



# VGC News

No. 128 Winter 2009

Weiss replica

Rally roundup

Modelling report

International news

37th International VGC Rally





<http://www.vintagegliderclub.org>

## Objectives of the Vintage Glider Club

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

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Photo: Vincenzo Pedrielli

**Back cover: Gere Tischler's T31at Biberach.**  
Photo: Gere Tischler

### Notice to all members

Please forward details of any Vintage Glider rallies you may be planning to :  
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### Wanted

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

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*Due to the large number of Rally reports, we have had to hold over several articles for the next issue of VGC News. The next edition should feature: Azure Star, The Snellen V20, The Salamandra, Skylark BDX and Klemm light planes, plus our regular items.*

## EGU, WHY?

### The text spoken at the AGM at Achmer

Type certification, maintenance and repair of Planes and Gliders is the responsibility of the national authorities. So it was a wise decision of Europe Parliament to unify all regulations that is why they formed EASA. But early on, we find out that this, for Vintage planes and Gliders does not work out well.

Some year's ago we started to inform you the sort of problems we expect. Mainly Peter Underwood, Graham and myself, supported this by the Committee. At nearly every Committee Meeting it was one of the hot items.

# Chairman's report

Since the last AGM we have had four Committee Meetings, but I can tell you many, many more hours on the Internet. I personally hate the Internet as a form of communication, and much prefer to see the person whom I am communicating with. The members of the Committee do a lot of work for us, and I am very proud to be your Chairman and to work with people like them.

### Committee structure and assistants.

As you will see, we have some changes in the Committee for 2009, and welcome a new Committee member, Stefanie Gester, from Germany. Stefanie joins the Committee as a co-opted member, and if she chooses to continue, will need to be formally voted on at the next AGM at Tibbenham. The Committee has to be a reflection of the Club, and since we also have lady members, not to mention families, we are especially delighted to welcome her, as it is a long time since we had a lady on the committee.

The Committee also needs one or two more members, so where are you? We have 1000 members in the VGC, surely some of you are willing to volunteer for one of the jobs? It is your club, so come along and have a word with us.

We are still looking for a new Web Master, which will allow Robin Willgoss to finally hand over the job to someone else. We also need to look for a new Archivist, as Laurie Woodage has stepped down.

### International Council.

The International Council is composed of ten VGC club members, each of which is a representative member from each Country. The President and Vice Presidents are also members of the International Council.

The International Council can have their say and give advice, however they don't have any accountability, and as such there is little structural connection with the organisation of the Club. Even the President and the Vice Presidents, are ceremonial functions.

The Committee would like to see the International Council playing a more responsible role within the club, not just lets say, a wise council that currently only gives their advice, but a council that takes more responsibility for selecting venues of the Rendezvous and the International Rallies.

Additionally if the occasion should ever arise where the Committee ceases to function, or there is a problem critical for the continuity of the club, then the International Council would assume the responsibilities of the club. This will make the future of the Club more secure.

We have discussed the issue with the Council, and they are in agreement, and over the coming months we will discuss the issue further.

We also need to find a new International Council secretary, as the position is currently open due to Nel Dijkstra stepping down. We would like to extend our thanks to Nel for his time and work towards the club.

There are also some other changes in the International Council. Rolf Algotson, Sweden, has stepped down; he has been replaced by Ingvar Hyllander. Harold Kamper, Germany, has also stepped down as a representative in the Council, but he will still act as Vice President. Harold is replaced by Peter Ocker as Germany's International Council representative. Rolf and Harold, thank you for what you did for the Vintage Glider Club. The International Council is a very imported part of the structure of the club. It is the International platform for discussion and to find a way of the Club future. Ingvar and Peter welcome, there is enough to do for you, so don't worry!

### VGC rights.

Last year we focused our attention on the rights as a Club, its logos and belongings, which include drawings, letters and books. We also need to support Chris to keep care of his archive, and have to be vigilant against anyone outside the club using such material in the public domain without prior permission, or acknowledgment.

We also as a club, have to be mindful of the legal responsibilities of any material we hold, and the way in which it is used, and as a result, we have included a disclaimer with any drawings or documents that we release.

There are new and up to date guidelines for the International Rally organisers. The VGC gives its name and support to those Rallies, but we are not responsible for the organisation. Some organising Clubs make money out of it, which is good for the Club; they take the risk in organising, so why not make a profit? But if they do make a profit, it seems reasonable if we ask for a percentage of it.

### More

We have also concentrated our attention on the VGC aero modellers. In the future, we should promote the modelling /gliding combination more at all our rallies.

**Jan Forster**, Chairman VGC  
*A German translation is on page 8.*



What happens; The EASA did not know what to do with Vintage Gliders and made the decision to exclude them from the EASA rules, from now on they name them annex 2 Gliders. It means the responsibility was again in the hands of the National Authority's. With the conclusion that every Country has different certification, maintenance and repair schemes on annex 2 Gliders.

It means also that we are not allowed, without clearance and some times paying a lot of money, to fly in another Country.

For years we did speak with responsible people; National Authority's, inspection institutes and so on, but they did not hear us. Since we know that, when the Europe Parliament makes a rule, it is written in stone and you can't change it. The only possibility is stopping them making rules.

Last Annual Dinner, Wally Khan invited David Roberts. David is also member of the EGU, the Europe Gliding Union. In the EGU all the Europe National Gliding Clubs are represented. They discuss all the Gliding matters and are in speaking terms with the National authorities, the Europe Parliament and the EASA.

David Roberts told us in his speech that we possibly could be a member of the EGU.

There it started, from now we are in a flow. The Committee invited David to their next meeting. He told us that we are very welcome in the EGU. After his explanation and a discussion we, the Committee, made the decision, we did not have the time to wait for the next AGM because the EGU first AGM was in Helsinki, next month and we needed to introduce ourselves as soon as possible, to be co-opted member of the EGU.

Why Co-opted. The only difference with a full membership is we cannot vote and they seldom vote, and we do not have to pay 500 for a full member but 100Euro a year to be a co-opted member. We still can go for full membership if we wanted.

During the year the communication is by Internet.

Because we did not have money reserved for the occasion, Graham and I made the decision to go, using our own expenses. Later, out of the blue, there was another sponsor for a part of the expenses. The reason to go was, we could not let slip this opportunity. At least Graham went on his own, because I stayed in hospital and felt very sorry for that, especially to sent Graham on his own.

When you read Grahams report in the Magazine, you know that we are very welcome in the EGU and that we already have fruitful results.

We can give the EGU some information so that they will better inform the Europe parliament and use it in there discussion with the EASA. There are better contacts with the BGA on top level now, in Holland we are in speaking terms with the national authority.

We are not yet there, we still have to do a lot of work, if you need help or support in your country, please contact us.

*Jan Forster, Chairman V.G.C.  
A German translation is on page 9.*

## An SOS from the Secretary

Well, it's now over a year that has passed with me as your club secretary. Time, as they say, does fly, and it has given me a privileged and valuable insight into the way in which your committee works. As you all know, the last two years have seen significant changes within the VGC. The committee has changed significantly through retirements and resignations, but the club, largely because of the commitment of its membership, has continued to evolve as we all strive to keep our happy band of fliers united in our aims of enjoying the freedom to fly our beautiful gliders.

But today the VGC, your club, along with the whole vintage gliding movement, is facing unprecedented challenges. We have seen many triumphs over the years, and each year we are witness to the success of the International Rally, which itself is an important reminder to us all of the visions of our founding members. We

## VGC Archivist

After many years of valuable service, the VGC archivist, Laurie Woodage has stepped down as the VGC archivist. The VGC is currently seeking to fill this post, and would like to hear from any volunteers for this rewarding and important position by contacting the secretary. The VGC would like to offer its sincere thanks to Laurie for all his dedication and hard work over the years

have at times stumbled, at other times, quite literally soared, but like all good families, the club needs nurturing and encouragement from all those within.

Many of you may have noticed that over the past year there has been a concerted effort to involve the membership more on many issues. Certainly the committee has become truly more international. My personal priority has been to attempt to involve the membership with some of our committee decision-making, and as a result I have striven to work with the membership and the International Council in making the committee minutes available for all members to view on the club's website.

We have also tried to encourage you to become more involved in nominating members who have made significant contributions to Vintage gliding from within your own communities for consideration for the several annual awards that the committee distribute each year at the Annual dinner. We have also worked hard to involve the membership by making new posts available to all members, and have continued to put a lot of effort into encouraging you all to help the club by putting yourselves forward as candidates for committee positions etc.

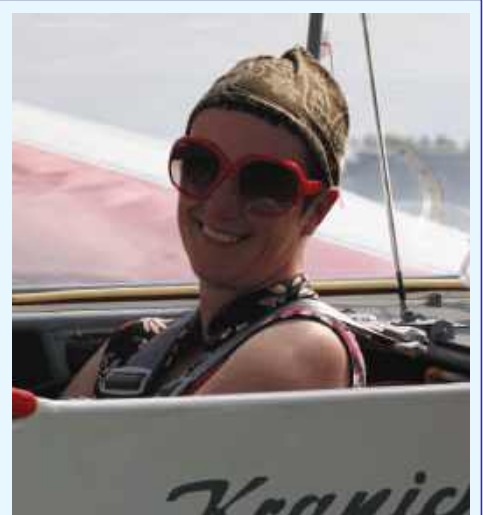
Many of these efforts however, seem to

## Your 2010 Committee

Following this years voting of Committee positions at Achmer, the following posts are as follows:

- Chairman-** Jan Forster,
- Secretary-** Bruce Stephenson,
- Treasurer-** Rick Fretwell,
- Membership Secretary-** Rick Fretwell assisted by Nick Newton,
- International Rally Secretary-** Klaus Schickling assisted by UK National Rally Coordinator- Graham Saw.
- EGU Representative/Technical Officer-** Graham Saw,
- VGC Sales –** David Weekes.

**Co-opted member:** Stefanie Gester.  
*(Photo right)*



The club still needs to appoint the following posts: **Archivist, Web Master.**



have often fallen upon deaf ears. I have to tell you that out of one thousand members, last year we only received one reply prior to the AGM, and that was to endorse those that were already re-standing after the previous year's service to the Committee! This year was even more depressing, not one reply being lodged by any member.

It has been equally disheartening on the trophies front. Despite the ability to involve the membership in the awarding of trophies, this scheme has led to not one nomination in the past 18 months!

Some long-standing members of the committee now wish to stand down. Nick Newton, who has done so much in bringing a new computerised membership database to the club, is to retire from the Committee, and this will be his last year of service on the Committee. This year he will be assisting Rick Fretwell who is taking on even more in the capacity of membership secretary, in addition to his current position as treasurer. We are also looking for a new Webmaster, and despite advertising the position and approaching individuals personally, we have still not filled this interesting and challenging position. We have also recently been informed that because personal circumstances, Laurie Woodage, the longstanding Archivist has stood down. But there is some good news, and we are delighted to welcome Stefanie Gester onto the Committee, however we need more of you to come forward.

Margaret and David gallantly soldier

### The VGC welcomes Tilo Holighaus as the 1000th paid-up member

Time to open a bottle of Champagne to welcome Tilo Holighaus from Germany as the 1000th paid-up VGC member! Let's head for the 2000th mark now...

### Der VGC begrüßt mit Tilo Holighaus sein 1000. Mitglied

Ein herzliches Willkommen an Tilo Holighaus als 1000. zahlendes Mitglied! Die 2000er Marke wird als nächstes Ziel bereits angepeilt... (Stefanie Gester).

**Above: Tilo Holighaus in his Minimoa D-8081** Photo by Dominik Burger



on with the magazine, and continue to keep it alive, whilst Chris, our esteemed, and highly decorated President continues to fill his days labouring over new material for the magazine. Another new, and very positive development over the last year or so is the sterling work of the VGC Historic Group, which is headed by Francis Humblet. As you will have seen, Francis has been instrumental in gathering much new material for the magazine, but despite the group's early promise, the VGC Historic group operates with just a handful of members who keep the group together. Also we have been successful in securing one of the UK's most respected and top modellers in the form of Chris Williams. Chris needs no introduction in the modelling world, and his work is

found on a regular basis on magazine racks at your local store, so we are delighted that Chris has agreed to contribute in helping to make VGC News second to none in the gliding world.

