. BGA 2267 - Geoff Moore;

MUCHA STANDARD. BGA 3386 Bruce Stephenson;

YS 53-SOVEREIGN. BGA 1811 G-DCUD.- Tim Wiltshire;

PREFECT. BQP- Laurie Woodage and LGC Syndicate;

LUNAK. BGA 4286 – Graham Saw;

T.31. BGA 1376. (Blue Brick) David Bramwell and syndicate;

CAPSTAN. BGA 1249- Bob Playle;

SWALLOW. BGA 3823- Ray Whitaker;

Ka-2B. BGA 4336 D-6173, - Norman Wilton-Jones;

SKYLARK 3F. No.91 D.Pettill;

Ka-6CR. G-CHJP-David Cornelius;

Ka-6CR. G-CHAB- John Hunter;

Ka-7. BGA 3307 John Day;

Ka-6CR. BGA G-GEM-John Hunter-David Perkins;

Ka-6E. G-CFND – Christopher Scutt, Peter Bryant;

Ka-8. G-HDN ,Upward Bound Trust;

Ka-7. G-CFJW- R.Howitt;

Ka-13. G-CHVV -Upward Bound Trust;

Ka-13. G-DTZZ. Upward Bound Trust.

The club has a magnificently friendly atmosphere thanks to their two CFIs, Mike Clarke and David Perkins. The

official opening of the new hangar took place at the end of the second day with short speeches, the ceremonial cutting of the ribbon and the spraying of champagne by Andrew Perkins, who was born and bred at the club. Particularly honoured were the organisers of the Haddenham Beer Festival, who had donated some money to the Upward Bound Trust in the past. Graham Saw gave a good aerobatics demonstration with his LUNAK, with wing tips streaming red smoke. Afterwards, the second barbecue prepared by Gayle Pearce and helper took place. Gayle was presented with flowers by C.Wills for her work. Characteristically, she passed them on to her helper. Then, there were fireworks for the children, and others. The weather was a cold N.W. air stream which became a very lively cross wind on the second day, and did not encourage early winch launches. Finally, from aero tows, flights of up to two hours and up to 5,000 ft took pace. Bruce Stephenson had one of them in his MUCHA STANDARD. On the first day, Bob Lloyd flew the Rhoenbussard for 2 hrs 5 mins and Andrew Jarvis then flew it for 1 hr 15 mins. Perhaps, the



On the final Saturday evening, the hangar was emptied and a fine barbecue and dance was organised for us and the club's members.

Our memories will remain of the very flat East Anglian countryside, the enormous airfield, the golden sunlight, the extreme heat and the friendliness of the club's members, who we thank with all our hearts. We were visited by Klaus and Hermione Schickling, two of our German members, and by Mr Blair Shenstone, Beverley Shenstone's son, who was the chief aerodynamicist on the SPITFIRE, as well as being the co-designer, with Waclaw Czerwinski, of the 1947 HARBINGER, which we believe is kept at Bicester. Beverley, a Canadian, was also the Chief Engineer of B.E.A. and of B.O.A.C., as well as having worked for Lippisch and Heinkel during the early 1930s. We hope and believe that everyone enjoyed our Rally and we thank our hosts, the Cambridge Gliding Club for their hospitality and friendship during the week.

All photos: Colin McGinn □

cold curtailed some of the flights. Among the gliders taking part for the first time were a Sovereign, and the Kite 2 BGA 751. This one is unique in having a Skylark 2 fin and rudder. With us for the last time was the Ka-2 BGA 4336 (D-6173). It had not been flown at Booker for five years. Malcolm Wilton-Jones is now taking it to his new home at Santo Tome in Spain. This is at 3,000 ft a.s.l. but the mountains rise to a further 6000ft above that! The slope runs for 40 kms. The slope lift and thermals are terrific and the summer midday temperatures can rise to 40 degrees. It is 90 kms North of Madrid and near the former Government site of Somo Sierra. There are several vintage gliders in the area and Carlos Bravo Dominguez, who took part with us with his family with a Bergfalke 2, at our Angouleme International Rally, lives in near by Madrid

We were glad to see at our Haddenham Rally, our old friends Colin and Alice Anson and Derek Phillips. The third day, the Bank Holiday Monday, presented only bad weather without sun. Derek Phillips did visit our Rally but is unfortunately not well. He has obtained the Slingsby SKY from Peter Teagle. It has some glue failure on its wing main spar web, through being left out in its closed trailer on a hill site. Derek has a partner who is repairing it. We wish Derek all the best for his recovery, □

The first VSA Regatta

by Lee Cowie

The first VSA regatta of the year was held in Tallahome, Tennessee from May 7 through 10. When the first visitors arrived the local pilots were up flying so they started assembling their ships, unfortunately by the time the first visiting ships were assembled the local pilots had landed and all the gliders were stored for the night. Friday weather was not good so a tour of the Concordia project was the day's main activity. The Beechcraft Heritage Museum is on the field and was open for the VSA members. In addition to holding the banquet and meetings they provided storage for our trailers when severe weather threatened. The museum was where many visitors spent the weekend.

If several pilots had not brought their balsa gliders there would have been no flying for the visitors. These are not the beautiful scale models we see in the VGC NEWS but hand and catapult launch (a strip of rubber band) balsa gliders that many of us built and flew in our youth. Following the Saturday evening meal at our host's house, the model gliders were brought out and flown until dark. The difference between men and boys isn't very much. □

Below: Bob Gains brought a Thermic B, 2 of the newer type Thermic 18 and one he could not remember its origin.

Bottom: gliders assembled on Thursday were disassembled on Sunday never having been flown. Later arrivals never put their ships together. Photos: Lee Cowie





Orlik “Spring Showers” Contest

Hronov, Czech



The 29 historical gliders of type and performance category of Czech glider Orlik met at the 8th Orlik, “Spring Showers” Contest in the beginning of May. The number of participants was greater than the number of gliders, because there could be available more pilots per glider during the contest.

As early as the first day, the 2 hrs

Speed Task 102 – 283 km was declared, but only five competitors finished this day due to strong wind.

Only one pilot finished the Saturday 100 km task, it was very hard to find thermals in a clear sky.

On Sunday, the weather was very nice, so 27 gliders finished their 214 km task (the first one with Foka at a speed of

86.0 km/h). The bad weather occurred from Monday to Thursday, so participants spent their time by trips to very nice surroundings and by evening with talks about flying at airfield club.

The cumulus returned on Friday, but again only three gliders finished the hard task. (This day, the task was easy, but the weather was hard for the pilots with





wooden gliders.) The last day finally gave perfect weather again, so the of task 143 km was finished by 21 pilots, the first with speed 82.6km/h.

In the evening the organizers pro-

claimed the results, and after the five tasks, Denny Bernsee won with Foka 5 from German Munchenberg-Eggersdorf. The second was Michal Janda from Broumov with Orlik 116. The third

place was occupied by Polish competitors from Jelenia Gora, A. Jedros and M. Kornec with Foka 4c. The fourth but not least place belonged to Mrs. Sarka Lochova from Sumperk with Orlik 116.

The atmosphere of contest was very homely, as usual. The 29 crews contested, from Czech, Poland and Germany. The oldest pilot was Jarda Fairaisel from Jaromer (81 yaers, the 23rd place) and the youngest was Ms. Petra Svorcova (18 years, 25th place) from Dvur Kralove.

The other information can be found at www.soaringspot.com/hop2009.

Josef and Tomas Mezera □

Easter meeting “HdT” in Bielfeld

Our oldtimer season was opened by Czech-German team from Rana during Easter holiday. We were invited by one of German VGC member Volker Skrzypek (the owner of pretty red and white Ka 7 “Rhönadler“ D-5250) to a celebration meeting of the 80th anniversary of the gliding club at Bielefeld, Germany. We became one of the active participants of historic flying exhibits with our UL winch, bungee rope and Hol’s der Teufel glider. As well as us, there was Gerd Hermjacob with his Weihe D-3654. The host club’s freshly renewed Grunau Baby Iib D-5204 and of course Volker’s Ka-7 were on static display only, due to their pilots being busy organising the meeting.

The advanced training glider HdT was one of the first types of gliders used for thirty years at Bielefeld and this was the reason why organizers didn’t hesitate to invite the only one flying specimen in the world from 500 km distant airfield Rana in Czech. Formerly flying HdT, assembled by Mike Birch, is a part of static exposition of gliding museum at Wasserkuppe, you know. But what a surprise ! Afternoon the great trailer came to airfield with the another, historical HdT!

This HdT was sold by Poppenhausen factory at 1937 and their present owner, Heinz-Bernd Kaspari, found it at Namibia this year! I think, this is very special souvenir from Africa. His HdT was on first look very old, very flown and with no chance to fly again, but it was a good part of static display. We hope that Heinz-Bernd will find the whole history of his glider.

Josef Mezera, Rana □

1978 revisited

In this issue, we reprint the report from VGC News no 30, October 1978 from 31(!) years ago – The Sixth International Vintage Glider Meeting at Brienne le Chateau stands out in the memory of those who took part in it as one of the most successful events of the history of the Vintage Glider movement. It certainly ranks as the busiest meeting of this kind.



During a week blessed by the weather at Brienne le Chateau, a pleasant little town about 200 miles south-east of Paris where Napoleon went to school, forty-three Vintage gliders were put through their paces undergoing some 530 aerotows, 50 winch tows, flying over 600 hours and performing a great many distance flights and inevitable out landings.

This memorable week started on Sunday 8th July under rather bad auspices because it had rained during the whole of the previous week. It was under low sullen clouds, and a persistent drizzle, that participants converged towards the Gyro Club de Champagne and its large airfield, which were to be the venue of the 6th International Rally. All that could be done on that first day was to rig and fit some of the gliders in the Club's vast hangar,

Already displayed inside the hangar were French machines which had never been seen before at our rallies including the Air 100, the Air 102 and the Nord 1500. Halls alongside the hangar contained examples of the C25, the SA 103 and the SA 104 (Emouchet). Also to be seen were parts of a strange Primary glider with a tubular steel A-frame. There was also a Heini Dittmar Condor 4 entered by the RAF which had obtained its C of A within the previous

two days. Indeed, we were not a little surprised to find it there on arrival at the Gyro Club because it had not yet received a C of A at the time of our departure from England on Thursday.

On Monday, the weather started to improve early in the morning with a light wind from the east bringing cumuli, with their base at 3700 ft. After weeks of rain, the weather was suddenly changing as if it had our concerns at heart. The lift was fairly steady and allowed prolonged thermal flights. Thermal activity was occasionally reduced by the appearance of high cloud, but all pilots were able to fly locally and had their first glimpse of a beautiful countryside with its cornfields, rivers, chateaux and woods bathed in the sunlight. Colours appeared more vivid with the disappearing dampness of a wet summer.

In the distance could be seen the vast forest of the National Park of La Foret d'Orient and its huge artificial lake, which is one of three new reservoirs supplying Paris. On this first flying day of the Rally, the Condor 4, a machine whose empty weight is over 800 lbs, had its first flight in British hands and made a favourable impression.

After flying, the gliders were all fitted into the hangar with great skill and care.



It was a near miracle that they could all be accommodated together with aircraft belonging to the Club and our three tow planes; a 1932 Morane 317 equipped with a 230 hp Continental engine, and two 150 hp Rallyes. It is quite safe to say that never before had such a collection of Vintage gliders been seen under one roof.

On Tuesday the weather continued to improve and a 42 km out-and-return task was set to a farm which had an airstrip. Bottles of champagne were to be presented as prizes to those who completed the task and to those who landed on the farm's airstrip. This farm was owned by Monsieur Le Ferte, President of the Gyro Club de Champagne and sponsor of our meeting. Several gliders landed out because the cloud cover was occasionally excessive. No gliders were damaged on landing on uncut corn fields, and participants were happy to see more landing fields in France than they had expected.