But in closing however, my message is loud and clear. If you want your club to survive long-term, more people must get involved. We as a committee cannot work in isolation from the membership, whether it is at committee level, or at a local level; to borrow a well-known phrase, your club needs you, and needs you now!

Please help!

"A huge thank you to David Weekes and Peter Brooks of the Oxford GC for their magnificent efforts in raising some £1016 (1045 Euros) for the club coffers through VGC sales at the Achmer Rally.

To both of them, may we extend our heartfelt appreciation".

*Bruce Stephenson, Secretary*

## Peter Ocker elected as new President of VGC Germany

On October 10th, 2009 the German VGC members held their annual meeting at Wasserkuppe airfield. The weather did unfortunately not allow the scheduled SG38 bungee launches, however guided tours in and behind the scenes of the Wasserkuppe Vintage Soaring Museum were an exciting alternative. In the evening everybody got together in the gliding school's hangar no. 7. This was a perfect venue for dinner and holding the meeting itself. The members gave a warm farewell to Dr.

Harald Kaemper who after years of excellent work together with Ulf Ewert retired from his job. Well-known Peter Ocker (photo right with a Huetter 28) was elected the new President of VGC Germany. As a passionate vintage glider enthusiast



Peter will base his work on the excellent efforts of Harald and Ulf. Other agenda topics were the travel to the 2010 Tibenham Rally as well as the German VGC homepage. The latter is already in very good shape and design, however it could be even more members to fill it with their glider and personal data. The next annual meeting of VGC Germany will be held very likely on the 2nd weekend of October 2010. Details will be announced in time. (Stefanie Gester)

## Annual Dinner 2009

report from Neelco Osinga, Vice President, Netherlands, VGC.

As our chairman Jan Forster put it, our President for life, Chris Wills, is only 77 years old once. This is just this year, and a good reason to celebrate this charismatic personality.

The ultimate occasion for such a celebration is the Annual Dinner. Every year we have this event in the autumn, somewhere in a suitable location in England, mostly on an airfield.

This year the Annual Dinner had been organised in the Museum of Army Flying in Middle Wallop in the Southern part of England, in the neighbourhood of the well known Lasham.

The opening of the dinner was made by Barry Smith. He gave a talk about

Chris. In Europe Barry is known as a participant of the third Grunau Baby Rally in Germany. He was as a British pilot a likable exception between all the Dutch and German participants.

Chris was surprised with being awarded a fine charter from the BGA, the British Gliding Association. The chairman of the BGC, Patrick Naegeli handed Chris this charter.

Also the authorities from abroad recognised the importance of Chris as the founder of the greatest gliding club in the world. The Dutch Royal Aeronautical Association, Koninklijke Nederlandse Vereniging voor Luchtvaart, KNVvL decorated Chris with their most important award, the Medal of the Association, in bronze.

On the medal the following text is written:

*To Chris Wills, founder of the Vintage Glider Club and charismatic President for life.  
3 October 2009*



Bij de medaille is een oorkonde gegeven met een korte toelichting:

### **OORKONDE**

Bij besluit van 4 augustus 2009 heeft het bestuur van de Koninklijke Nederlandse Vereniging voor Luchtvaart de Medaille in Brons toegekend aan:

#### **Christoffer Wills**

Een man met visie, durf en daadkracht die een stuwende kracht achter de Vintage Glider Club is.

Niet alleen was hij in 1973 de oprichter van deze grootste zweefvliegvereniging ter wereld, maar juist door het oprichten van deze vereniging en zijn zeer actieve inzet hierin, zijn er over de hele wereld honderden historische vliegtuigen gered van de sloop en weer in vliegklare staat gebracht.

Door zijn leidende rol bij het opzetten en organiseren van Internationale Rally's is een wereldwijd vriendennetwerk ontstaan waarbij niet de competitie, maar juist de samenwerking de boventoon voert en stimulerend werkt om vliegtuigen weer te

herstellen of zelfs replica's te bouwen. Als tastbaar bewijs van waardering werd deze medaille op 3 oktober 2009 uitgereikt in het Museum of Army Flying te Middle Wallop door Neelco Osinga vice president van de Vintage Glider Club.

Was getekend, Frits Brink, Voorzitter KNVvL

### **CHARTER**

By decree of 4th August 2009 the board of the Royal Dutch Aeronautical Association has awarded the medal in bronze to:

#### **Christoffer Wills**

A man with vision, courage and power who is the pushing force behind the Vintage Glider Club.

In 1973 he was not only the founder of the greatest gliding club in the world, but especially by founding this club and his very active dedication within this, hundreds of historic planes have been saved for demolition and have been brought back to flying state.

From his leading role by initiating and organizing International Rallies a world wide web of friends has arisen, in which not competition but co-operation is of the greatest importance and is stimulating to restore gliders or even to build replicas.

As tangible piece of proof of appreciation this medal was presented on 3 October 2009 in the Museum of Army Flying at Middle Wallop by Neelco Osinga, vice president of the Vintage Glider Club.

Chairman of the KNVvL

signature  
Frits Brink

The last speech was given by one of the last living glider pilots of the large combat gliders in World War II, Lt.Col. Ken Mead. These gliders were used for transporting troops and materials to the battle fields. The Museum of Army Flying has many examples, such as the Horsa, Hadrian (also known as Waco) and Hamilcar, a huge glider. He did not tell anything of his own experiences, but only of the gliders as airplanes and their goals in the war, nevertheless interesting.

At the end of the dinner some awards had been given for restorations and achievements. Stefanie, the newest member of the VGC Committee (and officially a witch) will write about these issues. *Neelco*

### **Thankyou – from our VGC President**

**C**HRIS WILLS wishes to thank everyone who was involved in giving him special prizes at the VGC'S ANNUAL DINNER at the Army Air Museum at Middle Wallop at which he was GUEST OF HONOUR. He knew nothing about

these prizes and so he was completely overwhelmed. Firstly, he received a medal from the QUEEN OF THE NETHERLANDS, which had only been awarded to two people before; Charles Lindberg and Anthony Fokker. CW did not know that he could possibly be compared with them. The medal is a little golden work of art, and CW is more than really honoured to have received it.

Then there was the BGA'S acknowledgement of CW'S efforts for founding, nurturing and championing the largest flying museum in the world comprising of over 1,500 vintage and classic gliders, the Vintage Glider Club. CW has received only one other Certificate from the BGA and it was signed by his father, the BGA'S President in 1976. He was more than glad to have received that one, as he was to have receive, this one, signed by Patrick Naegeli, the BGA Chairman.

Then he was presented with the book "Storia ed Evoluzione dell'Aliante" "History and Evolution of the Glider" Volume 2 (1915-1945), by Georgio Zanrosso, which was signed by everyone taking part in our last International Rally at Achmer without Chris knowing what was going on. "I thank you all warmly. Thank you!"

Certainly you have done something to fill certain gaps in his knowledge. Then there was the framed photograph of his father at the 1952 World Gliding Championships in Spain, which he won. CW will treasure this photo, which is beautifully mounted and framed, until the end of his days.

### **Announcement - The Chairman's Cup**

**A**t the Annual Dinner and Prizegiving this year, a new award was announced. This is the Chairman's Cup, donated by David Shrimpton.

"For contributions to the International objectives of the Vintage Glider Club" Donated by David Shrimpton, VGC Chairman 1991 - 2008

#### **This is how David introduced it :**

"Dear Chris, members and guests, I was surprised and delighted last year to find that the members attending the 2008 International Rally had collected money to purchase a gift for me to mark the occasion of my retirement from the VGC Committee after nearly 17 years as Chairman.

The amount of money collected was



**Chairman's Cup engraving:**  
*"For contributions to the International objectives of the Vintage Glider Club"*  
 Donated by David Shrimpton, VGC  
 Chairman 1991 - 2008

quite significant and following the purchase and presentation to me of an inscribed plaque on top of which was a very nice model of my glider, there was a sum of money left over which was passed on to me. With the agreement of the committee I decided to put this sum of money toward some form of trophy in recognition of the often un-rewarded efforts made by members of the club.

On reflection, and in particular over the recent challenge by some British members to the International status of the VGC and because it is my strong belief that the Club has not just survived but grown successfully because of its International appeal and the support of its International membership, I have proposed there is an award for the member, club or organisation who promotes the VGC internationally. I would like this award to be known as the "Chairman's Cup". Future recipients of this award will be decided by the VGC Committee following recommendations and proposals from the members. However this year I have been asked by the Committee to name the winner for 2009 myself.

This has turned out to be a lot harder than I thought. There are many names that come to mind who over the years who have been International Ambassadors for the VGC as well as friends. These have included Achmer for organising the exhibition of vintage gliders at the International Aero Fair in Friedrichshafen; famous names in gliding whose links with us add to our credibility; pilots who compete internation-

ally in vintage gliders; our regular contributors to VGC News without whom the magazine would be sadly lacking, and all those individuals who consistently and selflessly provide support yet do not seek recognition for their efforts.

In selecting the winner of the trophy on this occasion I felt it should be someone who has helped us and represented us well in the past and who hopefully will continue to do so well into the future.

The individual I have chosen attends all our International Rallies, is popular with Rally Organisers and will be known to many of you. He can often be found helping out at Lasham even though he lives in Europe. He is a very competent pilot, and has test flown many new types of gliders and aircraft. Those who know him will attest to his ability in convincing any owner that he should be allowed to borrow any glider he previously has not flown, though there can't be many types he hasn't. Personally I am waiting to see how long it is before he gets his hands on the yet unflown tail-less Horten IV. It is true that when asked he will have a lot to say and what's more he will repeat it for everyone's benefit in at least three languages (usually at our morning briefings). This person is also an accomplished aviation journalist and has written reports on many gliders and aircraft particularly as a contributor to Today's Pilot magazine. Finally, he doesn't own a proper hat but is readily distinguishable on any airfield by his dress which usually includes as his "trademark", namely a knotted handkerchief worn on



**First recipient of the Chairman's Cup**  
 Jochen "Cassius" Ewald wearing his "trademark" knotted handkerchief on his head

his head. - I refer to, of course, our own Jochen "Cassius" Ewald.

*David Shrimpton, Annual Dinner at the Army Air Corps Museum Middle Wallop 3rd October 2009.*

**OTHER MEMBERS TO HAVE RECEIVED PRIZES.**

The Syd Davies Cup: ROBIN WILGOSS – for his work on the VGC'S WEB SITE. A beautiful cup.  
 STEFAN KRAHN for his work in creating the new REIHER 3; .  
 To ULF EWERT for his running of our last summer's 37th INTERNATIONAL VINTAGE GLIDER RALLY AT ACHMER which was an outstanding success.  
 TO NEELCO OSINGA FOR BEING the VGC'S VICE PRESIDENT.  
 TO ULF KERN for his flight to over 7,000 ft with bare feet in the HOLS DER TEUFEL!  
 Special thanks was also given TO MARGARET SHRIMPTON for producing our VGC NEWS; BARRY SMITH for introducing CHRIS WILLS

**Errata**

Jochen Kruse writes that in the last issue of VGCNews (no127, Page 9), we print that the Condor making it's maiden flight at Fujiyama after restoration, was originally from Argentina. This is wrong. It is in fact a Schleicher Condor, Nr47, made in 1954 and German registered as



**Condor making it's maiden flight at Fujiyama**

D-8306. This Condor is one of the 7 Schleicher Condor IVs ever built.

Jochen got it 1984 from the brothers Huber in Neresheim. In 1988 it was crashed and subsequently sold to, and restored by, Mr Honda. Harald Kämper's Condor and Jochen's last one are from Argentina.

Hi Margaret,

Looking at the list of gliders at Gransden Lodge Page 18 No127 the information about the two Skylark 2's that were there is wrong. It was BGA 896 that was built by Chris Hurst and myself not



# Jahresbericht des VGC Chairman anlässlich der VGC Jahreshauptversammlung 2009 in Achmer

(gekürzte Version des vollständigen Berichts von Achmer)

Seit der letzten Jahreshauptversammlung gab es vier Sitzungen des Committees und unzählige Kommunikationsschleifen der Committee-Mitglieder via Internet. Ich bin kein Freund dieser virtuellen Unterhaltungen und bevorzuge das persönliche Gespräch. Trotz dieser kommunikativen Hürden: Die Mitglieder des Committees leisten eine Menge hervorragender Arbeit für den VGC und ich bin stolz, als Chairman in einem solchen Team eingebunden zu sein.

## **Committee: Aufgaben und Unterstützung**

Wir benötigen einen neuen Chefredakteur für die VGC News. Das Magazin hat einen hohen Stellenwert und stellt während des Jahres die einzige übergreifende Kontaktplattform unter den Mitgliedern dar. Die qualitative Messlatte der Zeitschrift liegt zugegebenermaßen sehr hoch und Margaret und David Shrimpton leisten hier wirklich Fantastisches, so dass sich bisher leider noch kein entsprechender Nachfolgekandidat vorgewagt hat.

Weiterhin stehen sowohl die Stelle des Webmasters wie auch die des Archivars zur Disposition. Robin Willgoss und Laurie Woodage, die bisherigen Amtsinhaber, beenden ihre Aufgaben im nächsten Jahr (siehe auch unten: neue Struktur des Committee).

Es fallen fortlaufend weitere Tätigkeiten an, die das Committee bewältigen muss, so dass wir noch mindestens zwei neue Mitglieder bräuchten. Wo seid Ihr? In einem Verein mit über 1000 Mitgliedern müssten über den Daumen gepeilt mindestens 100 für diese Aufgaben in Frage kommen. Der VGC ist Euer Verein und er lebt von der Aktivität seiner Mitglieder, also geht in Euch und spricht uns an.

## **International Council (Internationales Gremium)**

Jedes Land, das mehr als 10 VGC-Mitglieder führt, hat je einen Sitz im International Council (IC). Der VGC-Präsident sowie seine Stellvertreter sind ebenfalls im IC vertreten. Das IC hat Mitspracherecht, kann Ratschläge und Empfehlungen aussprechen, verfügt aber wiederum über keinerlei verbindliche Pflichten. Außerdem besteht keine strukturelle Verbindung des IC zu den organisierten VGC-Ebenen. IC-Vorsitzender und Stellvertreter haben ausschließlich repräsentative und zeremonielle Funktion. Chris Wills als VGC-Präsident nimmt an allen Sitzungen des Committee wie auch denen des IC teil und kann in beiden Gremien sein Stimmrecht wahrnehmen. Das Committee möchte dem IC nun mehr Einflussmöglichkeiten einräumen und Verantwortung übertragen. Wir stellen uns hier eine Art „Weisenrat“ vor, der z.B. darüber entscheidet, wo Rendez Vous und International Rally stattfinden. Nach momentanem Stand kann das IC in dieser Frage lediglich beraten, nicht aber entscheiden. Weiterhin sollte das IC künftig verantwortlich einspringen können, sollten größere Probleme innerhalb des VGC auftreten, das Committee zurücktreten oder aber selbiges nicht in der Lage sein, ein Problem im Sinne des VGC zu lösen. Von diesem Schritt versprechen wir uns langfristig mehr Stabilität für den VGC. Das Committee ist diesbezüglich bereits mit dem IC im einvernehmlichen Gespräch. Während des kommenden Jahres sind hierzu weitere detaillierte Überlegungen notwendig, vor allem was die Integration des IC in unsere Struktur als Firma betrifft. Sobald dies abgeschlossen ist, kann darüber während der Jahreshauptversammlung 2010 abgestimmt werden. Weiterhin gibt Nel Dijkstra sein Amt als IC Secretary auf. Nel übernahm diese Aufgabe auf Anfrage, und wir haben seine Unterstützung eher selten in Anspruch genommen. An dieser Stelle vielen Dank an Nel für sein Engagement.

## **VGC Rechte**

Im letzten Jahr bemühten wir uns darum, unsere rechtlichen Angelegenheiten als Verein zu regeln. Dies betraf vorrangig den Namen „VGC“, das Vereinslogo sowie unser Eigentum in Form von Plänen, Briefen und Büchern. In diesem Zusammenhang sollten wir künftig Chris Wills im Hinblick auf sein Archiv unterstützen. Zudem müssen wir darauf achten, dass die Archivbestände nicht zu Geschäftszwecken auf eigene Rechnung verwendet werden. Es wurde weiterhin ein Haftungsausschluss auf allen Datenträgern des VGC installiert, die Pläne und Dokumente enthalten. Auf diesem Weg stellen wir sicher, dass der VGC weder für Richtigkeit noch Aktualität der Daten verantwortlich zeichnet.

Ebenfalls neu ist ein aktueller Leitfaden für die Ausrichter von Rendez Vous und jährlicher Rally. Der VGC stellt unterstützend seinen Namen für die genannten Veranstaltungen zur Verfügung, ist aber wiederum nicht für deren Organisation und Durchführung verantwortlich. Einige der veranstaltenden Vereine arbeiten diesbezüglich im profitablen Bereich, was ihnen zugute kommt. Schließlich tragen sie auch sämtliche Risiken, was einen entsprechenden Gewinn durchaus rechtfertigt. Wenn ein solcher Überschuss erwirtschaftet wird, erscheint es uns angemessen, einen bestimmten Anteil davon dem VGC zuzuführen.

## **Verschiedenes**

Wir schenken auch dem VGC Modellbauexperten große Aufmerksamkeit. Künftig soll der Modellbau von Segelflugoldtimern in Zusammenhang mit unseren Rallys noch intensiver einbezogen werden.

*Jan Forster, Chairman des VGC*





BGA 801, in fact we only built the fuselage, rudder, tailplane and elevator, the wings were built by Slingsby's and cost £400 without fabric. We finished it with Red wings and Duck Egg Blue fuselage.  
John Smoker

## EGU – Warum?

(Niederschrift der während der Jahreshauptversammlung 2009 in Achmer vorgetragenen Ansprache)

Musterzulassungen, Wartungen und Reparaturen von Luftfahrzeugen standen bisher in der Verantwortlichkeit der nationalen Luftfahrtbehörden. So war es eine weise Entscheidung des Europaparlaments, sämtliche Regularien unter dem Dach der EASA zu vereinen. Allerdings stellte sich heraus, dass dies für Oldtimerflugzeuge nicht unbedingt von Vorteil ist. Vor einigen Jahren begannen wir, die VGC Mitglieder darüber zu informieren, welche Probleme in diesem Zusammenhang zu erwarten sind. Unterstützt vom Committee waren hier hauptsächlich Peter Underwood, Graham Saw und ich selbst aktiv. Wir hatten dieses heiße Thema bei fast jeder Committee-Sitzung ganz oben auf der TOP-Liste.

Was bisher geschah: Die EASA konnte mit Oldtimersegelflugzeugen nicht wirklich viel anfangen und beschloss, diese Gruppe von Luftfahrzeugen von den EASA-Regularien auszuschließen. Seit diesem Zeitpunkt laufen die Oldies unter der Bezeichnung „Annex 2 Segelflugzeuge“. Dies bedeutet konkret, dass die Zuständigkeit für diese Luftfahrzeuge wieder bei den nationalen Luftfahrtbehörden liegt. Somit sind Annex 2-Flugzeuge erneut den national völlig unterschiedlichen Bestimmungen für Zulassung, Wartung und Reparatur unterworfen. Weiterhin bedeutet dies, dass es uns ohne Erlaubnis der zuständigen Behörde sowie teils erheblichem monetärem Einsatz nicht erlaubt ist, mit unseren Flugzeugen außerhalb des jeweiligen Heimatlandes zu fliegen.

Seit Jahren sprechen wir bereits mit den zuständigen Personen der nationalen Luftfahrtbehörden, technischen Prüfern etc. – leider eher erfolglos. Uns ist bewusst, dass ein einmal im Europaparlament verabschiedetes Gesetz quasi unverrückbar in Stein gemeißelt fest steht. Also mussten wir anderweitig aktiv werden, um hier weiterzukommen. Die einzige Möglichkeit, auf diesen Prozess Einfluss zu nehmen, ist die Mitgestaltung der Gesetze durch uns selbst. Wally Khan lud zu diesem Zweck David

Roberts zum Annual Dinner 2008 ein. David gehört der EGU (European Gliding Union) an. Die EGU vertritt all nationalen Segelflugverbände Europas. In der EGU werden sämtliche segelflugspezifische Themen diskutiert und regelmäßig mit den nationalen Luftfahrtbehörden, dem Europaparlament sowie der EASA besprochen.

David Robert teilte uns in seiner Ansprache mit, dass wir möglicherweise EGU-Mitglied werden könnten. Das war der Startschuss, und seitdem befinden wir uns diesbezüglich in einem fließenden Prozess. Das Committee lud David zur seiner nächsten Sitzung ein, wo wir von ihm erfuhren, dass man uns in der EGU mit offenen Armen empfangen würde. Nach einigen weiteren klärenden Worten und Diskussionen war uns klar, dass wir in Sachen EGU nicht bis zur nächsten ordentlichen VGC-Jahreshauptversammlung warten konnten. Die Jahreshauptversammlung der EGU in Helsinki fand nur einen Monat nach unserem Treffen mit David statt. Wir mussten diese Gelegenheit nutzen, uns der EGU entsprechend vorzustellen und Teilmitglied der EGU zu werden. Warum „nur“ Teilmitglied? Der einzige Unterschied zur Vollmitgliedschaft besteht darin, dass wir kein Stimmrecht besitzen, wobei in der EGU ohnehin eher selten abgestimmt wird. Ein weiteres Argument sind die Kosten: Für die Teilmitgliedschaft werden 100 Euro jährlich fällig, während der Jahressatz für Vollmitglieder 500 Euro beträgt. Uns steht jederzeit die Möglichkeit offen, von Teil- in Vollmitgliedschaft zu wechseln. Außerhalb der Jahreshauptversammlung erfolgt die Kommunikation innerhalb der EGU via Email/Internet. Da für die Reise nach Helsinki ursprünglich kein Budget eingeplant war, entschieden Graham und ich, jeweils auf eigene Kosten an der EGU-Jahreshauptversammlung teilzunehmen. Wir wollten diese einmalige Gelegenheit nicht ungenutzt verstreichen lassen. Unverhofft tat sich dann doch noch ein Sponsor auf, der zumindest einen Teil der Kosten übernahm. Graham musste sich letztendlich dann doch alleine auf den Weg nach Finnland machen; ein unvorhergesehener Krankenhausaufenthalt bremste mich an dieser Stelle leider aus. Aus Grahams Bericht in den VGC News könnt Ihr entnehmen, dass wir in der EGU herzlich willkommen geheißen wurden und sich auch bereits erste erfreuliche Ergebnisse abzeichnen. Die EGU wird vom VGC mit Informationen versorgt. So gelangen unsere Belange ins

## Diary Dates for 2010

**9 to 17th January**  
**Bordertown, Australia**

**22nd to 31st May**  
**VGC UK National Rally at Bicester.**  
contact Mike Pettican  
mickael.pettican@gmail.com

**31st May-5th**  
**International Spatz meeting.**  
Spatzentreffen at Schinveld (www.ELZT.nl)  
Netherlands info: mad.waalkens@kpnplanet.nl;

**July 21st till 29th**  
**Rendezvous:**

**Challock, Kent Gliding Club**  
www.tcs-uk.com/kgc, no detail published on the website so far

**31st July – 8th August**  
**38th International VGC Rally**  
**Norfolk Gliding Club,**  
**Tibbenham, England.**  
Contact: www.vgc2010.norfolkgliding.club.com.