Among those to finish the task were Werner Tschorn in his FW Weihe 50, Ron Davidson in his Petrel, Jan Vermeer in his Prefect, and Willi Schwarzenbach in his S.18 who managed to do a grand tour of the Foret d'Orient and its lake. Christian Kroll, in his Cumulus, and Peter Moran, in his Eon Baby, landed at the turning point and were unexpectedly presented with bottles of champagne. Peter Riedel flew Ernst Walter's MU 13D for 7 hours and 20 minutes. Ted Hull, who was heard to be speaking English, was asked by some locals whether he had not escaped from the Departmental Psychiatric Hospital housed in Brienne's Chateau.

Chris Wills, having landed his Kranich in a field, was presented by the farmer with a basket of beer and food. Monsieur La Ferte arrived on a BMW



Above: *Minimoa* launch
Below: *M17*



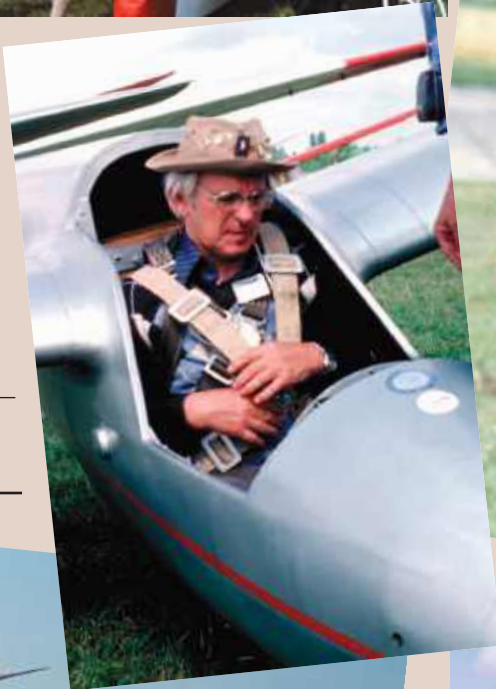
Hangar, inside and out
Below: *Doris Meise*



Left: *Chris Wills*, the intrepid aviator
Below: *Didier Fulchiron* and *Guy Hamon*



Right and bottom right: *Werner Heiko*
Below: *Libelle*





motorcycle and asked him whether he could be of assistance by taking him back to Brienne le Chateau airfield. On being told that the trailer was on the way. Monsieur Le Ferte dashed off to assist Alain Mathieu who had landed his 301 S, the oldest French glider present, three fields away.

When the Kranich had been derigged, Chris Wills was greeted by a Rallye towplane coming across the field at a height of 10m, its ailerons and occupants waving madly. Clearly, the French had lost nothing of their joie de vivre!

The evening was given over to a greatly successful Sauerkraut dinner accompanied by much wine and singing conducted by our cheer leader Willi Schwazenbach. Faithful to the memory of Munster, he directed his improvised choir into singing the tale of the "Voglein" which sat in a "Lindenbaum".

An evening like this could only pave the way for more and better gliding. This was what happened on Wednesday for at least two people. The organisers decided to stick to winch-tows during

the morning and out of perhaps fifteen pilots to take the air, only Chris Wills managed to get away from 200m over the camping site, with Pierre Béguin as his passenger. The flight ended after a two-hour trip almost to Troyes with a lucky cornfield landing 30 yards short of the airfield fence. The story had a happy ending, with no damage to the glider and little upset to corn, when large numbers of Germans came to the rescue of their holy Kranich. They carried and pulled it back onto the airfield after lifting it over the 10ft posts of a gates which was not wide enough. The end result was that Chris Wills was presented with two bottles of champagne for "deux vaches en deux jours" (two field landings with the cows in two days). This prize reflected the magnificent spirit of our meeting.

On Thursday, the weather was better than ever before. Two Hungarians, a father and son, survivors of the Hungarian World Championship Team, which had been forbidden to take part at Chateauroux (because of the interference

of politics) flew the Kranich for one hour. The father had been instructed by Ludwig Rotter, Hungary's greatest pre-war glider pilot and builder. He had in turn instructed Ludwig's son Louis, who is one of our members in England. We are glad that the politicians have so far left us alone and that we had Hungarians, even if the World Championship did not!

The task of the day was a duration flight of three hours or more. The weather became so good with cloudbase at 5700 ft above ground that some flights lasted over 7 hours. Ron Davidson flew his beautiful Petrel first to Troyes, where he found himself soaring above the town with the local Gliding Club who must have been surprised to have the Petrel in their midst. He then returned to Brienne and proceeded up-wind for a considerable distance.

It was a tremendous flying day and some of us could possibly have reached Chateauroux. However, it is unlikely that the World Championships practice organisers would have been glad to have us. In the evening, all participants gathered round the VGC Marquee until the late hours for cider, beer and mead. This was the British evening.

On Friday morning, Didier Fulchiron, chief organiser of the Rally, began his briefing with the electrifying words: "Today, although we have no definite information, we are expecting the weather to be at least as good as yesterday. Therefore we are setting a 104 km out-and-return task to Marigny Le Grand Airfield."

In the event, haze and a cross wind from the north-east made the task possible for only a few. Navigation: Along the Aube river, turn right after Arcis sur Aube along a tributary of the river (into wind). The cloudbase later rose to 4000 ft above ground. The task was completed by four gliders: The SB5 flown by Chuck Benson, the FW Weihe 50 flown by Werner Tschorn, the Air 100 flown by Frank Descatoire, and Chris Wills and Tarik Wildman in the Kranich. The Air 100's performance in glide and climb proved remarkably similar to the Kranich's. This French machine later went on to Troyes before returning to Brienne after completing 150 km.

Leaving late in the day, Werner Tschorn needed from 3 to 6 pm to com-



Left: Kranich 2, BGA 1092, out landed in cornfield (again), just downwind of Brienne. Chris Wills with Pierre Béguin, who took the photos.



*Above: Morane Saulnier tow-plane
Left: Rodi Morgan's Kite 2.*

plete the task in his Weihe after having had to wait one hour over the turning point because of bad weather. On the way out, Chris Wills was surprised that the Swiss FW Weihe was not staying with his Kranich. It was later discovered that Werner Both in the Weihe was waiting for his brother in the S.19 who had no map. The Weihe landed at the turning point.

During the morning, Paul Serries took his Minimoa by trailer to Chateauroux to join in the opening fly past of the World Championships. A meeting was held in the evening to decide on the venue for the next International Meeting. But as so many pilots had landed out, including Willi Schwarzenbach, and because Paul Serries was away, it was decided that another meeting should be held later.

The task for Saturday was a precise duration flight lasting a minimum of one hour. A light north-east wind with overclouding presided over the day's gliding with lift to 7.30 pm. Francois Ragot, a member of the French gliding team at the previous World Championships, flew the Kranich and the MU 13D-3. It was another fine flying day completed by a Grill at the Camping site with plenty of meat and unlimited champagne. Monsieur La Ferte and Madame Lumbreras, owner of the airfield, both made speeches and stated their readiness to have us back again. Organisers, Guy Hamon and Didier Fulchiron both declared their enthusiasm

at having the next International Meeting at Brienne, or at least in France, while expressing the hope of being flying participants next time in their own Vintage gliders. A collection was held in favour of our young French organisers. On receiving the money Didier and Guy at once announced that it would help to save at least two French gliders from burning.

Some participants remained at Brienne on Sunday, enjoying winch launches in the morning and aerotows in the afternoon. The weather was very hot. An inversion at 3000ft above ground restricted the heights of thermals. But with lift mainly downwind of the airfield, prolonged flights were possible.

We were told by organiser Daniel Lacote that we would be welcome to return to fly at Brienne "on 365 days out of 365 days of the year". Brienne airfield is one of the few - if not the only - airfield in France not to be under some form of Government control, and it appeared that we were very lucky to have been there.

We cannot complete this report on the Brienne meeting without extending our heartfelt thanks to Didier Fulchiron, Guy Hamon, Daniel Lacote and the other young Frenchmen who made this reunion the tremendous success that it was. Our thanks go also to Monsieur La Ferte and Madame Lumbreras and, naturally, to all those of you who were present and contributed to the success of this memorable week. We shall also remember the hospitality of the local inhabitants and of the many visitors to the airfield. It is too early to measure the effect of our first meeting in France on the saving of Vintage gliders in that country, but we can say that its success can only have helped to further that good cause. □

Photos from Chris Wills' collection and Karl-Heinz Kellerman

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Lithuanian Gliders

and a visit to the Lietuvos Aviacijos Muziejus, Kaunas, Lithuania

From Thorsten Fridlizi

Our friend and member, Thorsten Fridlizi writes to tell us that he is now living in Moscow. On his way there however, he passed through Lithuania and took the opportunity to take some pictures of the new LAK-20T. He also managed to visit the museum in Kaunas which has within it some “very interesting aircraft”. He reminds us that the people of Lithuania have built as many as 97 different gliders through the years. (Not imports - built!) The first one was ‘Gandras’ a Zögling, 1931 and the latest will be the LAK-17B.

He also tells us that he had planned to write an article about the Lithuanian gliding but was informed by Martynas (who was flying Bergfalke in Wels) that members from the Lithuanian VGC Vintage Gliding Club were already well

underway with that. We look forward to receiving that in due course, from our Lithuanian friends!

Thorsten also tells us “I’m going to Simferopol and Koktebel, the Museum, on Crimea, Ukraina, in the beginning of May. Have asked the mayor for the key. (Someone told me the museum was closed and locked)” – Ed.

The BrO-12

First flights of the prototype were made in 1957. The BrO-12 was accepted by the authorities in former Soviet Union, USSR, and produced at Simferopol on the Crimea. The production in USSR started in 1958 and all together 120 gliders were manufactured. There were also exports, two of them were sent to Cuba!

Below: BrO-12 seen at the Lietuvos Aviacijos Muziejus, Kaunas, Lithuania

This was the first ‘Lithuanian’ glider to be produced in the USSR. The designer was Bronius Oskinis who had learned to fly at the Nida School (20 km north of Rossitten) in the beginning of the thirties. Oskinis was the first glider pilot in Lithuania to get the ‘A’ badge. The year was 1932.

Another ‘first’ was his BrO-9 primary glider for children and young people between 8 and 16 years of age. That pri-

BrO-12

Span 12 m, wing area 11,3 sq m, aspect ratio 12,7.
Wing profile modified Göttingen 549 with flaps, no brakes.
Fuselage length 5,9 m.
Mass empty 160 (prototype 137) kg, in flight 245 (prototype 222) kg.
Min sink 0,85 (prototype 0,82) m/s at 65 km/h
Best L/D 1:20.
Construction in wood.





mary was tested by 'Moscow' in 1952 and manufactured at Simferopol. From 1953 a total of 320 were produced. Still more successful was another of his many primary designs, the BrO-11. It is said that 'Simferopol' and 'Kropotkin' (both manufacturers within the USSR) produced more than 2,000 BrO-11. In Soviet Union called "Pioneer". (But that's another story!)

LAK-12E

More than 240 of the 20.42 span LAK 12 were produced. In 1989, ten years after the prototype flew, the designer J. Bankauskas improved the old design with new wings of span 25.6 m and an Eppler E662 profile. The result was the LAK 12E. Only one was built, to fly for the first time in 1989. No more followed. The small market for large span Open Class sailplanes was already satis-

LAK-12E
 Span 25.8m, wing area 17.2 sq m, aspect ratio 38.7.
 Wing profile E662 with flaps and brakes.
 Fuselage length 7.3 m.
 Mass empty 480 kg, in flight 680 kg.
 Min sink 0.45 m/s at 90 km/h.
 Best L/D 1:55.
 Construction in glass and carbon fibre reinforced plastic.