**38<sup>th</sup> International**  
**Vintage Glider Rally**  
31<sup>st</sup> July – 8<sup>th</sup> August 2010  
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**Diary Dates 2011**  
Our International Rally Secretary, KLAUS SCHICKLING has announced that the **39th INTERNATIONAL VINTAGE GLIDER RALLY** will take place during 2011 at the Austrian National Sports Centre on the SPITZERBERG, a mountain between Vienna and Bratislava near the Danube. This site is known for excellent hill soaring and thermals. It is not yet certain where the 2011 International VGC RendezVous Rally will take place.

Europaparlament und über diesen Weg auf die Agenda der EASA. Zudem verfügen wir nun über hochwertigere Kontakte in der BGA (British Gliding Association). In den Niederlanden sind ebenfalls Gespräche mit der nationalen Luftfahrtbehörde im Gange. Wir sind noch nicht am Ziel und es liegt noch eine Menge Arbeit vor uns. Dennoch, wenn Ihr entsprechende Unterstützung in Euren Heimatländern benötigt, sprecht uns bitte an.

(Jan Forster, Chairman des VGC) □



# VGC Rendezvous Rally Lingen Klausheide



19th to 27th July 2009

## Report by Chris Wills

This Rally was held in beautiful weather and we were received with the utmost hospitality. The weather was so good that most launches were winch launches which often contacted thermals.

20 gliders were taking part although we are not sure whether Werner Ruegg's MOSWEY 3 was present. All our thanks go to the Ulrich and Christophe Talle brothers and Ulli Kraap, the tow pilot. The airfield had been a wartime ME 109 base, and therefore it had had full attention from the British and American Airforces. The airfield was shared by another gliding club which had a separate hangar on the other side of the airfield. However, the members of both clubs shared each other's facilities when necessary. Bernhard Rakil was working on a broken GRUNAU BABY 2B in our hangar. The other gliding club at Nordhorn was flying another GRUNAU BABY 2B.

ON SUNDAY the 21st July, there had been 30 winch launches and four aerotows. Longest duration flights had been by Geoff Moore in his MU 13D-3 – 4 hrs and 2 hrs 59 mins by Dave Cornelius in Ka 6CR.

Bob van Alst flew for 2hrs 24 mins in his T.21b. 1 hr. 1min by Rick Fretwell in his MUCHA 100. Leif Midboll flew 1 hr 26 mins in a FOKA. These had all been from winch launches. Otto Seidl kindly took C.Wills for a 1 hr 35 min flight in a TWIN 3 from a 1,000m aerotow. He had done many 500 and 650km



**Above: Erik Poerstamper, preparing to launch his Grasshopper in 'Klompfen'!**

Photo: Chris Wills

**Top: as far as we know, a 40 minute flight from a winch launch in a Grasshopper (Slingsby T.38) is a world record for the type**

Photo: Alexander Gilles

flights in Spain and was shortly to return there.

TUESDAY, the 23rd JULY was a beautiful clear blue day although a possible thunderstorm was forecast for the evening. The GRASSHOPPER from the Netherlands, which had flown for 40 minutes from a thermal at Terlet during the previous weekend, was flying with us again today. It had no instruments but its owner Erik Poerstamper said that there was no need for a variometer as you'll know all about it when you are in a thermal!!! As far as we know, a 40 minute flight from a winch launch in a Grasshopper (Slingsby T.38) is a world record for the type. This is amazing in itself but we believe that the Grasshopper's previous flight had lasted 35 mins.

Geoff Moore took his MU 13D-3 to 4,300 ft in an exactly 4 hrs flight in

thermal and weak wave; Dave Cornelius flew the Ka6CR for 3 hours.

On Tuesday evening, a great thunderstorm came and caused all lights to go out.

By the way, the great pre-war AUTO UNION racing car driver Bernd Rosemeier came from Lingen and married the famous aviatrix Elli Beinhorn, who only lately has died aged over 100 years. She did much of her record flying in an ME 108 "TAIFUN".

ON WEDNESDAY the 24th, we had bad weather but this improved during the afternoon and evening when a nearby lake was visited. 10 short duration flights from winch launches were achieved. During the night, there was terrible weather influenced by low pressure. Briefing suggested that the bad weather should clear Holland to the ENE by 1500 hrs (with luck).

THURSDAY, 25th July. The weather lightened up at 1600 hrs but, although two Ka 6 CR s and T.21 s were rushed to the start, there was very little lift under the clouds. Marijka Walkens said that a front will come in with very heavy



rain again during the night.

FRIDAY 26th July. There would be possible breaks in the bad weather. The British made an excursion to Bad Benheim on the Dutch frontier, where they had tea under a statue of Bismarck. They were driven off by a mighty thunderstorm which came at them with the force of Bismarck's cannon!

There were 15 winch launches from the site on this day. Longest durations were from 24 to 27 minutes.

On FRIDAY the 26th of July, the

weather became good again. Longest duration flights were by Hans Disma, in his PHOENIX T PH- 999, from a winch launch- 4 hrs 40 mins. Hoekstra. Ka2b D-9163, from an aerotow - 1 hour.

Lau Kroes - Ka 6- 1 hr 54mins. Wolfgang Tschorn. LIBELLE 4 hrs 18 mins. from an aerotow.

MU 13D-3 DPG Geoff Moore - 2 hrs 17 mins.

Leif Midboll - OY-DCX - FOKA 3 hrs 44 mins. (from an aerotow)

Dave Cornelius. KA-6CR (W) 7 hrs 13 mins. Rick Fretwell. MUCHA 100 2001

4 hrs 24 mins.

Johan Kieckens/Hans Dijkstra BOCIAN PH-1413. (W) 2 hrs 36 mins. Lilly Grundbacher-ELFE HB-1199 2 hrs 41 mins.

Bob and Silvia van Alst - T21b BGA 3225 - 1 hr 30 mins.

There were many other flights of less-er duration.

On SATURDAY 25TH July, in the evening was Prize Presentation.

There were speeches and a first class Buffet. This was the day of the Achmer Air Display, and because of the good weather, we hoped, had been a very great success with thousands of people present.

On SUNDAY the 26th July, the cumuli came first from Holland but started to line up with our airfield at 12.30.

It had been a very successful RendezVous Rally thanks in no small part to the excellent organisation. Thanks to the brothers Ulrich and Christoph Talle, and Ulli Krapp, the aerotow pilot, and the usually good weather. The greatest heroes were perhaps the winch drivers who almost always managed to put you in to a thermal which then took you to 3 or 4000 metres making it unnecessary to buy an expensive aerotow ticket.

On MONDAY was the transfer to ACHMER which had been closed to traffic for their Air Display. The Air Display, and our subsequent 38th INTERNATIONAL VINTAGE GLIDER

**Above left: Marijka Waalkens, Klaus Schickling and his T21, with the Nordhorn Lingen tug pilot, Ulli Krapp** Photo: Chris Wills



**Dave Cornelius had a flight of over 7 hours in his KA6-CR.** Photo: Alexander Gilles

RALLY, were to celebrate The 100th ANNIVERSARY OF AVIATION IN THE OSNABRUECK AREA. CW did not see any of the Air Display but he gathers that some of the stars were a formation aerobatic team of STAMPES, which also appeared over Nordhorn, and a Swiss JUNKERS JU 52, which is one of three airworthy Ju 52s based in Switzerland. There is another one owned by Lufthansa but it is more expensive to hire. The JU gave rides and one was a trip to Lake Constance (the Bodensee) from where the party was to return by train. We arrived at Achmer on MONDAY 27th JULY which was blessed with good weather. There, in all its glory, awaiting us on the airfield was the Achmer club's recently finished REIHER 3. It was now going through a flight test programme, which it was getting through with flying colours. Its test pilot was Stefan Krahn, who also built its wings. The entire project took seven years. □



# The 37th International VGC Rally Achmer Osnabrueck



27th July to 7th August 2009

*Report by Chris Wills  
Photos by Alexander Gilles, Gerd  
Herm-Jacob and Burkhard Wittje*

Arrival day was Monday the 27th of JULY 2009. First Briefing was on TUESDAY THE 28th JULY, at 0930 hrs. Flying would be until 1700m hrs. and OPENING would be at 1800 hrs. GUESTS OF HONOUR AT THE OPENING WERE: THE BUNDESMINISTER FOR ECONOMY AND THE MAYORS OF BRANCHE AND OSNABRUECK. ALL impressed us with their charm,

youth and energy. Germany will go far with such politicians. There were speeches followed by a meal and the opening ceremony by ringing the VGC bell. We were glad to have with us INGRID FRITZ from EGGERSDORF. Ingrid is very well known to us with her charming accordion playing. This time, she played forward all the National Flags. Children carried them forwards from the rear of the hangar, each in turn being accompanied by their National Song. Ingrid managed to do this from a song book, which was no mean achievement. It was a very simple and beautiful ceremony.

Thus our 37th INTERNATIONAL RALLY was opened.

The First Briefing was on Tuesday 28th July at 1800 hrs. There was flying until 1700 hrs.

ON WEDNESDAY 29th JULY, At briefing, it was said that 180 pilots were taking part with 120 gliders. Among these were about 8 MEISES. Thermals were forecast up to near 5,000 ft. There was a high pressure area North of Britain.

It was also stated that pilots would not be allowed to fly at this Rally unless they were VGC members.

A stronger wind from the South was expected. Pilots were asked not to drop winch cables on the camping ground, on the road or in the Mittelland Canal! There were two winches and four cables. The right hand winch had the light weight cables



*Clockwise from above: The Achmer  
Reiher, on ground and in the air.  
Left: Ka7*





Top to bottom : Libelle,  
Condor and Ka2b, Jaskolka



**THE DAY'S FLYING.** There were some long duration thermal flights in blue thermals. These were of two hours and more and it was found that the nearby swampy ground actually gave off good lift! A T.21b got very high. That day there was 54 winch launches, 2 aerotows and 5 self starts.

**WEDNESDAY** the 29th JULY, there were 99 winch launches, 2 aerotows and 4 self starts. The WEIHE D-3654, was flown by Ingo Tegen for 3 hrs 2 mins.



Rudiger Heinz flew his MEISE D-6934 8 hrs 38 mins. The HUETTER 28-2 D-8223, was flown for 6 hrs 30 mins by Werner Kaluza. The KA-6 CR, G-CHJP, was flown by Dave Cornelius for 7 hrs 17 mins. The OLYMPIA 419 LY- OLY was flown by Benvenutas for 4 hrs 43 mins. The MEISE D-7380 was flown by Johannes Fischer for 6 hrs 22 mins. The KA-8, PH-513, was flown by Assmann for 7 hrs 21 mins. The WEIHE D-0084 was flown by Merzenich 5 hrs 37 mins.

**THURSDAY** 30th JULY. A two man AUSTRIAN DELEGATION arrived from Vienna to present their case for holding our 2011 International Vintage Glider Club Rally at the SPITZERBERG SPORTS CENTRUM, a mountain gliding site, and formerly a state gliding school, between Vienna and Bratislava, by the Danube. It was from here, when it



## RALLY ROUNDUP

was a Reichssegelflugschule during the war, that Eric Vergens flew the World's Duration Record of over 44 hours in a JS WEIHE. This record and others, were not officially recognised by the FAI as they were flown during the war.

On this day, Sascha Heuser arrived with the HORTEN 4A from Potsdam and Herr Uden, a Horten expert, arrived from Hamburg. The aircraft was rigged in the hangar, much to the enjoyment and fascination of the members. It was left there for the day to allow as many people to see the wonderful craftsmanship.

There was little flying on this day because of a strong wind.

As always, the INTERNATIONAL EVENING was a terrific success. It was decided that night that the centre of Europe was at Achmer... Not Brussels!!

FRIDAY 31st JULY. Wind was 10 kph from the S.E. A low Pressure area West of England could perhaps be here on Sunday.

And so it was, day after day the weather got better and better. On Friday, 31st July, Frits Ruth, one of Schempp Hirth's former workers, who has helped us constantly with gliding history etc., arrived from a birthday party in Germany and put up his tent. Some high cloud came in but, by mid day, the weather was very, very good with 12 gliders seen in one thermal. Among them, were REIHER, HABICHT and WEIHE. Dave Cornelius, in his KA-6 CR, flew twice to Nordhorn which was 200 kms. 300 kms would have been easy. Cloud base had been 5,000ft above ground. There were 315 launches on Friday which was nearly a record for this site. 8 hrs 37 mins was flown by Rudiger Heinz in his MEISE. This was the longest duration.