An outline of Lithuanian-USSR gliders (no primaries)

Type	Year	Span	L/D	No.	Remarks
BrO-12	1957	12	20	121	Wood, high wing, struts, design B Oskinis, Kaunas, profile modif Gö-549, prod 1958-59 Simferopol
BK-4	1957	14,8	25	1	Wood, design B Karvelis, Kaunas
BK-6	1960	18,3	28	61	Wood, design B Karvelis, Vilnius, prod Simferopol
BK-7	1972	17,8	43	1	First glassfiber (GRP) design B Karvelis, 'Lietuva' profile FX. 67-K-170/17
BK-7A	*1974	20,0	46	3	Design B Karvelis, ESAG
LAK-9	1976	20,0	46/47	8	Design ESAG
LAK-9M	1977	20,0	46/47	10	Design ESAG
LAK-10	1978	20,4	47/48	10	Design ESAG 'Lietuva'
LAK-12	1979	20,4	47/48	253	Design ESAG 'Lietuva'
LAK-5	1982	20,6	42	1	Motorglider, 6 cyl, 60 hp, design 'Nemunas' K Juocas, ESAG
LAK-11	1982	15,0	40/42	7	Design J. Bankauskas, ESAG 'Nida'
LAK-12-2R	1986	20,4	46/47	2	Twoseater, design A Rukas & Ajonusas 'Juliet'
LAK-12E	1989	25,6	54/56	1	Design J Bankauskas ESAG, profile E662
LAK-15	1989	25,6	57/59	2	T-tail, design J Bankauskas ESAG, E662

** BK-7A, BK-7B, BK-7C were all prototypes with small modifications. They had the same span and the same performance and were all forerunners of the coming LAK-12 as well as LAK-9, LAK-9M och LAK-10. ESAD, Experimental Sport Aviation Workshop, (Lith: Eksperimentines sportine aviacijos dirbtuves) started 1969 and was in 1972 ESAG, Experimental Sport Aviation Factory. (Lith.: Eksperimentine sportines aviacijos gamykla) There is more information as; mass empty weight, wing area, wing loading etc in the Encyclopedia of Russian Gliders (A D Krasilshchikov) Language Russian.*

fied by the expensive ASW-22 and Nimbus 3. Flown by some of the best glider pilots of the world to win competitions

and break records, even these were not produced in large numbers. The LAK-12E could not compete. □



Below: LAK 12E.
 Both photos: Thorsten Fridlitzius



Short history of BrO gliders

Francis Humblet sent us this article, which he received from our members in Lithuania.

In 1931. 12. 13 to the first ATM “aviation group” meeting came a lot of students. One of them was Bronius Oskinis. Instructor was a air force pilot and LAK (Lithuanian aero club) instructor G.Heidrikis. In first meeting he came with plans of RRG 23 “Zogling”, hoping that ATM students will be able to make it. But it happened even better. When discussing construction of the glider, B.Oskinis suggested some major changes. G.Heidrikis agreed with the changes, and all group started to build it. When it was born it was called “Technikas-1”, in short called the T-1, the



T-1

first Oskinis glider. The glider was used in primary education and training purposes.

Encouraged by the success of the first glider, B. Oskinis started designing a completely his design glider T-2 for training and flying on ridges. This machine had a semi-covered cockpit and flight data equal with same type foreign gliders. At a time when T-2 was built, B. Oskinis began to design a new training glider, for flight in thermals or even for aerobatics - BrO-3. It was built in 1936 summer, by its own funds. This was a beautiful shape glider, designer named it “Pukas”



Bro-3 “Pukas”

After gaining experience from his first three constructions, B. Oškinis decided to create a glider for the towing and aerobatic flying. This was one of the few European acrobatic apparatus, called the BrO-4 “Ruta”. In 1937 with it B.Oskinis and J.Pyragius went to America, Elmira.



BrO-4 “Ruta”

In 1938 Oskinis built a better acrobatic glider BrO-5 “Ruta” II. It was really success, glider had better glide ratio, better maneuverability. The glider was really beautiful.

After the war B.Oskinis started designing training glider BrO-9 “Ziogas” (BrO-7 and the BrO-8 was planes).



BrO-9 “Ziogas”

However, Kaunas glider pilots wanted bigger glider, so Oskinis in 1948-1949 started to build BrO-10 “Pukas”. It was the modernization of the BRO-6, using a combination of the new wing profiles.



BrO-10 “Pukas”



BrO-10 “Pukas”

Many good words were said from famous Soviet constructor O. Antonov. Although Pūkas “III was approved for construction in series, but mass production has not been started.

In 1951 Kaunas gliding enthusiasts built the small dimensions, low weight training glider BrO-9 “Ziogas” prototype. In 1951-1955 about three hundred “Ziogas” was built in Simferopol gliders workshop. BRO-9 replaced old glider A-1. The BRO-9 in the fifties were operated in all the country gliding clubs



BrO- 11



BrO-11

and schools, including all Soviet union! After three years B. Oskinio made a primary glider BrO-11 "Pionierius" who was destined to become the best at the time primary training glider design in Lithuania and Soviet union. It was for schools gliding sections. After the successful testing of a prototype, the USSR SDAALR CK production department has made several hundred new gliders drawings, and sent it to the Gliding clubs.

In 1955 serial construction has started in Simferopol's workshop. Until 1960, it was built about two thousands this type of glider. In 1969, modification of "Pionierius" was made - BrO-11M. It was slightly heavier, had longer fuselage, instead of slide, wheel was installed, and it had higher glide ratio.

With his faithful helpers - Kaunas group, B. Oškinis in 1957 and completed the glider for thermal flying - BrO-12. After successful testing of this machine, it was built in series at Simferopol gliders workshops (total - 200



BrO-12

gliders). BrO-12 was designed for winch launching, so designer decided to use Junker's type ailerons and flap in wings construction. BrO-12 was able to reach higher altitude on winch than any other gliders. It was suitable for thermal soaring and cross-country flights.

B. Oškinis has designed first Lithuanian water glider. In 1973, in experimen-

tal sport aviation factory small biplane BrO-16 "Pempe" (LAK-3) was built. It was universal machine, suitable for teaching, training and entertainment flying. It was a success.

Later, B. Oskinis deviated to the small dimensions, lightweight and low-speed flying gliders construction.

As a pensioner, B.Oskinis in Palanga, helped with his young friends - avia modelers, in 1974 built the original construction BrO-17S "Bitele". B.Oskinis for the first time in world used slotted



BrO-17S "Bitele"

wing- three close tandem wings with slots between. This wing allows you to fly for less than 40 km/h.

Later glider was modified to a water glider BrO-17V "Antele". In 1975 B.Oskinis designed BrO-18 "Boruze" it was experimental glider and, perhaps, the smallest glider in the world (wing length - 4.9 m).

The tests demonstrated the positive features of the BrO-18: it is easy to



BrO-18 "Boruze"

manufacture, easily managed. With short wings "Boruze" can fly at low speed and altitude, ideal for teaching children.

Glider flies at 35-40 km /h

BrO-20 was the first B.Oskinis com-



BrO-20 "Pukelis"

posite glider, he invented special technology. He used glass fiber rowing with epoxy, to entwine ribs, spars. BrO-20 "Pukelis" was made in 1977, it had 6m. span wing, and weighted 38kg. It was capable to fly in Nida ridge. B.Oskinis wanted to make "Pukelis" a human powered plane, he used different technology than other builders, unfortunately he haven't got enough time.

BrO-21 "Vyturys", children training glider with tree slots. Unfortunately there was built only two gliders. Starting



BrO-21 "Vyturys"

from 1979, in one year and half, in Kaunas was made three Oskinis gliders- BrO-21 "Vyturys", BrO-22 "Rutele" and BrO-23 "Garnys". BrO-21 "Vyturys", children training glider with tree slots. Unfortunately there was built only two gliders. BrO-22 "Rutele" was an experimental glider. BrO-23 "Garnys" was primary gliders with one slot and span of 8.2m, glide ration was about 15. This glider was made for almost everyone, from children to old pilot. But mostly for children. Later it mounted engine. Several undercarriages were available: skis for winter flying, wheels



Bronius Oskinis in BrO-23 "Garnys"

or floats and eventually a tricycle version for a motor-glider conversion.

Bronius Oskinis was one of the best, if not the best Lithuanian glider constructor. He created 25 "birds", made lots of inventions, and the biggest contribution: is children gliding. Unfortunately Bronius Oskinis is no longer with us, but its passion still lives in our hearts. □



More than just WOODWORK



Left: Chris Williams with the newly completed 26lb MG19a Steinadler

by CHRIS WILLIAMS

Trees have been around since long before the invention of the Garden of Eden, and wood has been an essential building material since the First Man fell out of a tree and thought that walking upright was a pretty neat idea. Thus it was that wood provided shelter, gave us weapons and then transport in the shape of carts and then ships, although maybe it was the other way round. Compare, then, an ornate wooden armchair with a wooden sailing ship. The former makes a convenient resting place for your bum, but the latter, well, ask any sailor; a ship is a living thing: as Henry Wadsworth Longfellow put it: *'She starts, she moves, she seems to feel,*

the thrill of life along her keel'. If an armchair is mere furniture compared to a living ship, then how do you compare a ship to a sailplane? Well, a ship, no matter how graceful or beautiful, moves only in two dimensions (I'm not counting the seasick dimension) whereas a sailplane moves in three. Both need to be streamlined, but a sailplane has no motive power and efficiency defines its being. So, to me, I'm thinking that a 1950-60's Slingsby's Dart 17 pretty much epitomises what I believe to be the ultimate expression of that age-old art, the working of wood. An armchair needs

Below: the Steinadler, a stately sailplane in its natural element, the setting sun glowing and flashing off its carefully crafted surfaces

little science in its design, it just has to stay together, look dignified and allow you to sit in front of the fire. A ship is much more complicated, but it has to be strong enough to withstand rough seas and I'm guessing that the All Up Weight is not the biggest concern in its designer's mind. A glider has to do much more, it must be light, yet it must also be strong in all the important places; it must be streamlined, yet have the capacity to carry even the most circumferentially challenged pilot; it needs so much more than just a rudder to enable it to remain balanced in flight.

All of these thoughts and more were passing through my mind as I rigged my latest creation on a Dorset hillside one beautiful spring evening in late April. At 26lbs my MG19a Steinadler is no lightweight and is on the limits of what an old geezer like myself can hoist aloft over his head. This was not to be a maiden flight, that had happened by aerotow a couple of weeks previously, but this was to be the first excursion from the slope, a much riskier proposition considering that the sun was wending its way earthwards and the breeze losing its enthusiasm for life. Although only a smaller scale replica of the full size, this model represents five months of woodwork: plywood sheeting draped over plywood formers, balsa sheeting covering balsa ribs, litres of paint draped over a fortune in heat-shrink fabric. The First Launch from the hill is always a





timeless moment, the muted click and buzz of the servos, the feeling of lightness as the wind explores the wing's surfaces bestowing upon them the promise of flight (*She starts, she moves...*) A few tentative steps and release: now the Laws of Aerodynamics and one or two of Newton's too, must be appeased if this venture is to end in success. Anyone who has visited Dorset will know of the picturesque scenery and the rolling hills, in this particular place there is little in the way of traffic noise, only the soothing bucolic background noises of distant cattle. Add to this a rather spectacular sunset and fold in a cool, friendly breeze doing its utmost to cooperate and blow directly on the slope, and sprinkle lightly the fact that you haven't seen another living soul since you got here, and by my reckoning you have a recipe for Nirvana. The Steinadler is extremely stable and rock-steady in flight, if you bank around the back of the slope (avoiding the trees!) and perform a low fly-by you will be rewarded by the sight of a state-ly sailplane in its natural element, the setting sun glowing and flashing off its carefully crafted surfaces, the wind caressing and moaning as it is deflected by the control surfaces, the true sound of

Above: the Steinadler enjoys a late Saturday evening tow, just before sunset

flight, the Sailplane Song.