No one was to enter Muenster Osnabrueck airport's air space without their controller's permission. However, there is a gliding club on this airport and has him as a member. He would gladly help us. Hannes Fischer did a 250 km cross country in his MEISE on this day. On SATURDAY, he organised a brief meeting of MEISE owners, and their aircraft so that they could get to know each other. Photos were taken.

On FRIDAY, Sascha Heuser, put the HORTEN 4A back in to its superb new Schwann trailer to take back to POTSDAM. Its building is now his only employment and he hopes that it will be ready for its first flight at the Berlin Air Exhibition next Spring.

It had become apparent that good thermals were being contacted from winch launches and therefore, not so many of



Top to bottom: Minimoa, Nord 200, Olympia Meise Line-up





the more expensive aero tows were used. There had been 99 winch launches on FRIDAY 31st JULY, 200 aero tows and 4 self starts. There were 7 Meises, N.2000s and EoN Olympias entered. One from Sweden, 4 from Germany, one from Denmark (EoN ) one from Britain (EoN). There was also the OLYMPIA



**Glider types attending the Rally**

Pilots, Aircraft & registration nos			
Fischer Johannes	MEISE 51	D7380	Germany
Poulsen Niels	2G OY-AVX		Denmark
Jensen Erik	ASK 14	OY-XGA	Denmark
Gester Stefanie	ASK 18	D-6726	Germany
Bost Falk	GRUNAU BABY 3	D-4642	Germany
Mugge Willi	BABY 5	D-7346	Germany
Bauer Heinrich	BERGFALKE 2	D-1167	Germany
Bauer Fritz	"	"	"
Lendraitis Martynas	BERGFALKE 3	LY-GPC	Lithuania
Kroll Christoph	CUMULUS 3F	D-6059	Germany
Kellermann Karl-Heinz	HABICHT	D-8002	Germany
Zahn Christoph	HABICHT	D-1901	Germany
Waalkens Marijke	DOPPELRAAB 5	PH-814	Netherlands
Grundbacher Lilly	ELFE S.4 a.	HB-1199	Switzerland
Drinhaus Frank	EoN OLYMPIA 2	OY-XFE	Denmark
Lockett Rob	EoN OLYMPIA	BGA 1173	Britain
Sturm Roland	FES 530/2	LEHRMEISTER D-8152	Germany
Mitdbol Leif	FOKA OY-DCX		Denmark
Jadrosz Alexander	FOKA SP-3702		Poland
Maleschka Hubert	FOKA 4A	D-8802	Germany
Maleschka Gerhard	"	"	"
Liptai Nandor	FOKA 5	HA-4256	Hungary
Tegen Ingo	GOEVIER 2	D-1080	Germany
Garthe Claus-Dieter	GRUNAU BABY 3	D-1053	Germany
Meier Reinhard	GRUNAU BABY 2B	D-1939	Germany
Laursen Lars- Erik	GRUNAU BABY 2B	OY-AXO	Denmark
Beiker Hermann	GRUNAU BABY 3	D-1977	Germany
Kern Ulli	HOLS DER TEUFEL	OK-A415	Czech Republic
Newton Nick	HUETTER H.17A	BGA 490	Britain
Kaluza Werner	HUETTER H.28-2	D-8223	Germany
Ocker Peter	JS.WEIHE	D-0700	Germany
Themann Georg	KA-6	D-8485	Germany
Skrzypek Volker	KA-7	D-5250	Germany
Hoekstra Walther	KA-2B	D-D-9153	Switzerland
Stapfer Kurt	KA-6	HB-703	Switzerland
Cornelius David	KA 6 CR	G-CHJP	Britain

Pilots, Aircraft & registration nos			
Aaltonen Erkii	KA 6E	D-1808	Finland
Pochet Pierre	KA 6E	00-ZJD	Belgium
Hurrle Alexander	Ka 2 (Eventual)	D-8776	Germany
Wittje Burkhard	KA-2B	D-7042	Germany
Planz Uwe	KA-6	D-5849	Germany
Von Eyss Christel	KA-6CR	D-5856	Germany
Henrard Firmin	KA 13	Cabriolet F-FEJJ	Belgium
Baer Juerg	KA-2	HB-274	Switzerland
Koop Andreas	KA-2B	D-8134	Deutschland
Heller Wolfgang	KA-6CR	D-6238	Deutschland
Assman Joern	KA-8B	PH-513	Netherlands
Assman Peet	"	"	"
Osinga Neelco	KRANICH 2B-2	PH-103	Netherlands
Braun Rolf	KRANICH 3	D-6018	Deutschland
Bornheber Rolf	L-SPATZ 55	D-8049	Deutschland
Altenhof Heinrich	L 10	LIBELLE D-8564	Deutschland
Tschorn Wolfgang	LIBELLE H-201	D-2951	Deutschland
Havlicek Franz	L-SPATZ	OE-0362	Austria.
Kasubeck Reginald	L-SPATZ-3	D-0283	Deutschland
Mischo Hans Georg	L-SPATZ-55	D-9055	Deutschland
Guy Dessauvages	M-200	00-2HH	Belgium
Mattisson Jan	OLYMPIA MEISE	SE-SHG	Sweden
Schulz Adalbert	MINIMOA	D-8064	Deutschland
Peter Hans	MOSWEY 3	HB-374	Switzerland
Fahrni Willi	MOSWEY 4A	HB-522	Switzerland
Moore Geoff	MU 13D-3	BGA 2267	Deutschland
Fretwell Ric. Ershaw	MUCHA 100	BGA 3776	Britain
Ivanauskas Benvenutas	EoN OLYMPIA 419	LY-OLY	Lithuania
Stengele Ulrich	OLYMPIA MEISE	D-1948	Deutschland
Heins Rudiger	OLYMPIA MEISE	D-6934	Deutschland
Saw Graham	PETREL	BGA 651	Britain
Disma Hans	PHOENIX-T	PH-999	Netherlands
Revi Laszlo	CIMBORO	HA-5035	Hungary
Hilkenbach Franz	L-SPATZ 55	D-0008	Germany
Hartmann Peter	SF 27A	HB-3167	Switzerland
Brombacher Werner	SF 25C	D-KNAR	Deutschland

Pilots, Aircraft & registration nos			
Shrimpton David	SF 28A	G-BYEJ	Britain
Wonneberger Manfred	SIE -3	D-4065	Germany
Renaudin Patrick Siren	C305	EDELWEISS F-CDGA	France
Gilbert John	SKYLARK 3B	BBT	Britain
Jackson Robert	SKYLARK 4	1100 BNK	Britain
Weekes David	"	"	"
Jaeger Werner	Slingsby T.30	PREFECT BGA 701	Deutschland
Hubert Beat	Slingsby T.31	HB-557	Switzerland
Litek Knut	Slingsby T.31b	BGA 3241	Deutschland
Schickling Klaus	Slingsby T.21B	BGA 3545	Deutschland
Jeziarski Zbigniew	JASKOLKA	SP-3675	Poland
Munk Eric	T.30A	PREFECT PH-196	The Netherlands
Hermjakob Gerd	WEIHE 50	D-3654	Deutschland
Merzenich Wilhelm	WEIHE 50	D-8064	Deutschland
Lenik Jiri	KRAJANEK	OK-8560	Czech Republic
Janssen Erwin	T.38	GRASSHOPPER BGA 3488	FSK
Konermann Martin.	T.21B	BGA 4110	
Langenau Christian	T.21B	BGA 4135	
Ewald Bernd	HORTEN 4A	Not finished	Deutschland
Achmer	REIHER 3	D-6045 Being flight tested	Deutschland
Achmer	KRANICH 2B	D-6048 Available for flight	Deutschland
Achmer	CONDOR 4	D-6043 Available for flight	Deutschland
Tischler Gerhard	T.31	BGA 3545	
Munk Eric	T.30	PREFECT PH-196	Netherlands
Bob van Alst	T.21B	BGA 3225	Netherlands
Jim van Alst	T.8.	TUTOR BGA 485	Netherlands
Niederkrueger Kalle	AUSTRIA	OE-2008	Deutschland
Haninen Pekka	KA 7		Finland.
Dreyer Juergen	C.25S	HB-887	Deutschland
Schaden Juergen	DOPPELRAAB 5	D-5436	Deutschland
Langenau Christian	GRUNAU BABY 2B	D-1939	Deutschland
Galliker Beat	T.21B	BGA 4135	Deutschland
Junemann Rolf	KRANICH 3	D-6018	Deutschland

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



## RALLY ROUNDUP

419 from Lithuania. On SUNDAY, there was rain and so, expeditions were made. One of these was to see the V.20 sailplane from the Netherlands at TWENTE. It was ready to fly except for its paperwork. This was designed and built by Roeland Snelling and flew during 1938/39. It did fly after the war, but it has now been fully and beautifully restored. It is a masterpiece and a jewel (another one) in the VGC's fleet. It is in a hangar with other gliders on a Dutch military airfield



which is we believe now being closed down.

On MONDAY, the weather became good again in the evening and on TUESDAY, the weather became very good with blue thermals to 2,205 metres height with 25 degrees max. temperature. Tomorrow would be even better. This was becoming the best weather of our Rally. Ulf Kern flew the HOLS DER TEUFEL to over 7,000 ft with bare feet and Hannes Fischer flew his MEISE 340 kms into and out of Holland and back to Achmer. There were other fine cross countries. At 1400 hrs on WEDNESDAY, every glider seemed to be flying in thermals. During the afternoon, there was good dry lift beside the airfield. Graham Saw flew the HUETTER H.28-2 for well over an hour. He said afterwards that it is as good as it looks and that CW had been right to send out its plans!!! ON THURSDAY, we were still under High

**Top to bottom: Huetter 28, the Achmer Kranich with David Weeks and Chris Wills, The Goevier 2**

Pressure and the weather was even better than on the day before. Hannes Fischer reached 2,400 metres height over Osnabrueck.

ON THURSDAY EVENING was the German evening and two hogs were roasting for the whole day. During the evening's initial phase, there had been a very loud demonstration of drumming, (presumably to notify us of the tremendous occasion) followed by a magnificent Cabaret by the Youth of the Club.

We heard during the Rally, from HERMANN BEIKER of Hamburg that he is now half way through working on his Spanish WEIHE'S fuselage. The wings are ready for fabric covering. As is often the case, restoration of vintage gliders often has to cease during winters for the maintenance of club sailplanes. On his way to the International Rally, we heard that JOERG ZILLER had become very ill. If his MEISE could have been there, it could have brought the total of Olympias present at the Rally up to eight or nine. We are happy to report that he has now recovered. We are happy that WERNER TSCHORN and his wife and son WOLFGANG, who was flying a LIBELLE, were at the International Rally. Also JOCHEN KRUSE was present. We believe that they were happy to be with us.

Never before have we had such a fine Rally with such good weather. The Weather God certainly smiled on West

Germany last summer. After having organised a mammoth two days' AIR DISPLAY, the club had gone straight into the organisation of our 37th International Rally without a moments' hesitation. We had no accidents. Vintage Glider pilots from 18 countries were involved. 40 new German members had joined us. We welcome them all.

This year, we had taking part with us for the first time, a new REIHER 3, although such a type, which is now in the Wasserkuppe Gliding with model aircraft has been with us before. Also taking part for the first time was a GRUNAU 5 and there may have been other first time participants. Next year, we hope that we can expect more MINIMOAS, a third HABICHT, another H.17a, and H.17B and H.28-2, a Danish KRANICH 2B, another new RHOENBUSSARD, the Belgian SPALINGERR S.15K, as well as more British and French OLDTIMER SAILPLANES.

We regret that we have to now announce the death of HERMANN HACKMANN through an inoperable brain tumour. He had been unwell at the time of our Rally. He had built, repaired and restored all of the Achmer Club's Vintage gliders. These were GRUNAU BABY 2B, GRUNAU BABY 3, MEISE, WEIHE, KRANICH 2B, KRANICH 3, REIHER 3, CONDOR 4, LO 100, STIEGLITZ tow plane etc etc. His work has been outstanding and will become legendary Wonders of the World in years to come. Many of us had met him during our previous visits to Achmer and he was always willing to show us his workshop and his work. He was already involved in gliding as a boy in 1938. We send our deepest sympathies to his family, to the Achmer Club and to all those who knew him.

*C.WILLS says that he fears that he has left much out from his report on this so large and successful Rally and hopes that members will write to him with their corrections in time for the next VGC NEWS. □*





# Sutton Bank 75 Years Young



The rally started suddenly,  
5.30 Sunday morn  
With an unexpected waking up around  
the crack of dawn  
When the sound of roaring burners  
filling up a large balloon  
Was a novelty alarm clock of 10  
million btu.

And when they all got airborne, rising  
gently in the sky,  
The folk still sleeping peacefully were  
not allowed to lie  
For a cry of 'Morning campers!' was  
heard across the site  
As Tim went floating overhead and  
gave them all a fright.

Young Moira did what she does best  
and read from days gone by  
How ladies never trousers wore when  
they set off to fly  
And that should happen still today  
said Phil, quite foolishly  
So Sue threw down the gantlet that if  
he would, so would she

So the Monday morning briefing was  
the best attended yet  
When 'Philomena' Lazenby responded  
to the bet  
With a sleeveless little number in a

fetching shade of blue  
And agreed to freeze his toes off in a  
glider built for two.

But soon the weather joined the fun,  
which didn't seemed quite fair,  
With gusting winds to ground them  
all except the Tupperware  
And the rain that had, until that  
point, not pushed its luck too far  
Kept gliders in their trailers packed  
and pilots in the bar

And the campers who had braved it  
all through driving wind and rain  
Had to batten down the hatches as  
they tried to sleep again  
Through howling gales that worked  
so hard to teach their tents to fly  
Without the normal benefit of wings  
or ASI

So Saturday it wound up when the  
public were all due  
To see the Yorkshire Gliding Club  
show just what it could do  
Whilst the vintage souls went down  
the Bank, their aircraft towed away,  
A fitting end to Slingsby Week with,  
of course, a soaring day!

Caroline Coates 2009 □



Top: Brian Middleton's old Sky.  
Above: a novelty alarm clock of 10 million btu  
Below: Chris and Moira





# 1st Vintage Glider Meeting “Ugo Zannier”

*Text and Photos by Vincenzo Pedrielli*



The first Vintage Glider Meeting “Ugo Zannier” took place in Rivoli di Osoppo from 5th to 13th June 2009.

Ugo Zannier, who won the gold medal for valour, died during the war in Spain. He was a gliding pioneer and flew from Mount Cuarnan (1382m) for several hours with a self built sailplane named Friuli.

The meeting was held on the airfield

of the Associazione Volovelistica di Rivoli di Osoppo (AVRO), which is situated in a very favourable geographic area which offers excellent gliding conditions.

The airfield is located at the foot of the Pre-Alps Giulie, near the Mount Cuarnan. With a short tow, the participants

enjoyed the imposing scenery of the Canin and Goglians Massif, which is ideal for thermal lifts.

The “Parco delle Dolomiti” offered, in many cases, the possibility for pilots to fly together with griffons as gliding mates.

The presence of griffons in that area is

*Below: forming with a Griffon.  
Right: Tagliamento's imposing scenery.*





**Left: A60 Fauconnet.**  
**Left centre and bottom: Werner Kaluza in his Huetter 28.**

due to the restocking project of the Natural Reserve of Lake Cornino; a project which is already giving great results, with a population of over 70 birds.

Pilots from Switzerland, Germany, France and Italy attended this first Vintage Glider Meeting, some of them by driving over 12 hours with their trailers to reach the place.

A long journey, but it was worth while both for the unique flying conditions of Rivoli di Osoppo and also for the warm welcome and hospitality of the people of club AVRO.

Twelve sailplanes flew at this meeting, of which the two two-seaters offered many visitors the possibility of flying and admiring the beauty of the region.

The Meteo was not excellent and we could only fly 4 days of the total 8 days of the meeting. Luckily the initiative of the people of Club AVRO provided interesting alternatives to flying, which satisfied all participants.

A visit to the city of Udine; another to the Natural Reserve of the Lake Cornino; a visit to the National Aerobatics Team "Freccie Tricolori" and a few other stops to some eco-gastronomic locations, allowed everybody to forget about the bad weather.

The meeting closed down with the dinner of Saturday 13th June. Both participants and organisers were completely satisfied and started thinking about the next meeting, say in 2011. □





# IVSM 2009

## Harris Hill, Elmira



Dean Gradwell has owned this Cherokee II since 1967. Below: All six members of the International Olympia Club came to Elmira to fly E. o. N. Olympia 2B serial number 78 ART. Bottom: The International Morelli Clubs Aer-Pegaso M 100-S ( Morelli ) starts a tow. Five of the seven members of the I. M. C., a syndicate from the Wabash Valley Soaring Association came to Elmira, New York, to fly their Morelli and it was hard to catch on the ground

no barographs or observers and it works. Several people were less than 100 feet from the required climb and did not claim a coin. Several people completed two tasks but a coin is only given to a pilot for the first task he completes. No one at Elmira did the cross country leg.

- #1 **Walt Cannon Scheibe IIIA**  
28 June 3400' altitude gain
- #2 **Neil Pfeiffer Schliecher Ka6BR**  
28 June 3500' altitude gain
- #3 **Bill Batesole Schleicher ASK-14**  
28 June 3450' altitude gain
- #4 **Jim Short Schweizer 1-21**  
29 June/3 July 3300' altitude gain;  
5:07 hr duration
- #5 **John Hardy Schliecher Ka8b**  
29 June 4040' altitude gain
- #6 **Jim Croce Schliecher K-7**  
3 July 5:27 hr duration
- #7 **C B Umphleth Schweizer 1-26**  
3 July 3500' altitude gain
- #8 **David Ochsner Schleicher KA-6B**  
4 July 4000' altitude gain
- #9 **Burt Compton Schleicher K-13**  
4 July 3800' altitude gain
- #10 **Jimmy Dayton Schweizer 1-26**  
4 July 4000' altitude gain; 5:10 hr  
duration
- #11 **Rusty Lowry Schweizer 1-23**  
4 July 4000' altitude gain; 5:24 hr  
duration

by Lee Cowie

In 1995 the National Soaring Museum, Harris Hill Soaring Corporation and the Vintage Sailplane Association joined together to organize the first International Vintage Sailplane meet in the U. S. A. It was such a success that it was decided to hold another every 5 years. Following the 2005 event someone decided five years was too long to wait for the next event so it was planned for 27 June through 4 July 2009.

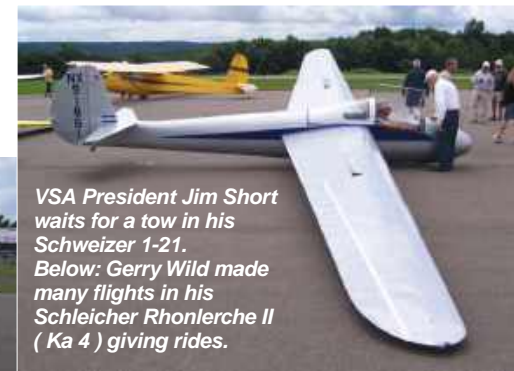
On 28 June 2009 seven glider trailers caravaned east through western New York state heading for Elmira, New York. The farther east they travelled the worse the weather looked and it was raining as they climbed Harris Hill from the west. The

trailers were disconnected and lined up in a downpour and the crews went off to seek some place dry. The weather forecast for the next week included a number of days with showers or thunderstorms in them. Regardless of the forecasts gliders came out of their boxes and flying started on 27 July.

A new VSA program was started at IVSM 09 and will be a feature at future VSA National regattas. Eastern Vice President, Rusty Lowry, not only came up with the idea, he also organized, financed and administers it. This new program offers a military style challenge coin to any pilot who completes a silver task during the event in a ship recognized by the club. They only have to do one leg and the altitude was the most popular. It is on the honor system with

Evening banquets are a major part of IVSM. The International banquet where food and drink from the countries represented and different parts of North America are served is always popular. While most meals are on Harris Hill one was held at the Glenn Curtiss Museum at Hammondsport, New York.

Each morning two lectures and a weather briefing were given in the museum meeting room. Lectures ranged from historical such as the history of soaring



VSA President Jim Short waits for a tow in his Schweizer 1-21. Below: Gerry Wild made many flights in his Schleicher Rhonlerche II ( Ka 4 ) giving rides.





Above: the Thursday evening banquet was held at the Glenn Curtiss Museum.



Left: Dr. Walter Cannon brought his Zugvogel IIIA, built in 1958, all the way from California.

Above: Jan Scott's Lovettsville Prat-Read was flying at Harris Hill for the last time before heading to Holland.  
Right: Bob Gaines lands his Condor after giving another ride.



flight in the USA and the history of the Olympia/Meise to actual rebuilds including Jerry Winger's Rhonbussard rebuild from deterioration to Neil Pfeifer's Ka 2b rebuild after a truck ran into it when in its trailer. On flyable days the pilots left the meetings in a hurry.

During one of the morning meetings the VSA gave a number of club awards. Mia Scott was given an Exceptional Service Award for all of her years as Treasurer and all the many other things she has done for the club for so many years. A VSA Special Recognition award was presented to Jerry Wenger and his "Team Wenger" for the rebuilding of Rhonbussard #50. A VSA Exceptional Achievement Award for 2008 was awarded to Dennis Barton for the "new" BUNGEE CORD (the clubs quarterly magazine) and restoration awards were given to Ron Martin for his 1946 Schweizer 2-22 and the Lawrenceville International Morelli Club for their 1963 Morelli M 100S rebuilds.

On Saturday evening 4 July the National Soaring Museum and meet organizers held an awards banquet at the youth camp behind the museum on Harris Hill. While this was the official end to the activities several pilots stayed for more flying.

**Official IVSM Awards.**

- Best overall - Rhonbussard - Wenger Team
- Best restored - Cherokee II - Dean Gradwell
- Best Schweizer - SGS 1-23 - Tom Bouser

- Best foreign designed - Condor - Bob Gaines
- Best pre-war - Weihe - Lars Johannesen
- Best military - LK-10A - Herri ten Cate
- Best first time entrant - SGU 2-22 - Lynn Ericksen

Lee adds: "This was the largest old glider event in the USA in the last 4 years and probably for the next 4 years. People will come a long distance to this event who will not go a short distance to any of our other events. Harris Hill is the one place in the USA that seems to attract young people. We need to find a way to interest more people in soaring and then soaring in old ships. What are other people doing to get more people involved?" □



Gerry Wild flew his Hutter 17 at IVSM 2009 too. Below: Lynn Ericksen brought his Schweizer SGU 2-22 from California to fly at Harris Hill.

Bottom left: Norman Schenck awaits a tow with his Schweizer SGC 1-26B built in 1960. Bottom: Assembling Jerry Wenger's Schleicher Rhonbussard, serial number 50, for another flight.



Herri ten Cate brought his Laister Kauffmann TG 4A (LK-10a).





# The 21st Annual OSV-Treffen

By Willi Schwarzenbach

On invitation from the Freiburg GC, the OSV met from the 21-23 August at Bellechasse.

This glider field is situated right on the french-german language border in the "Great Moss", part of the flat 3 lakes region, 20 km away from the Jura. The field consists of a 490m long and 50m wide grass landing strip, (a handkerchief compared with the giant Achmer airfield), 2 hangars, a workshop and the cosy clubhouse. Beside the hangars is a parking lot for the trailers. 20 gliders and 2 two tug planes are based at the place. Out of the vintage gliders, Karpf Baby, Spalinger S18 and Pilatus B4 the fleet consists of most modern ships for performance as well as for the basic instruction and training.