I don't need to be told how lucky I am: this whole experience is just the culmination of a very long process that starts with a simple 3-view drawing and a few photographs of the full-size, and proceeds through countless hours in the workshop, at each stage rewarded by that feeling of accomplishment that comes with any creative process. That the Steinadler is such a steady platform proved fortuitous, as I was then able to indulge in my second favourite pastime, filming my models in flight. The on-board clips and photos aren't too taxing as I have a series of homemade stands to accommodate the little camera, but filming from the ground is a little more difficult as the sailplane's controls have to be relinquished and model's progress monitored from the much larger camera's viewfinder instead. The resultant video is one of the best yet with some of the free-flight sequences surprisingly long in duration. (As we now live in the digital age you don't just have to take my word for it, just log on to YouTube and

type STEINADLER SUNSET into the search box to see for yourself. <http://www.youtube.com/account>)

By one of Life's strange coincidences I have a GCE in woodwork and my final task at school was to make a canoe with an awful lot of plywood in it. Forty-five years later I'm still playing with wood, but there can be little doubt that now it's more than just woodwork...!

ADDENDUM

As this article is being put to bed, I have just returned from the National Rally at Gransden Lodge. It was a fascinating weekend for the modellers, the only fly in the ointment being a distinct shortage of suitable tugs for the larger models. I would like to thank Bruce Stephenson for his untiring enthusiasm in bringing the two disciplines together, and the VGC and Cambridge Club members who made us feel so very welcome... c_williams30@sky.com □



Left: the static model display in the hangar at Gransden Lodge

Above: Colin Ashman rigs his scale Gull Below: the Gull on tow on the Sunday





Times gone by....

went to bar taut then sprung back so that you were left sitting at 50 feet, in a climbing attitude with the cable quite slack, desperately hoping that the winch would catch up before you stalled....

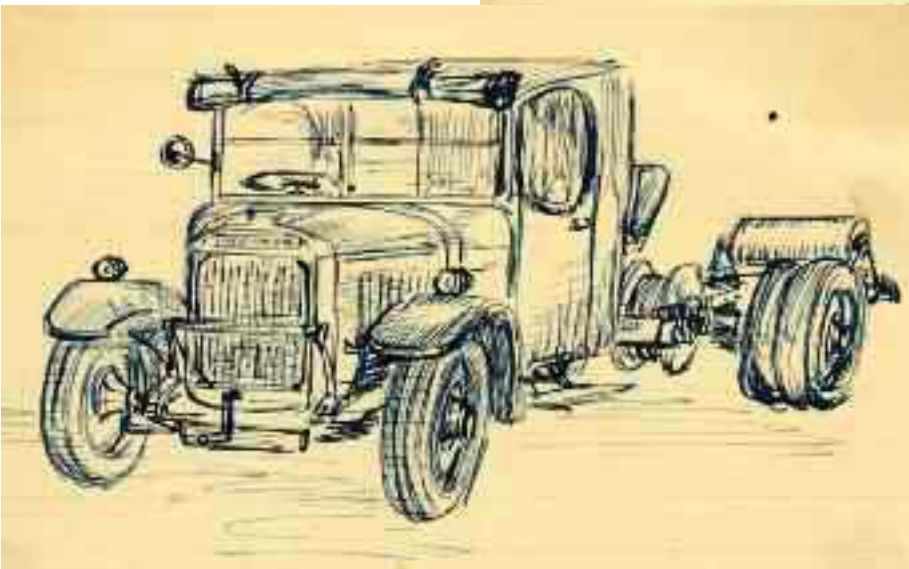
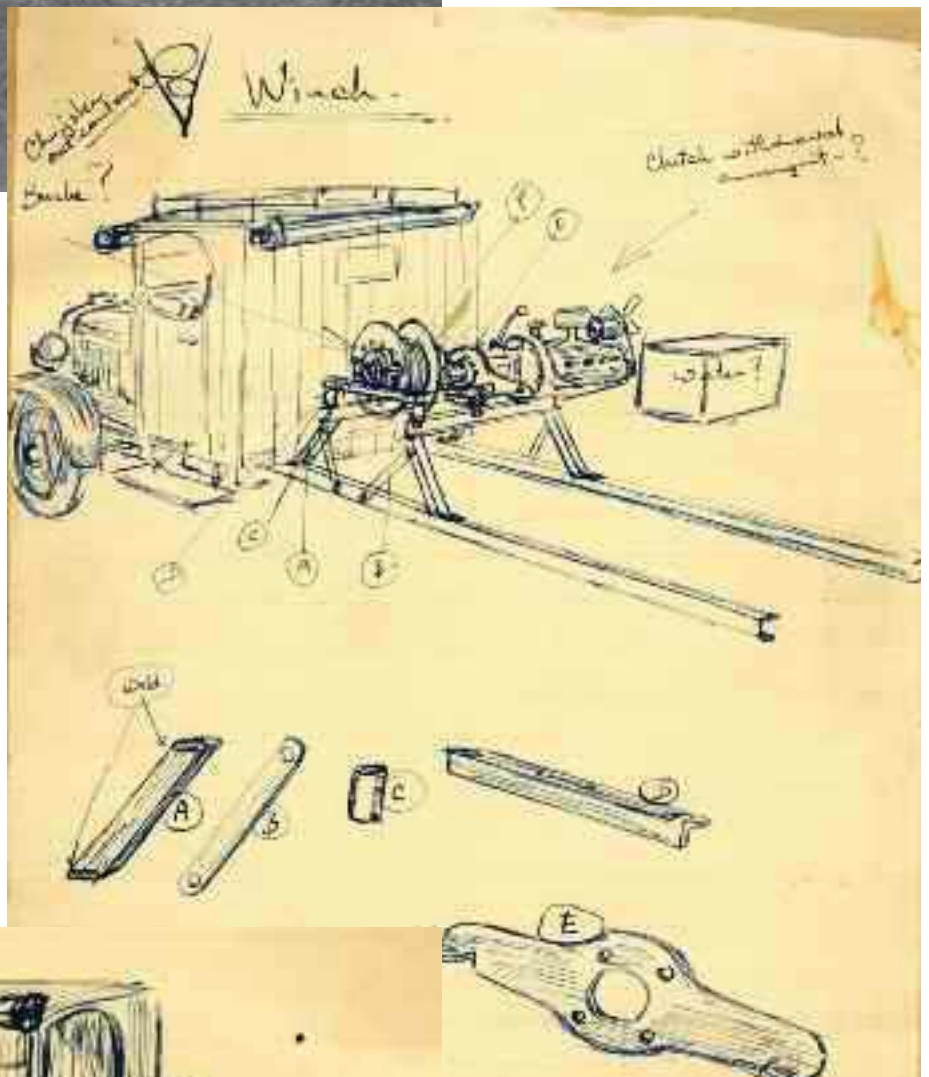
We also had a trailer winch with a Ford V8 engine driving a single drum with the driver sitting sideways on. Absolutely no protection in those days, and the whole thing rocked alarmingly if you had a T42 Eagle on the other end ! I also seem to remember being enveloped in a cloud of steam so that you could hardly see the glider on a calmish day !

I cannot vouch for the accuracy of this but I know that my Father was much involved in building winches just before and after the War and I believe

By Rob Faulkner

We talk a lot about our Vintage Gliders but how many people remember the days when we built our own winches? I recently found a number of bits and pieces amongst my late Father's effects which I thought might be of interest ?

I can recall driving some pretty strange contraptions but, unfortunately, I cannot find any photographs of them. Cyril Kaye and his bunch of enthusiasts built a marvelous brick hut on the West Edge at Hucklow just after World War 2, then installed a four cylinder Gardner diesel. I seem to remember that you wound it up to maximum revs of 1850, then dropped the clutch fairly smartly. At the other end, one moment you were sitting on the ground and the next you were about 50 feet up in the air. Meanwhile, the cable



that this photograph must be the result of his sketches. Curiously, the cage looks very similar to the cages on the RAF barrage balloon winches which many Clubs acquired just after the War. However, I cannot place the photo at Hucklow, and the sketches show plans for a self contained winch and not an articulated trailer... □



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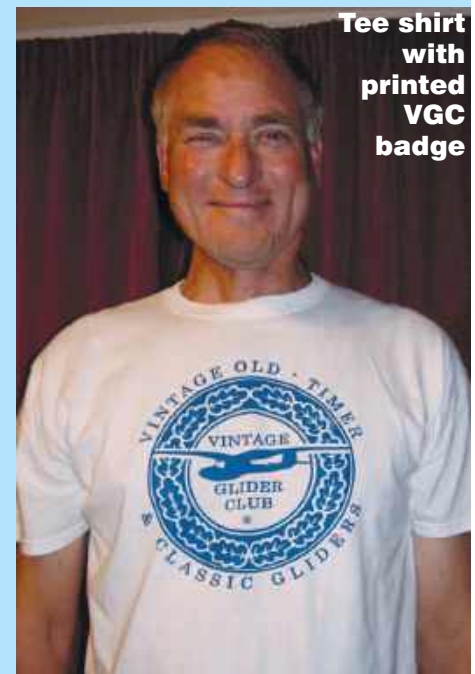
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Flying in Iceland

Dear Chris,

Thank you very much for your letter of the 17.08.08, which I received on the 9th of September because my family and I were abroad -in Iceland. There I found two EON Olympias not flying but in quite good condition. One in Reykjavik and the other one in Akureyri in the very North of Iceland where I had some beautiful flights seeing fjords, glaciers and ridges

- not reaching the polar circle - but flying in the thermals and under waves only 50 miles south of it. That was on the 5th September 2008 with a Ka 8 and a PW 5 and a Twin Astir III SL.

The EON - Olympia Meise of Akureyri - then - was prepared to carry oxygen between the feet in front of the cockpit because the waves carried the members sometimes over 6000m above MSL and the fjords.

During summer they can fly till midnight (midsummernight). They can see enough - though the thermals "go to sleep" then, they can fly on the 1400m high ridges above the long Arkureyri and Husavik fjords. On the old airfield from Arkureyri there is still one hangar standing built from the RAF in 1941. Now there is a Grunau Baby, and an original GDR - Lomatsch Libelle, (one of only two in the world) a Ka 8, a Ka 7, a Twin Astir III SL (self launch) sometimes a Duo-Discus, a PW 5 a L 13 Blanik, a LS 8, and last but not least a very good launching Tost Winch there. The members there are wonderful. (Contact the Chairman there: Sigtryggur Sigtryggsson, Theriak ehf Skipagata 18, IS - 600 Akureyri, Iceland, Tel: +354 545 3300 Fax: 354 545 3301 (sigtryggur@theriak.is) or Gunnar (gunnarElug@hotmail.com) or Theodor Wasson (toti@Pukar.net). They have everything to have wonderful glider flying there.

During the War, a big British Aircraft crashed there in the mountains above 1200 m MSL. Only in the year 2000 the glacier over there "gave up" the rest of the aircraft. There is a stone now remembering the four RAF comrades.

Johannes Fischer

The L-Spatz 3 D-0283

Or: Hurdle race at the German National Aviation Authority LBA, by Reginald Kasubeck, translated by Stefanie Gester.

The L-Spatz was manufactured by Scheibe Aircraft in Dachau in 1965. Those days a West Berlin soaring club bought the aircraft and registered it under

D-2003. Later on it was seen on numerous West German airfields. In 1986 one of my club mates purchased the Spatz and stored it on an uncovered trailer in the Uetersen Gliding Club hangar. Its last technical annual check was carried out in 1987. Since then the owner was engaged in other projects and business, and this way the plane was buried in oblivion. Over the years its fuselage and wings became a nesting site for mice and squirrels. Until 2006 the monthly hangar rent was paid in time and on a regular basis. At approximately 40 Euro per month the total cost soon summed up to 9,000 Euro. The owner died in 2006 and the heirs neither simply did not know what to do with this "piece of jewellery" nor did they want to continue the monthly payments. Thus my club had to act. The easiest was to give the damaged plane away - to me. I accepted gratefully and transferred the Spatz to



L-Spatz 3 similar to Reginald Kasubeck's

my new residence in the East part of Germany. Together with a friend we decided to carry out a major overhaul. It was easy to file the application itself. But the catalogue of jobs to do even exceeded the item list of a Boeing 747overhaul manual. We were not put off by that and started working on the Spatz. Firstly we removed two 10 litre buckets full of nutshells and further squirrel cushion material. The tenants left long time ago.

Between mid 2007 and spring 2008 the overhaul kept us busy. The plan had been deleted from the National Register for more than 20 years. Therefore I inquired for a new registry with the German National Aviation Authority LBA. I asked for a one of the lower license tag numbers to accommodated with the glider's age. As I later on realised this was a fatal mistake.

In the first instance the Spatz passed the inspections by a Technical Officer without any claims in March 2008. We immediately applied for a preliminary certificate of airworthiness to do the check flights. After six weeks I contacted the LBA to get updated on the paperwork status. The 2008 VGC Rally in Wels came eventually closer. The LBA

Officer in charge Mrs. G. told me in a very kind manner that the procedures have currently slowed down to 2 weeks handling time due to a lack of personnel. I swallowed heavily and replied that the LBA already confirmed receipt our application 6 weeks ago. Astonished Mrs. G. rifled through a pack of documents and actually picked out our sheet. However, we had filled out the wrong form. Meanwhile the LBA introduced new application forms. Furthermore the handed-in insurance certificate seemed to be incorrect as well. Well, I filled the new forms, got them stamped by the Technical Inspector, added all available insurance documents and mailed all this to the LBA. Having the 2 weeks handling time in mind I called Mrs. G. after 3 weeks. She again started rifling and found the item in question. But again the insurance documents were not correct, she claimed. Unbureaucratically she solved this by combining the insurance papers of our first application with the new forms and things were expected to be on the right track now. Though the unexpected mess just got started.

After 10 weeks in total, on June 6th, 2008 the preliminary certificate of airworthiness for ONE check flight arrived. At least the Spatz behaved as it was expected to do and I had a one hour soar. Immediately we submitted all necessary documents for the final certificate of airworthiness. The papers travelled their way from the Federal State Association via the LBA's Berlin branch finally to the LBA Head Quarters in Braunschweig. But by mischance only two sheets of the originally huge pack of papers arrived there. I learnt the news from our LBA Officer of trust Mrs. G. when talking to her again after another 4 weeks. In the end I sent copies of the originals straight to her attention.

Another 2 weeks later I got a call from Mrs. G. She found out that I am not the proper owner of the Spatz. Meanwhile the plane had been sold to the USA. Oops!?! In a further longer talk to Mrs. G. it was revealed that the old Spatz registration number had been assigned to a modern plastics glider based overseas. At this point I simply had to declare in lieu of an oath that the L-Spatz is truly mine. This declaration was mailed to the LBA on July 23th, 2008. Last second to catch the Wels VGC Rally train! Excessive phone talks to Mrs. G. dominated my daily life. I even offered to come to Braunschweig and pick up the certificate saving her mailing efforts. She replied by a loud laughter at the other end of the



line. Applications are all handled as per incoming order.

On July 30th, 2008 I hooked the Spatz trailer to my car with Wels direction making a 600 km detour to stop right in front of the LBA Head Quarters in Braunschweig. My original plan was to refresh Mrs. G.'s obviously old-fashioned memory with regard to realistic turnaround times of paperwork processing. However, the office door was opened by an attractive young woman wearing a fancy dress and appropriate female footwear. It was Mrs. G. She stamped the certificate of airworthiness and mentioned with sparkling eyes how gladly she works with the LBA. Well, I am only a male too. I took the papers and drove straight to Wels. Upon arrival in Austria I slowly came to ground having some nice flights in the L-Spatz and enjoying the "Soaring Woodstock Festival". It was only later when I learnt that Mrs. G. is in charge with German registration numbers from D-0000 to D-3999. My next glider definitely gets a number of D-4000 and further...

No Kranich at Achmer

Dear President Chris

Sorry to inform you that your ex Kranich will not participate in the VGC Rally in Achmer this year. The Ålleberg Museum board has refused my proposal.

During our annual SVS meeting in Ålleberg in last May, I made a proposal and inquired among our membership about the possibility to take the Kranich to this year's rally. They thought that this was a good idea to go forward. I later had that proposal published in our SVS magazine to inform the other SVS members. I also put on their agenda for SVS board meeting in mid February to ask for permission from the Museum board for SVS members to use it for the Rally.

Date mid February. The outcome, not on SVS board and to the owner, the Museum. Rolf sent me mail about my interest to take the glider to Achmer. A mail to him that many among us was keen to go abroad with it and also there is interest within VGC. Copy also to SVS. He sent that to the Museum board. At their meeting, they were informed about all of the interest in the glider, but handed over to officer in charge of the museum, to send me their decision. Rejected! The glider stays for flying in Ålleberg and another factor, SVS has its 20 jubilee this year in May. But that has nothing to do with Achmer in end of July!

That is the end of the story. I have

tried. I received the message by mail on Thursday. The board meeting was 03.03.

Moral - Never sell an airworthy glider to any museum. It can be locked within the border and may never again fly out into free air.

All the best, *Ingvar Hyllander*
Member 2191, Sweden, Ystad 29th March

First?

Hello, Margaret:

Just received the VGC issue Spring 2009 and enjoyed seeing the History of the sport highlighted.

Two write-ups caught my attention, having researched the early history of the sport of soaring for some time. To celebrate a "First" is always exciting, but the use of the word "First" can also be dangerous. To celebrate the flights by Joseph Weiss, or as he became later known, Jose Weiss, is a neat idea, but he was far from being the "First" to achieve a soaring flight. There were several earlier soaring flights.

As long as we define soaring as gaining of altitude, with no duration limit, I would like to suggest that we give credit to the following pilots, and there might be other ones as well:

- Otto Lilienthal from Germany experienced a gain of altitude, even though he did not officially record his flight duration or the altitude gains. But he described how soaring will be done and gave us a graph.
- Octave Chanute's team (Augustus Herring and William Avery) along Lake Michigan in 1896 and 1897. Flights are documented by several witnesses and photos for duration and altitude gain, as well as published articles and unpublished data.
- Orville and Wilbur Wright did several good soaring flights late in 1902 and early 1903, with altitude gain, again documented with photos. I do not have an e-mail address for Andrew Jarvis, so could you please forward this information to him? I would be happy to supply additional information, if anyone is interested.

On a different subject, we will be staging the IVSM'09 at Elmira, NY on the same weekend as you will have your Rally. Let us hope that the weather cooperates for both events.

Simine Short, Chicago IL.

Dear Simine

Firstly may I extend an olive branch to you! I can only admire your erudition in matters of aviation history. Do

please look at the photograph and you will see how beautiful Weiss's glider was. Also this explains why it has taken me a while to write back to you.

I have not been entirely idle.

The picture was taken this evening, so 'Olive' (you get the pun) is rigged for the first time in 100 years, today. Admittedly only a 5/8 scale model, but it looks real to me. How Weiss built this in cane and horse glue is totally beyond me. I have used pine and polyurethane glue, with about four power tools and lots of neat little clamps.

As regards who was the first to soar, this story will run and run. Personally I think it's obvious that our man was first even if he was an Alsatian, for the simple reason that gravity was invented here.

Seriously, I would like to know more about the Wrights' soaring claim.

On the aesthetic side though, can anyone come near to the 'Leonardo of Sussex'?

With kind regards, *Andrew Jarvis*

Hello, Andrew:

Thanks for sharing these very exciting photos! Actually, I had never seen anyone put the fuselage on its side to



Andrew Jarvis's 5/8 scale model of Jose Weiss' Olive





show the wing structure. Novel idea and you surely are getting the message on the workmanship across. How much does your fuselage plus wings weigh? and how much did Weiss' glider weigh (if known)?

Yes, I agree, many of the older gliders look pretty fascinating and one does wonder how those men could build them without the tools we are familiar with today. I do not know much about Weiss, but I do know that wooden clamps (similar to what we use in metal today) were used by Chanute's crew in 1896 and by the Wright's in 1900 and beyond. But they had lots more time (or they took more time), than we have today. Waiting 24 hours for glue to dry seems to have been a standard. To explain my view on the First to Soar, I am attaching an article* which was published a few years ago. No, I did not mention Weiss in my research, because I thought that a flight of less than one min several years after the Wright's soaring flight is not that significant, but of course it would be for recognition in your own country.

All the best, and hopefully you will have plenty of good weather for your event, and I look forward to hear from you again in due time!

Simine

**Simine's article she refers to here is copyright protected, so can't be reproduced in the magazine. However, for those members who would like to pursue this reference, the article was published in the AIAA JOURNAL Vol. 43, No. 1, January 2005. Titled 'Birth of American Soaring Flight: A New Technology by Simine Short, National Soaring Museum,*

Elmira, New York 14903'.

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More on Jose Weiss – from CW

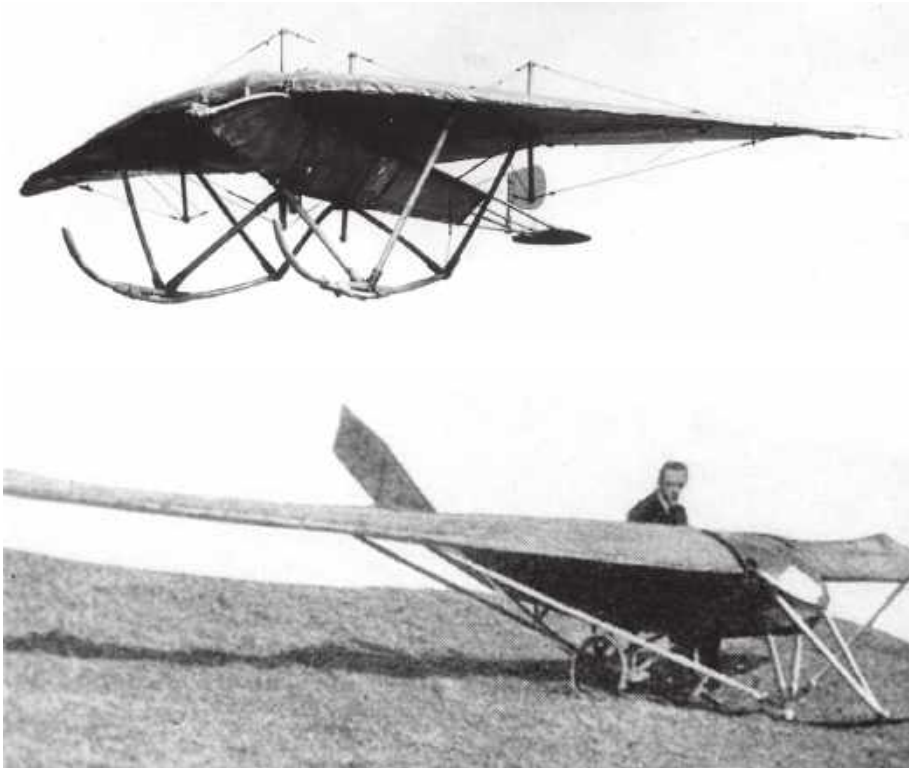
FROM THE JOURNAL OF THE ROYAL AERONAUTICAL SOCIETY JANUARY 1966.

By Eric Gordon – England.