For the convenience of the OSV-people, a wide meadow was made available for parking cars and trailers, there was sufficient place for rigging the gliders. Space was also left for some campers. One of the hangars was arranged for the briefing and as restaurant serving breakfast, lunch, beverages and even three-course dinners.

Just the meteo had not be programmed. The preceding days of the event set to end a long hot and dry late summer period and on Friday, the opening day of the meet, an active cold front brought rain, wind and a sharp temperature drop all over country. However for the following two days, the weather cleared up and was, in spite of moderate N-E wind and

hazy air, of quite flyable condition and the forecast was for weak thermals in the afternoon.

Due to the weather, most of the 25 expected gliders dropped in only on Friday afternoon and were left in the trailers. As a compensation for the missed flying, a great welcome get-together dinner party was started in the evening.

Next morning, once the last arrivals are in, the weather looking fair and improving, the briefing by Roland Wyss

over, the gliders were rigged and aligned along the airfield. What a colorful show, a giant flowerboard glittering in the morning sun! Fips Rothenbühlers Spalinger S-19, built 1937, being the oldest glider on the field, superbly restored and now yellow painted was undoubtedly the most admired specimen of the fleet.

Philipp Aeberli, aerotowed from Montricher airfield on board of his Foka 4, was on approach.



René Bartlomé flew his glider – the huge and elegant fiberglass ASW 12 from Thun



Willi Fahrni installed the bungee-launch equipment



Fips Rothenbühlers 1937 Spalinger S-19, was the oldest glider on the field, superbly restored and now yellow painted



Meantime Willy Fahmi had installed the bungee-launch equipment (which he carries in a smart trailer) and around noon, a couple of spectacular flatland training launches took place. This in view of the forthcoming “elastic week-end” at Colombier and Mauborget, end of September.

After lunch, the flying started. The two aircrafts, a Super-cub 180 hp and the surprisingly efficient and silent Eco-light MCR 01 Dinaéro, powered by a 105 hp compressed engine towed the gliders swiftly up to 5-600 m, enough to keep up with thermals, but drifting strongly away in the northern wind. The flights turned then into a YO-YO pattern, circling in the downwind leg, high-speed return on the upwind leg.

The day ended of course, with a great dinner party.

On Sunday the weather was again fair, still a bit windy but slightly warmer. The flying activity went on as the day before. A last participant flew in, René Bartlomé coming from Thun. His glider – the huge and elegant fiberglass-ship ASW 12 impressed by the perfect landing using the brake-parachute. This glider, now more than 35 years old, has to be considered as Oldtimer. What a contrast with a Primary or a Grunau-Baby! René, by the way is one of the official glider inspectors and is expert in taking care of our vintage gliders.

Early afternoon, Silvio Polla on his Weihe 50 flipped out and crossed, by chance, sometimes hardly in 400m/ground the plain between lake Biene and Neuchâtel. After struggling around he caught lift along the Jura and managed to climb over Mt. Chasseral, up to 2000m. This was far enough to return safely to Bellechasse.

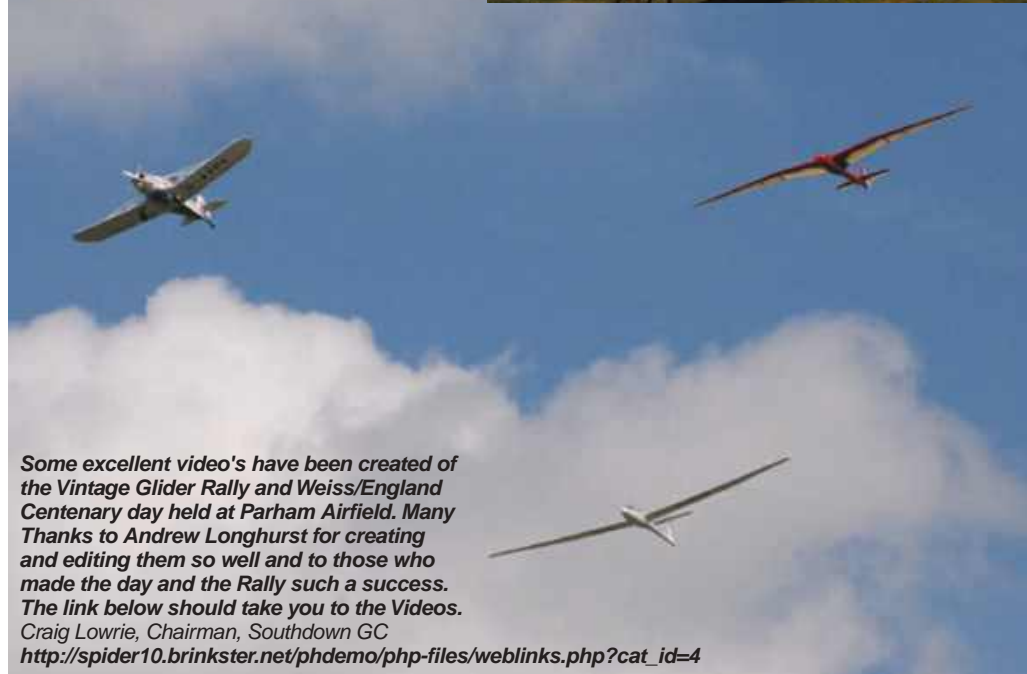
Three intrepid pilots kept in mind to fly home from Bellechasse. Philippe Aeberli was looking for Montricher, 50 km away. He was towed near Mt. Chasseral but had to land in Yverdon. René Bartlomé was luckier, he reached his homebase Thun, 42 km without any problem. Bruno Wettstein on Ka 6 was seeking Speck-Fehraltdorf, at the distance of 135 km. That was certainly too optimistic. Bruno landed, after a long flight forward an backward somewhere between Berne, Freiburg and Bellechasse and was later recovered by the Fahmi team.

The great OSV –Treffen came to end. The facts: 33 pilots, 25 gliders, 38 hours and 58 launches. □



## Parham

At the 100th Anniversary of the first Soaring Flight at Southdown Gliding Club, West Sussex, last June, the scale replica of Weiss's glider, Olive, built by Andrew Jarvis was flown successfully. More about this on Page 30 of this issue.



*Some excellent video's have been created of the Vintage Glider Rally and Weiss/England Centenary day held at Parham Airfield. Many Thanks to Andrew Longhurst for creating and editing them so well and to those who made the day and the Rally such a success. The link below should take you to the Videos. Craig Lowrie, Chairman, Southdown GC*

*[http://spider10.brinkster.net/phdemo/php-files/weblinks.php?cat\\_id=4](http://spider10.brinkster.net/phdemo/php-files/weblinks.php?cat_id=4)*





# And so... flew our Grandparents



*By Vincenzo Pedrielli*

It is not new for the Swiss to organize a Bungee Cord Launch. They've done it a few times already in the past. Last month, in September, they had a bungee cord Vintage glider meeting of 3 days. On Friday 18th September, the meeting took place at Colombier Neuenburg, near Neuchatel and the sailplanes started for training flights from a flat field.

On 19th and 20th the event took place on a slope, near the small village of Mauborget, overlooking Lake Neuchatel. I could not miss this extraordinary event and, with the advice of Willi Schwarzenbach, I caught a train in Milano and after 4 hrs, I arrived to Yverdon, where Willi was to meet me.

We drove to Mauborget slope, where the sailplanes were already rigged and ready to start. It was about lunch time so a quick meal of sandwiches was timely prepared for all attendants, guests

included.

At about 1 o' clock the first sailplane was placed on a track, about 15 meters long and wide enough to contain the skid of the sailplane, to provide straight direction.

This track was staked out the ground, together with a device which transmitted the force of the cord only when the cord itself is completely stretched.

Willy Fahni, chief of the operation, started the security procedure by checking all glider commands and in the meantime, 2 groups of 9 persons each, arranged in "V" lines, started descending the slope holding the cord and waiting the instructions from Willy Fahni. At first Willy shouted: "PULL" and he repeated this order a second time. Then he yelled the next order: "RUN" and everybody started running down hill, until the cord reached the maximum tension. At this point, Willy pulled the latch which allowed the force of the bungee cord to be applied to the sailplane which

was slung off the slope. I assumed that with such a launch the sailplane would have shortly landed again, but I was totally wrong. The sailplane started slowly climbing in a weak thermal and soon after disappeared from our sight.

The landing happened about 2 hours later in a grass field downhill, which was arranged for the purpose. One after the other, all sailplanes took to the air with the same procedure, all of them caught hill lift and thermals and one after the other landed later in the same field near Champagne.

Some returned with the trailer to the slope for a second run on the same day, others remained on the ground, but for sure everybody was satisfied by the results of the day. Good reason for enjoying a good dinner in a small restaurant in Mauborget. I personally believe that these kind of dinners are as important as good flying.... they bring the people together.

We came back on the slope on Sunday 20th September and we hoped the Meteo would have developed as the day before. Tough luck! All the day the sun shone on the lake of Neuchatel, while a row of grey clouds stuck in front of the launching point.

We all prayed that the clouds would lift, but on the contrary they brought the slope in a deep fog (the clouds lifted and disappeared later in the afternoon, but by then it was too late). At 1 o' Clock Pierre-Alain Ruffieux and Willy Fahni decided to terminate the meeting, so

**Above: a Nord 1300 is Bungee launched. Below: two groups of 9 people each descend the slope pulling the cord and await the order to "pull".**







some packed and returned home and others went to the restaurant for a good meal before leaving.

Nevertheless everybody was happy, as at least they could fly 2 days out of 3 and that can be considered a successful meeting.



For me it was quite an experience as it was the first time I had attended a meeting like that and I enjoyed talking to many old (not by age...) friends, and

also taking many photos. I hope to attend to the next Bungee Cord meet, but next time I have to remember to bring with me a good Italian weather. ☐

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

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Mike Powell thanks VGC News for putting his ad in for his spare **T21 fuselage** but the e-mail address was wrong and should be ecc.con@which.net.

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Contact Mike King on 01954-201518 or email michael.king2@ntlworld.com



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**Siebert Ka-6 CR Special.** First flight in 1961 in Nordrhein-Westfalen, Germany. Registration D-4830. Modified in 1952, fuselage enlargement by 30 cm (special for tall pilots), newly designed Phoebus canopy. Flown in Holland since 1990, registration PH-922. About 3600 flights, 2600 flying hours. Sailplane with instruments, radio, open trailer. CofA conform to EASA requirements. Further information w.adriaansen @planet.nl.