“Jose Weiss will always occupy a unique place in my memory, respect and veneration almost amounting to a form of hero worship. He had started his pioneer aeronautical work in 1900”. (He had come from Alsace, after 1870, as he wished to remain French, and had settled in a large house in Sussex - CW). “I

Below: José Weiss at his painting, to earn money to build gliders. After WW1, he was devastated to learn that flying machines had been used to kill.





joined him in 1909. Such was my confidence, and indeed his, based on his years of development of his long line of inherently stable Weiss gliders that, when we built on our return to Houghton, a man-lifting Weiss glider, which was christened "The Olive" after one of Weiss's gliders – we had complete faith that it would perform as predicted by Jose Weiss. So, on one windy day with a suitable North wind, the Olive was carted to the top of Amberley Mount and I was to make its initial flight from its highest point. After some careful instructions from Jose Weiss, he launched the Olive from its precipitous North face. I suddenly found myself high above Weiss' head and in fact in soaring flight. I was able to keep the machine's head to wind and I proceeded to glide out over the valley and out of the up-current. After what seemed a very long time, the Olive came gently to rest



on its keel in a ploughed field at the bottom of the hill. There I remained seated until a breathless Jose Weiss arrived and announced that his stopwatch had clocked 58 seconds and that the machine had soared high above its starting point. This flight remained a record until after the First World War. Weiss decided that as he had been offered an engine for the Olive, there was no purpose in making further gliding flights "because we might damage the Olive before the engine was installed!" Weiss had now two powered machines, one fitted with a three cylinder Anzani, the other with a four cylinder Warren Lambert, and these were taken to Littlehampton Sands, which was to become our aerodrome. One of my most vivid and treasured recollections of Jose Weiss were the many evenings we spent in his workshop at Houghton, while he held forth on the future of aviation. He was indeed a seer of great prophetic ability." □

Top left: 1909 Weiss Model – which is different to 'Olive'.
Above left: José Weiss' glider 1912.
Photo: Eric Nessler of France.
Left: Eric Gordon-England, 16 years old in Olive in 1909. *Photo: Eric Nessler*
Bottom left: Eric Gordon-England (in white coat) – as guest of honour at a Vintage Car Meet at Wycombe Air Park in the 1970s. *All photos from C.Wills Collection*

Errors in VGC News No. 126

On page 8, the final photograph at the bottom of the page shows a SPALINGER S.18 approaching the Matterhorn Mountain. It is the village (town?) below the Matterhorn which is called Zermatt.

On page 18 "The First Soaring Flight". Jose Weiss came from Alsace, not Austria. After the Prussian arrival in 1870, which took Alsace/Lorraine, he emigrated to England, as he wished to remain French. – CW

Dear Madam Editor,

Much as I enjoyed the spring issue of MVGC I would like to point out various errors which, for the sake of historical record and accuracy, ought to be corrected (perhaps).

Page 7, column 2 - 'A visit to the EGU congress'... para 2, line 4 should read "As Wally Kahn invited David Roberts as his personal guest which gave us the opportunity..."

Page 9, 'British Gliders..', para 2, should read "Richard Branson (NOTE spelling) a dissimilar replica built by A.



McWhirter which differed fundamentally from the original”.

Page 9, ‘British Gliders’, para 3 and 4. Surely neither Percy Pilcher nor Charles Rolls “killed themselves”. In each case they died involuntarily by accident.

Page 9/10, The Hawker Harrier was designed not by Sir Sidney Camm’s but by his successor Ralph Hooper, himself a keen glider pilot.

Page 11, ‘British team’ intro “...from Ann Douglas (nee Welch).” This is incorrect. Ann Douglas was nee Edmonds. It was many years after 1948 after her divorce from Graham Douglas that she married Lorne Welch. The account should show that Charles Wingfield was forced to withdraw through medical problems. The 1st reserve pilot Lorne Welch took his place. Ron Claudi was a nominated reserve pilot but after Donald Greig’s fatal accident only flew the last task in the Championship.

Lastly on a happier note, I was pleased to read that the first glider I owned in 1954, Olympia BGA 687 is still alive and at kicking at Southdown. Also (page 34) I wonder whether the Danish Olympia OY-XEF is the one bought by the Danish Air Force in which I was aero-towed from Redhill to Denmark in June 1950.

Yours most respectfully, *Wally Kahn.*
(Thankyou, Wally – your direction in these matters of historic record are very much appreciated. I hope that you are enjoying this edition and finding less inaccuracies.)

Snippets

GLIDERS LOST.

The late Norman Ellison told us many years ago that he had seen the CHILTON OLYMPIA, Britain’s first Olympia, stored at Slingsby Sailplanes. Harold Holdsworth had built its fuselage at CHILTONS AIRCRAFT at Hungerford. However, after the managing Director’s fatal accident in a Fieseler STORCH on Christmas Day 1945, the Chilton OLYMPIA had to have its wings built at Elliot’s of NEWBURY. It had had some glue failure, but nothing that could not have been fixed. He, Norman Ellison, plus others at Slingsby Sailplanes, wanted to repair it. However, when the Directors of Slingsby Sailplanes heard of their interest, they had it burnt. The same happened to the third German built MEISE that was in Britain after 1945. The first was owned by the Royal Navy. John Sproule had brought it to Britain togeth-

er with a MU 13-D-2, a KRANICH 2B-1, and a KRANICH 2B-2, from North Germany in 1945. The KRANICH 2B-2, was shipped on an aircraft carrier to Australia for Tony Goodhart to fly records with during the early 1950s. The other three met their ends in Britain through damage and glue failure in 1957. The second MEISE was handed over to civilian gliding in Britain in 1946. As BGA 449, it is currently for sale in Plymouth. The third MEISE was seen stored at Elliotts of Newbury, by C.Wills, who worked there, in 1953. It was not wanted by the BGA because of glue failure. C.Wills saw that it was intact but without fabric. It was camouflaged. Its canopy had been squashed flat. It was stored together with the broken Newbury EoN aeroplane (broken because of its pilotless take off with an EoN OLYMPIA, for Denmark (OY-FUX) which was also pilotless although Denmark did finally obtain this Olympia!)

Also in this storage space were 36 or 38 EoN Olympias in racks, still unsold of the first 100 Olympias built in 1947. And there also was the tailplane from a 1938 DFS WEIHE. One wondered how that had got there? When CW showed interest in saving the German Meise, he was told “certainly not”, as it had glue failure and there were still some fine new British Olympias (aerolite glued) for sale. The Meise had been brought there so that its structure could be investigated in order that the EoN Olympias could be built cheaper and stronger. CW supposes that the Meise was finally burnt when Elliotts closed down, during the early 1960s.

Ian Dunkley has forwarded this email to IVGC News. Members may be interested to know of a new glider refurbishment/renovation organisation in Poland. LKKL KONDOR - Piotr Kumorek wrote:

Hello. Does your club or in the association have a lot of gliders? If some of them require renovation please contact us: e-mail- kondor@post.pl / www.lkklkondor.com.pl. The advertisement concerns private owners of gliders. Best Regards **LKKL KONDOR**

John Morgan tells us “I’m hoping to start another restoration this year, but please find attached a picture of Hans Nietlispach’s Sky, recently restored by myself, which still holds the Swiss straight line distance, which he famously flew in 1955! I was in contact with Hans a couple of years ago and kept him abreast



of the restoration. He sent me his book (Segelflug) and some original pictures of the Sky taken in the Swiss Alps, where apparently it was flown at night (the wiring for the navigation lights is still extant, a searchlight is still installed in the nosecone and the rudder still has its red tail light).

It’s a pity he is no longer with us – I would have liked him to have seen his old mount.

Best regards, *John J Morgan*

Vincenzo Pedrielli has sent us some extracts from the Italian model magazine, Settimo Cielo, to which he contributes. Readers will note that the picture included here also featured as the front cover of VGC News126, and was incorrectly credited. This is in fact one of Vincenzo’s excellent photographs. I should have known! – *Ed.*



STOP PRESS

Christoph Zahn wins the Salzmann-Cup!

Christoph has performed well and has done an incredible job flying against serious German competitors, in the Advanced class of Aerobatics. □

It's not only old-timer gliders we must save

It is heart warming to see how the members of old-timer glider clubs keep in perfect condition our flying heritage. Sometimes they make from a wreck, a brand new glider. The only part left was the main bulkhead. We have many examples of these marvellous jobs. Everybody knows the stories of the technician who is working many years on his old-timer, full of love for the old craftsmanship.

It is quite different with the materials we need to fly. E.g. winches and old instruments. We have seen the nice Tatra winches in Slovakia and in France an old Ford winch. In Overboelaere in Belgium we saw an original Röder Winch. Old Askania and Badin variometers are replaced by modern audio systems, the masterpieces of clockworks of the barographs of Winter and Per Avia replaced by GPS. Over some years these old winches will be shredded and the instruments thrown away, I am afraid.

Now I want to write about the trailers.

Some twenty years ago I found a trailer that had been used in the pre-war times in the Netherlands. I heard that a gliding club used the trailer to transport the Rhönlerche once a year. The whole year it stood outside the hangar, of course rotting away. The problem with trailers are the dimensions. The first years a farmer was so friendly to store the trailer in his farmhouse for the symbolic price of one bottle of gin per year, but

Below: The national Dutch team with the legendary V-20 and the old trailer in the fifties.



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TRAILERS...

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or
2 CADETS
or
2 TUTORS**

★

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FEATURES of this well-designed trailer include :

- ★ All-steel arc-welded frame. ★ Hog-back girder side members. ★ Enclosed body covered in 18 gauge aluminium sheet on steamed ash bends. ★ Detachable doors. ★ Girder built towing assembly integral with frame. ★ Over-run and parking brake operating Girling brake system. ★ 6.00" x 16" heavy duty tyres on pressed steel wheels. ★ Adjustable loading stands. ★ Body dimensions : 28ft. long by 7ft. high by 6ft.2ins. wide. ★ Side lamps, tail lamp and interior lighting. ★ Finished in blue-grey. ★ Completely fitted with stowage equipment. Any further details gladly supplied.

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the authorities decided the farmhouse to be demolished. So the trailer was rotting again, now in our garden. Raymond van Loosbroek was so kind to adopt the trailer in his huge glider park. Some years ago he gave all his gliders to the Aviodrome museum. Members of the Dutch Vereniging Historische Zweefvliegtuigen adopted these gliders and keep them airworthy. Now Raymond only keeps some trailers in a farmhouse of a member of the Nistelrode gliding club.

This wonderful piece of 70 years old craftsmanship needs a good home. Can we put it in the Aviodrome museum with a historic glider, e.g. Grunau Baby in it and show it to the public?

We have more examples of historic



Marja uses a Focke-Wulf trailer to sit on for a telephone call in 2002 during the first International Kranich Rally at Langenlonsheim. In the background another Focke-Wulf trailer. The covers have been rolled up.



that the museum was not interested in the old trailer and that it stood somewhere on the Wasserkuppe. I was very glad to hear from Raymond that he had the same thought as I had and that he had taken away the trailer from the Wasserkuppe. The historic trailer joined his collection. This is Raymond! This old original Focke-Wulf trailer needs now a good place. The wings rest on an ingenious construction for easy assembling the glider. The fuselage is in the middle of the trailer, the wings rest outside of the construction. It can be covered.

*Below: The Focke-Wulf trailer waiting for a good destination
Right: The same trailer now. Raymond has taken care for it many years*



Left: Raymond behind an old British wooden trailer. Most of these wooden trailers are rotting away on our gliding fields. They need to be rescued.

trailers that need to be saved.

Also twenty years ago the historic Weihe of Pieter Janssen was put into the museum on the Wasserkuppe. Pieter told me that his glider was kept in an original Focke-Wulf trailer, especially built for the Weihe by this famous aircraft factory. I informed by telephone what happened with this trailer. The conservator told me

Focke-Wulf built for the Kranich III similar constructed trailers. We saw some of these trailers during International Kranich Rallies in Germany. Some of the pilots know what a rare trailer they possess, but some of the trailers are severely modified.

This is an international historic glider magazine. I have seen very old trailers for the Grunau Baby in Germany, open metal trailers in Hungary. They all are threatened.

I want to shout: We must save our old trailers! □

The E. D. Abbott story

*From Local Transport, Arts and Museums. Leisure and Culture Department.
By Richard Aspden and Chris Shepherd. Abridged by C.W. from page 32.*



PART 1. Coachbuilding.

Coachbuilding started in Wrechesham before W.W.1. After the war, Arthur Page, a painter at Warren's and Captain J.O.Hunt RA of Castle Street, Farnham, as financier, formed the firm of Page and Hunt Ltd. The company soon moved to the larger site nearer the railway Line, bordering Waydon Lane. Page and Hunt specialised in building custom built bodies, gracing for example, Armstrong Siddeley, and the Daimler chassis. The vehicles were exhibited at the motor shows where they won a number of medals. They were also to be seen on the company's show rooms at Guildford. However, with the general recession, the company went into liquidation in 1928. At this time, the chief salesman of Page and Hunt was a Mr Abbott and he bought the business from the former owners. In order to keep the workforce busy during the difficult years of the depression, he extended operations to include work on commercial vehicle chassis and the refurbishing and re-bodying of older cars including a series of Rolls Royce luxury vans. Under Abbott's guidance the company prospered, constructing high quality coach work on the new Rolls Royce, Daimler and Lagonda chassis, specialising particularly in convertible bodies. During the early hours of 30th December, 1935, a disastrous fire broke out in the sawmill and quickly spread to the body shop. About 30 new cars, mainly Frazer Nash and Talbot, were

destroyed, and damage to the firm of £18,000 to £20,000 was caused. The damage on the northern half of the site was total. Temporary buildings were quickly erected and business carried on while Crosby & Co. rebuilt the factory.

During the 1930s, Abbotts also built both powered aircraft and gliders. This came about as a direct result of the keen interest in flying of Mr E.D.Abbott, who was a First World War pilot. Most departments of the coach building factory contributed, at varying times, in the production, which eventually reached a total of some 22 aircraft. In 1930, Abbotts built a sailplane to the designs of T.C.Letcher. The aircraft named the "FARNHAM SAILPLANE" was a single seat shoulder wing glider of conventional wooden construction. Only one example was built and this was owned by Messrs L.H.Ellis and Russell Taylor. The aircraft first flew in August 1930, with A.Q.L. Stratton, an ex-RFC Pilot, at the controls, from Fields Nest to Alice Holt Lodge. Little is known of the aircraft other than the fact that it was painted blue with the name "ALERT" on the nose and that it took part in the German Rhoen Contest of that year. The design was very advanced for that time, being well streamlined. The wing was of two spar, cantilever construction and was built in three pieces. Ailerons were fitted but there were no air brakes or flaps.

The next aeronautical design built at

Wrexham was not strictly an aeroplane, it was a ground trainer designed by two Frensham men, Mr Sturge Whittling and Mr Dick Martin, who placed the order for its construction with E.D. Abbott "because of their glider experience".

Named the Whitlet Training Aeroplane", the machine was built and tested in conditions of strict secrecy towards the end of 1930. Tests took place in the old Farnham Brewery in West Street where Air Commodore Mitchell of the Air Ministry witnessed a demonstration in February 1931. It appears that the design was an early form of link trainer, the "aircraft" being anchored to the ground but capable of performing most normal manoeuvres. The instructor sat in a separate control box and monitored the progress of the student in the machine. Patents covering the design were taken out in England, America, France and Germany. Calculations showed that the cost of learning to fly could be reduced by half and that students having completed training on the machine, should be able to fly solo after only two hours dual instruction in the real thing. Later in 1931, L. E. BAYNES came to E. D. Abbott Ltd as a designer. He had a strong aeronautical background. Prior to joining Abbotts, Mr Baynes had been in partnership with a Mr Grant at Croydon, where their company, Brant Aircraft Ltd, built the prototype of a light sailplane called the SCUD 1, to Bayne's design. It was



Left: 1935 Scud III. Jack Dewsbury is on the wing tip. This glider could be taxied out to the launch point as it had an engine throttle at it's wing tip. The pilot could therefore do it all.



this aircraft which was the next design to be produced at Abbott's Wreclsham Works. This design and its development, the SCUD 2, had the longest production run of all E.D.Abbott's aeronautical products. In all, 12 aircraft were produced (including the prototype), plus two built elsewhere under licence. Production commenced at Wreclsham in 1931, the aircraft selling for £95. The SCUD 1 was a single seat lightweight sailplane. The tailplane had a straight leading edge, as did the vertical fin. The fuselage was widest at the open cockpit which was sit-

uated under the wing and tapered to a point at nose and tail. It had a square section with one corner of the square forming the bottom edge of the fuselage, on which was fixed a single skid. During 1932, the SCUD I was replaced by the SCUD 2, the prototype of which first flew on August 28th. While the fuselage remained essentially unchanged from the earlier aircraft, the flying surfaces were completely redesigned and the wingspan was increased by some 15 ft. The SCUD 2 was designed with gracefully curved elevator and rudder trailing edges. A tail bumper was also provided to complete the u/c. For £132 in 1932, it was possible to buy a fully equipped SCUD 2. The wood and fabric construction of these aircraft kept the weight low enough to enable them to be hand launched by one man. In 1935, MUNGO BUXTON piloted an example to 8,750 (2,666 metres) ft in a thunder cloud over Sutton Bank to gain the British Height Record.

In 1935, a film company from Elstree asked Abbott's to produce a number of aircraft replicas for use in a film called "Conquest of the Air".

They included: a replica of a 1910 Antoinette monoplane, an Eole of 1890 and two birdman suits. About this time, Abbott's are also reputed to have built a

Below: 1935 Scud III with it's auxiliary engine out.

WRIGHT FLYER REPLICA which actually flew from Laffan's Plain, Aldershot, and later appeared at a Hendon Pageant.

After this short sojourn into the realms of powered flight, the company returned once more to building gliders with another original design, the SCUD III. This aircraft, a single seat high performance sailplane again of wooden construction, was later to become the lowest powered aircraft ever to have flown. The number built is uncertain but was probably only two. Originally designed by L.E.Baynes, it was later redesigned as the Auxiliary to the requirements of Sir John Carden, a leading authority on tank design, who had become interested in gliding but wanted a self-launching sailplane. He suggested to Baynes the idea of a retractable "occasional" engine. The design first flew as a glider with the engine retracted and in May 1935 as a powered aircraft. A SCUD 3 gained the World's altitude record at 11,000 ft with Flt.Lt. Moles at the controls. The purchase price for the glider was £175, while £250 secured the powered version. Development of the design continued in Farnham. It was then transferred to Heston, where Baynes had formed a company with Sir John Carden. During the 1930s, private flying had really caught on and many types were developed as cheap easily home-built, light aircraft. Principal among these was the Pou-de-Ciel, or Flying Flea, designed in France by Henri Mignet. The Flying Flea had certain aerodynamic design peculiarities and was also under-powered, in some cases refusing to leave the ground! L.E. Baynes worked on this to try to improve





it. Four of these were built and the type was offered in kits. There was moreover, the one and only "Flea" race on August the 3rd 1936 at Ramsgate. Serious problems came to light, with the basic design, following a series of unexplained accidents involving the aircraft diving in to the ground at high speed. One of Abbott's aircraft was tested to destruction in the Farnborough wind tunnel. By the time it was discovered that the modification needed was only a small one, the public confidence in the design had waned and inevitably, the type was banned in 1939. Although Abbott's never built any complete aircraft from then on

Ted Hull's Scud III photographed by Bob Boyd at last year's National Rally in Parham (Southdown Gliding Club).

but, during the war, the company went over almost completely to aviation related production. Firstly, a lot of research work was undertaken for R.A.E. Farnborough. After the Vickers factory at Woolston was bombed, production was dispersed and E.D.Abbott Ltd was responsible for some Spitfire parts, including radiators, hydraulics and cockpit equipment and also tail parts for the Walrus amphibian. An air to air gunnery trainer was amongst other products made

there during the war. After the war, the Company went back entirely to vehicle production and conversion and never again wandered in to the realms of aviation.

It is a shame that more SCUD 111s were not built, as the only two of them are still with the VGC now, flying, but without engines.

They are so good that they do not need engines to stay up. Their owners now are Ted Hull and Laurie Woodage, both based at the London Gliding Club, Dunstable. (Also at Dunstable is the last SCUD II. It is owned and flown by Laurie Woodage.) CW. □

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OLY No.463. Lapsed C of A - not flown recently. Weighed last year, needs paperwork sorting out (mislaidd old Balance Sheet) Good Spars. All mods. done. Recovered & new canopy in '97. Needs cleaning and some TLC. Includes parachute, tow out gear, dry glass covered wooden trailer. Based at Shennington. offers around £2,200. Keith Ashford 01926 811707.

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Vintage Gliding on the net

www.freeweb.hu/gliders-fega/

In the second article in an occasional series of "Vintage Gliding on the net", we spotlight "Hungarian Gliders", a website dedicated to the production history of Hungarian gliders, and Hungarian gliding history. This excellent and interesting website is the brainchild of an enthusiast known to many VGC members, Gábor Fekecs.

Gábor started out his working life as an engineer and worked in the ship-building industry designing motor and sailing boats before moving into computing in the 1960's, and lives near Budapest under the direct gaze of the Farkashegy glider field, which is, as Gábor explains, "just over the hill and gliders circling in thermals can be seen frequently".

Despite finishing his career in 2002, today Gábor is still involved in computing projects from time to time and, recently, has been responsible for the software of a new low cost Voice Direction Finding system, which plots aircraft within a range of 12km and is displayed on a computer screen with an overlaid map of the area. The system will support any small airfield, which



has its own frequency, and therefore doesn't require the far more expensive traditional radar plotting equipment that VDF usually employs. This project nicely marries Gábor's professional skills with his lifelong interest in aviation, particularly that of gliding.

Gábor started gliding at the tender age of 16, just as he was about to start studies in aircraft engineering. Typical of the era in a Communist Hungary, as Gábor again takes up the story; "As aircraft

Above: the home page and Hungarian Gliders page of the website and Gábor Fekecs

engineering studies were exclusively for military personnel and I had been found unsuitable for the military due to political reasons, I had to change my studies and continue to become a ship designer. Because of my relation with the military my gliding licences were withdrawn as

well, though I did get to fly such high performances types as the as the Kevély, Sohaj, M-22 and Junius-18".

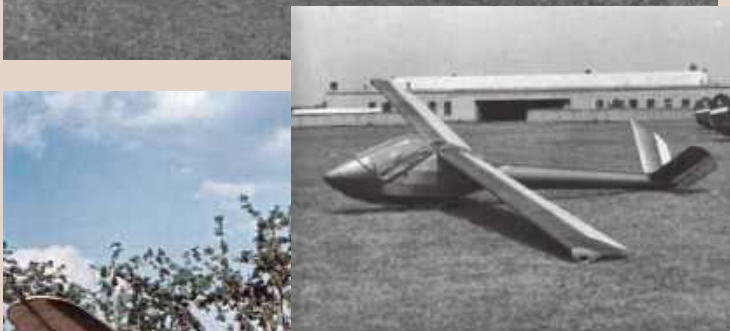
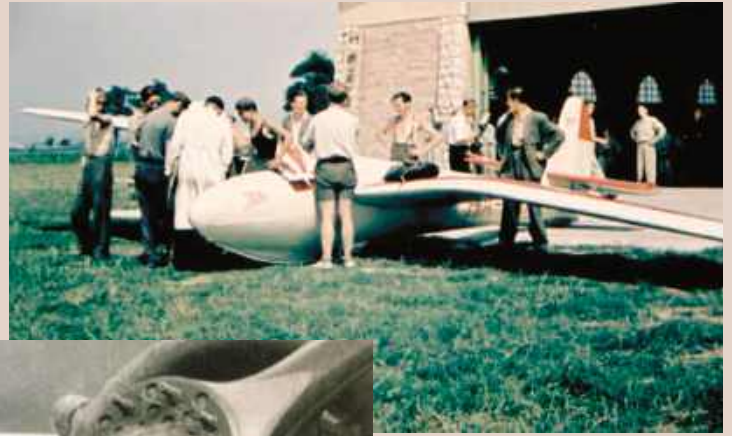
Later when the political situation began to ease, this was the chance that Gábor had been waiting for, but again fate was to play its part, as even were glider pilots had to attain the same medical standards as Hungary's front line jet-fighter pilots, and, being short sighted, Gábor was once again thwarted by the "system". Sadly for Gábor it wasn't until nearly three decades later at the age of 48, that he was to finally gain a medical after one of his friends had become head of aviation medical department, which conveniently meant that medical staff had to report directly to him. Knowing of Gábor's plight, and only failing the medical due to his eyesight, he was awarded a restricted medical only for gliding on the basis that he wore glasses at all times when aloft. His ecstasy was to prove short-lived however. As his eyesight worsened, it was to once again let him down, and a mere 5 years later he found himself once again earthbound, albeit with a tidy sum of over 600 hours aloft!

Gábor has always enjoyed a keen sense of aviation history, especially the inter-war period, however his first love is gliding history, and to date has amassed a truly impressive library of over 800 books

With Gábor's working life giving him the opportunity to learn English, and as he noted; "that there were almost no Hungarian Gliding websites that were in English", it was almost natural that with his skills, he could further his countries fascinating gliding history in which so little is known outside Hungary, and the idea of creating a website was a logical progression.

Material for the website came from several sources, but much of it came from books and other written material that Gábor had in his extensive library, however he does concede that he has considerable help and ideas from Gábor Jereb, who is the author of Gábor's main source of technical information, "Hungarian Gliders".

Many of the pictures that appear on the website have come from several collections that belong to friends of Gábor, and the site also contains some very interesting video clips, including the



Many of the pictures that appear on the website have come from several collections that belong to friends of Gábor



famous Nemere of Lajos Rotter being launched off the top of the ridge at Hármashatárhegy on the NE ridge.

The website also includes various links to other websites, and notably, it also includes a link to Gábor Jereb's book entitled "Hungarian Gliders", which regrettably, is only available in Hungarian text,

Gábor has received much feedback on the site, which he has used to make improvements, and as such has modified accordingly as again he comments; "I felt that the suggestions to make bigger pictures available were important, and the site was modified accordingly. I also inserted a 'simulation' section which I also think is important, as there are people, among them Hungarians, who create non-authentic aircraft for simulators. As flight simulators are in widespread use, I want to stop the falsi-



fied information to spread. To have any influence on such circles, my URL address has been inserted into many other aviation related websites".

The website has proved to be very popular as a research tool, and has been a real boon to modellers seeking more in-depth information on long lost Hungarian designs that have proved to be very popular amongst the modelling world.

Another true bonus as far as Gábor is concerned, is the many friendships and contacts that he has made as a result, both in gliding and aviation circles.

But what of future plans for the website? The website is undergoing constant changes, with a complete new section planned in the near future that will highlight gliders that were imported or built under licence in Hungary up to 1945. Gábor is quick to point out that many of

these gliders played an important role in the development of Hungarian gliding, not to mention the formation of different workshops as a result.

There are other ideas in the pipeline to improve the website, with the possibility of expanding on the pre-war history of Hungarian gliding, especially in the area of the personalities that have done much to shape Hungarian gliding history.

There is no doubt that Gábor has probably done more than almost anyone else in bringing Hungarian Gliding history to the attention to those outside Hungary, and is in his own right a very respected and truly helpful champion in expanding a common knowledge of our gliding past. Many a historian and author (myself included) have benefited from Gábor's unstinting dedication and patience in bringing that history to a wider audience, and it is hoped that in some way this truly remarkable man's dedication, who quietly works behind the scenes, gains the recognition that he richly deserves. □

OBITUARIES

Flt. Lt. WALTER MORRISON

Flt. Lt. WALTER MORRISON was born on November 26th 1919 and died on March 26th 2009. Some of us will have admired the very excellent black & white Charles Brown photographs of an EoN OLYMPIA being flown over the Surrey countryside and aerobat'ed near Redhill, in March 1947, and will have wondered who the pilot was. The pilot was Walter and the occasion were the acceptance trials of the first production EoN Olympia by No 1. BGA Test Group at Redhill, for the BGA Clubs. (The glass plate negatives for these photographs are held by the RAF

Right: L-R. Bill Kronfeld (Robert Kronfeld's son), Walter Morrison and Wally Kahn during a relatively recent lecture on Colditz at Lasham.



Museum Hendon and Charles Brown was the best aircraft photographer at that time and for long afterwards).

Walter was born at Beckenham, and was educated at Stowe Public School. After a year at Trinity College Cambridge, he volunteered for the RAF on

the day that war was declared. He was already a glider pilot and was soon accepted for Pilot training. After being commissioned, he joined No.241 Army Co-operation Squadron in February 1941, flying Lysanders. Walter's time with No. 241 was short, as he was trans-

ferred to a bomber training unit as an instructor on Wellingtons before joining N.103 squadron in May 1942. His second operation was on Bomber Command's first 1000 Bomber Raid when 1,046 aircraft attacked Cologne on the night of May 30/31st. Six nights later,



he took off for Essen on his third and final operation. On crossing the Dutch/German frontier, his Wellington collided with another bomber. He was the only member of his crew to parachute to safety. Landing badly, he damaged his shoulder. After a few weeks in hospital, he arrived on July 28th at, Stalag Luft 111 near Sagan, which was an airmens' (of different nationalities) prison camp 100 miles S.E. of Berlin. The main pastime in the camp was attempting to escape, which was a prisoner's duty. This was also understood by the German guards. It was a sort of game which had to be played by the rules but, it was also understood that if escapes happened too often, there might be a change of management for rather more unpleasant guards than their present Luftwaffe Personal. The game became definitely less sporting when, in March 1944 occurred the "Great Escape" after which the Gestapo shot 50 of the prisoners. Walter

made parts for the tunnels to be used in the above "Escape". However, he and Lorne Welch (also a prewar glider pilot, who had been shot down in a Wellington), managed to escape before that, on June the 10th, after some German uniforms had been made for them from RAF uniforms as a Gefreiter and Obergefreiter (Corporal and Lance Corporal of the Luftwaffe). They kept alive for 11 days, eating their small escape packages of food and blueberries. After walking for miles, they finally came to an airfield not far from the camp. After picking the lock on the gate, they tried to "borrow" two Luftwaffe aeroplanes, a single engine Junkers W34, and then a Gotha biplane, to fly to Sweden. They were apprehended trying to start the biplane, which might have been lucky as their course would have taken them over the probably heavily defended area of Peenemunde. Looking very thin, they were returned to Sagan. Here, they were

Charles Brown's photo of Lorne Welch, Ann Douglas /Welch), Walter Morrison and Hugh Kendal. Photo from RAF Hendon. This was taken during the EON Olympia's acceptance trials for the BGA club at Redhill in 1947.

threatened with Court Martial and execution as spies. Instead, they were sent to the Schloss Colditz which was reserved for "prominente" and inveterate escapees (Douglas Bader was there.) Here, Walter spent his time running the canteen, taking part in theatre productions and studying for accountancy exams. It was at Colditz that Walter and Lorne became involved in building an escape glider, the two seater "Colditz Cock"*, out of prison materials. Although it was ready, it was not flown, due to them being likely to be shot and the approach of the American army, which arrived in April 1945. Colditz was finally captured after a short/sharp fight with the SS, who



tried to take away their guards to reinforce their number. Douglas Bader was seen hiding under the stairs due to shells hitting the Schloss! The adventure is described in his book "Flak and Ferrets. One way to Colditz." Morrison found conditions at Colditz relatively comfortable and the guards friendly. He and Lorne were repatriated to England by air. He was released from the RAF and qualified as a Chartered Accountant in 1960. Walter became a senior partner in Morrison and Stone until his retirement 21 years later. He was founder and long term trustee of the Colt Foundation, a charity that promotes research in to medical and environmental health problems arising from conditions at the work place from which he finally stepped down at the age of 88. He continued gliding after the war, but then turned his mind to sailing off the south coast and across the channel to Brittany. Walter came and recently quietly gave a most unassuming lecture at Lasham. When asked what he



IAN CHAMPNESS

22nd February 1942 – 10th May 2009

Ian died very suddenly aged 67 on Sunday 10th May. He'd been an ever present member of Lasham since the mid 1970s and had become a member of the VGC in 1999. With John Herring he owned the Olympia 2b (BKL) which they took to the 29th International VGC rally at Zbraslavice in 2001, and the 2007 UK national rally at Parham.

Ian was one of the nicest and most cheerful people you could ever wish to meet, he was also a true friend who was always there to help when the need arose. At the Lasham VGC amongst his circle of friends we invariably called him "Champers", which owed much more to his bubbly personality than any derivation from his surname.

He was a great companion on the visits and holidays we made to other gliding sites, with many weeks in particular spent at Aboyne and in the later years at Jaca in the Spanish Pyrenees. Invariably Ian would be the optimistic one, ever smiling and joking, even when the weather itself was dire. He was very much irrepressible. On one notable occasion at Lasham he flew with a safety pilot who after half an hour of being airborne said "What on earth do you need a safety pilot for?" To which Ian responded "Well I only came out of hospital from a heart bypass a couple of days ago!"

The manner of his passing was exactly how he would have wished. "If I have to go then I want to go quickly" was a sentiment he'd shared with his friends

on many occasions. On the day of his death he was flying his turbo Ventus on cross country from Lasham. The turbo was a standing joke amongst his friends as he ended up in a field because it wouldn't work at least as many times as it brought him back to Lasham. On Sunday 10th it failed yet again and he landed safely in a field near Wantage. Typical "Champers luck" and the farmer was extremely friendly and invited him to his barbecue. Ed Mason took the trailer to pick him up and they were in the field with the farmer preparing to de-rig when Ian suddenly collapsed. A few seconds before and he'd been laughing and joking. Despite immediate resuscitation attempts and the rapid arrival of paramedics he sadly could not be revived.

Our condolences go to his wife Angie,



The white planes picture co

Above: it was at Colditz that Walter and Lorne became involved in building an escape glider, the two seater "Colditz Cock", a replica seen flying here

had done during the war, "he replied " Not a lot, Taught some people to fly. Dropped some bombs. Taken prisoner. Escaped... Tried to borrow an aircraft from the Luftwaffe. Caught, Sent to Colditz. That was all there was, really. A very ordinary War." He was very modest but that was typical of heroes of the time. He met his wife Joan Devas, a physiotherapist, shortly after returning from Colditz. She died in 2005. He is survived by their two sons and two daughters.

** a third prototype of this glider is being built by a VGC member and we hope that it will soon fly. The second prototype was built by our sadly missed John Lee and did fly solo piloted.*

via CW

their daughter and three sons. At the funeral in Guildford there was a large turn out from the Lasham Gliding Society to pay their respects to their long-time friend and colleague.

His friends at the Lasham VGC are especially saddened by the death of such a lovely person. Even harder to bear given that it comes so soon after the death of Keith Green.

Glyn Bradley □