The **ELFE PM-3.** This historic sailplane was designed by Dr Werner Pfenninger at Zurich University and built by Rudi Saegesser in 1954. It is the third of a remarkable series of high performance sailplanes designed by Pfenninger using his experimental laminar flow wing profiles. Its max L/D ratio of 40 to 1 is probably the best ever achieved by an all wood glider, whilst linked flaps and ailerons controls make it very easy and responsive to fly. It was restored in 1999 by Graham McLean and Dave Bullock and has had a continuous C of A up until the present time. The sale includes a purpose built aluminium trailer in good condition, and a set of new rigging aids that enable easy rigging. The ELFE is based at the Yorkshire Gliding Club at Sutton Bank. For a detailed description of the restoration and a history of the PM-3 and other Elfes on a cd please contact Graham McLean, 23 Eagles Brow, Lynim, Cheshire, UK. Tel:- (0)1295 752 722. Mobile 07590 132 456. E-mail: macandsuemclean@binkind.com

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Kranich III zu verkaufen! Kranich III D-7002, Baujahr 1952, Grundüberholt 2003, Grundinstrumentiert mit Funk (Quarz), Neue Haube, Offener Anhänger mit TÜV, Preisvorstellung VHB, Standort Nähe Flugplatz Weinheim (D) Kontakt: Susanne Schödel, s.schoedel@arcor.de

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# 13th Small Vintage Glider Meeting in Perleberg/Germany

## The Blowoff: 101 kilometres cross-country with Hol's der Teufel



By Frank-Dieter Lemke, translated by Stefanie Gester

The last weekend of August 2009 the Perleberg meeting was opened by a shot out of Gerhard Maleschka's small cannon with reference to the Big Bell of the VGC International Rally opening ceremony. Gerhard brought his Foka 4. He is currently restoring a Lommatzsch 58/1 Libelle-Standard. Two Hütter 17 replicas are further projects Gerhard is working on the same careful way as he restored the well-known Hol's der Teufel together with Jiri Lenik from Rana in Czech Republic. Meanwhile over 400 pilots flew the Teufel. Among them is the famous bare-

foot hero Ulf Kern. A long-term dream came true for him when he got car-launched in the Teufel on August 29, 2009. Having the wind in his back Ulf managed to glide 101 km straight forward within 2 hours. A master piece considering the ratio of 1:13! Apart from Ulf there was only Czech Petr Hanacek doing cross country flying with his SF27A. The other participants enjoyed themselves and their coloured wood in local thermals. There were rainy periods here and there forcing the aircraft to the ground which was to the benefit of the visitors. A special vintage show was set up by Uwe Berndt: Dressed in a "bonebag" – how the early GDR pilots suits were nick-named – he rode his

150cm3 MZ GDR motorcycle to the venue. Uwe invited all the former glider pilots from Altglietzen airfield. As many airports Altglietzen was shut down in 1979 by the GDR government for political reasons. In the following the local pilots spread all over East Germany. The Perleberg Meeting brought 44 of them together for the first time after 30 years. They had joyrides in a cabriolet Bergfalke III, Rhoenlerche or K7. The diligent organising crew around Florian Thiede had 3 trophies to award: First in the row was the longest arrival distance prize won by Friedrich "Fritz" Hoersch and his Huetter H30 GFK from Ulm in South Germany. The H30 is a Wolfgang Huetter construction manufactured by Eugen and Ursula Haenle until 1962. The light 125 kg aircraft is the oldest glass fibre glider still flying. The author had the chance to test its very convenient flight characteristics – a real Huetter! The second trophy went to Ove Hillersborg from Denmark for the oldest glider in the attendee field: A silver coloured British EoN Olympia Mk. II manufactured in 1948 and registered under OY-XEF. It is one of Hans Jacobs' uniform gliders designed for the 1940 Olympic Games. The Games had to be cancelled because of WW II however some countries built the plane in series. The OY-XEF had a shaky roll-out those days: It was probably the only solo flight of an EoN

Above: Hol's der Teufel field landing after a sensational cross country flight of 101 km.

Below: opening ceremony for the 13th Small Vintage Glider Meeting 2009 in Perleberg. The annual meeting takes place since 1997 without interruption.



Glider and pilots of the 13th Small Vintage Glider Meeting in Perleberg, August 28th to 30th, 2009

Glider	Registration	Year*	Pilots
Bölkow Phoebus C	D-0088	1968	Volker Reye (Hamburg), Bjoern Suren (Koenigslutter)
EoN Olympia Mk. II	OY-XEF	1948	Ove Hillersborg (Denmark)
FES 530/I Lehrmeister I	OY-XAR	1960	Jorgen Jorgensen, Knud Harbo, Poul-Erik Anker (Denmark)
Huetter H 30 GFK	D-8415	1962	Friedrich "Fritz" Hoersch (Ulm)
Lippisch/Jacobs Hol's der Teufel	OK-A415	1924/2004	Ulf Kern (Langhennersdorf), Alexander Goernitz (Nardt)
Lommatzsch Baby IIB	D-1627	1957	Gunter Scholz (Leipzig-Taucha)
Scheibe Bergfalke III "Cabrio"	D-9177	1964	Uwe Berndt, Detlef Otto (Altenburg)
Scheibe SF-27A	D-1426	1965	Petr Hanacek (Jesenik/CZ)
Schleicher Ka 4/II Rhoenlerche	D-0356		Frank Naumann (Perleberg)
Schleicher K 7 Rhoenadler	D-5779	1957	Frank-Dieter Lemke (Strausberg)
SG 38	D-5550	1938/1989	Henry Prenzlau, Peter Hahn (Brandenburg)
Siebert Sie 3	D-4065	1971	Andreas Huth, Manfred Wonneberger (Leipzig-Taucha)
SZD-9bis 1E Bocian	D-3393		AC Perleberg
SZD-24-4A Foka 4	D-9357	1964	Gerhard Maleschka (Langhennersdorf)
SZD-30 Pirat	D-1827	1972	Bernd Schmehl, Rainer Dünhaupt (Leipzig-Taucha)
Zlin Z-24 Krajanek	OK-8560	1948/2006	Jiri Lenik (Rana/CZ)

(\* Year of Manufacture)



Top left: Friedrich "Fritz" Hoersch in his Huetter H30 GFK, the oldest glass fibre glider still flying.

Left: EoN Olympia Mk. II

Lower left: Scheibe Bergfalke III "Cabriolet".

Above: Jiri Lenik in his beautiful Krajanek. Below: Car launch of SG38.



Above: the author Frank-Dieter Lemke in Gerhard Maleschka's (standing) Foka 4. Below: Siebert Sie 3.

Olympia WITHOUT pilot aboard! How could that happen? The EoN was scheduled to be delivered to Denmark by aero tow crossing the Netherlands. Still on UK territory the towing aircraft moved independently when the pilot started the propeller manually. The same time the glider pilot jumped off the EoN cockpit to help, however, both planes were meanwhile in unguided move. The journey ended at 20 m altitude. The complete unmanned aero tow stalled and crashed in serious damage. The third Perleberg trophy's jury purely consisted of Ladies. Their decision for the smartest glider of the meeting was to the benefit of Jiri Lenik's Czech Zlin 24 Krajanek replica from 2006. In total 300 of these gliders have been manufactured since 1946 but there is only one original still flying. After some discussion the next year's Small Vintage Glider Meeting will be held in Nardt/Germany near the Polish

border. The Nardt airfield crew even plans to bank up a hill for bungee launches! Local fire brigade members promised to act as "Gummihunde". Thus mark your calendars for Nardt in 2010! ☐



Above: the trophy winners (from the left): Jiri Lenik with Krajanek for the smartest glider. Ove Hillersborg with EoN Olympia Mk. II for the oldest glider in the field. Friedrich "Fritz" Hoersch with Huetter H30 GFK for the longest arrival distance.

Left: all pilots and helpers of the 13th Small Vintage Glider Meeting in Perleberg.





# III Spanish vintage glider rally



by Encarnita Novillo

The Spanish Vintage Rally took place on the airfield at Santo Tomé del Puerto (Segovia-Spain) from Monday 13th to Sunday 20th July.

Our airfield is not very large but it is big enough to hold a familiar rally. About 100 Km (60 miles) North of Madrid and lying at 1.100 m (3.664 ft), you can enjoy mountain or plain flying with very good soaring conditions during the summer.

This year we have been very glad as a friendly group of Dutch pilots have joined us with their families to spend their flying holidays with four vintage gliders including Mr. Jan Forster, the new VGC Chairman.

The rally was opened on Monday 13th July with the pilot registration and welcome briefing. Some accommodation flights were made during the afternoon.

From Tuesday 14th to Friday 18th July our Dutch visitors noticed soon that flying in Spain is different than in the rest of Europe due to the Spanish weather. Excellent thermal conditions start at 2-3 p.m. and continue till 8-9 p.m. and give climbs of around 5-10 fps. Midday temperatures can rise up to 40 °C. Therefore, during the mornings we did tourist activities or works at the hangar and about 12 p.m. we started taking the gliders out of the hangar and preparing flights. During the afternoons we flew but the final flights could take place at about 9 p.m.

During the rally weather conditions

have been excellent: blue days with strong thermals and slope lifts. Lots of vultures could be seen staying airborne very close to the vintage gliders.

All the launches have been made by aerotow plane with an AVIAT Husky. Perhaps next year a group of Spanish pilots will bring a winch to the vintage glider rally.

We have been very glad to see the Kranich II, PH-103. ex EC-ODI, from the Osinga family soaring again the Spanish sky, as it was built by AISA (Madrid) in 1948 and flew at the Monflorite airfield (Huesca, Spain) till 1954. Some veteran glider pilots had the chance to fly with Neelco Osinga and

could remember their first flights as glider students.

On Thursday 16th July morning we visited the old gliding school at Somosierra village, very close to our airfield, 5 km to the South on top of the mountain. This school started its flying activities in 1942 and was closed in 1976 when a gliding school was built on the plain just below the old one (this is our airfield now). In the old gliding school it is still possible to see the old hangar with one empty trailer and the large old clubhouse made of stone which is at present uninhabitable due to vandalism.

After the flights, the Dutch family

### Glider and pilots at Santo Tomé del Puerto

Glider	Registration	Pilots
Slingsby T-21	BGA 4877	Encarnita Novillo/Carlos Bravo
Kranich II (EC-ODI)	PH-103	Marja/Neelco Osinga
Slingsby T-31	BGA 4228	Gerard/Beppy Rijerse & Peter Deege & Jan Foster
K 2 – B	BGA 4336	Malcolm Wilton-Jones
Scheibe Bergfalke II-55	EC-FPU	J. Ignacio García Colomo
Blanik L-13	EC-CXT	Club Loreto
Blanik L-13	EC-CNZ	Club Loreto
Scheibe Spatz	EC-BFE	Club Loreto
Schleicher K-4 Rhonlerche II	PH-104	Johan van Dick & Justin Steegh
K 6 – CR	PH-856	Astrid/Martijn Hoogenbosch
SF 28 A Tandem Falke	EC-DHS	Club Loreto

### Powered aircraft

Type	Registration	Pilot
Piper L-14	EC-APP	José Luís Olías
Bucker CASA 1131	EC-ZOH	Javier López
Bucker CASA 1131	EC-GIN	Air Condor Club
Urraca	D-EFYP	Dietrich Meyer-Beech



offered a Dutch National Evening in the airfield with delicious Dutch specialities that we could enjoy outdoors at the camping area.

On Saturday 18th and Sunday 19th July, lots of visitors came to the airfield to see the exhibition of all the vintage gliders, classic aeroplanes and old cars that went to the club to join the Vintage Glider Rally. Many of them made their first flights in a two-seater glider enjoying the excellent weather conditions during both days. Also, more than 30 flights were made by a Bücker CASA 1131 always with all the visitors which wanted to fly in an old Spanish aeroplane.

On Saturday 18th July evening we had the special rally dinner with more than 40 pilots and families and gave the "Gurripato" prize. The "Gurripato" glider is a wood glider designed by the Spanish engineers Emilio Gil Cacho and Felipe García Ontiveros, in 1949. The prize was given to Ignacio García Colomo as one of the pioneers in vintage glider in Spain.

The rally has had a very friendly and homely atmosphere. Long flights to up to 3 hours and up to 10,000 ft have been made by all the vintage gliders. Also some gliders have been seen many miles away from the airfield.

We would like to thank all the Dutch friends for spending their holidays with us and for the long way they have driven to come to Spain. We are looking forward to receiving more European visitors in future rallies.

Next year we will hold the IV Spanish

Vintage Rally in July 2010 as this event has become an annual appointment for glider pilots, veteran glider pilots, visitors from Europe, classic planes lovers, modellers, hang-gliding pilots and all the people who want to join us. More details will be on the web: [www.encuentro-planeadores-antiguos.webs.com](http://www.encuentro-planeadores-antiguos.webs.com).

*Malcolm Wilton-Jones also sends us his report on the same rally.*

The weather was good throughout with strong thermals and high cloudbases most afternoons/evenings, best conditions usually being from 3 pm to 8 pm. For most of our Dutch visitors it was their first taste of mountain flying but they soon got used to the experience. Many long flights were had, in the Ka-2 I had over 25 hours and 1100 kms from 10 flights and even the Ka-4 was seen many miles from home while the T-31 was sampling the rarified atmosphere above 10,000'! On one morning a visit was made to the nearby disused airfield at Somosierra, 5,000' up and just 5kms south of Santo Tomé. It used to be the home of one of the Spanish Gliding schools but was closed in the 1980s. There are still empty trailers and vehicles inside the hangar but the nearby clubhouse (hotel) has been rendered uninhabitable to deter unwanted visitors.

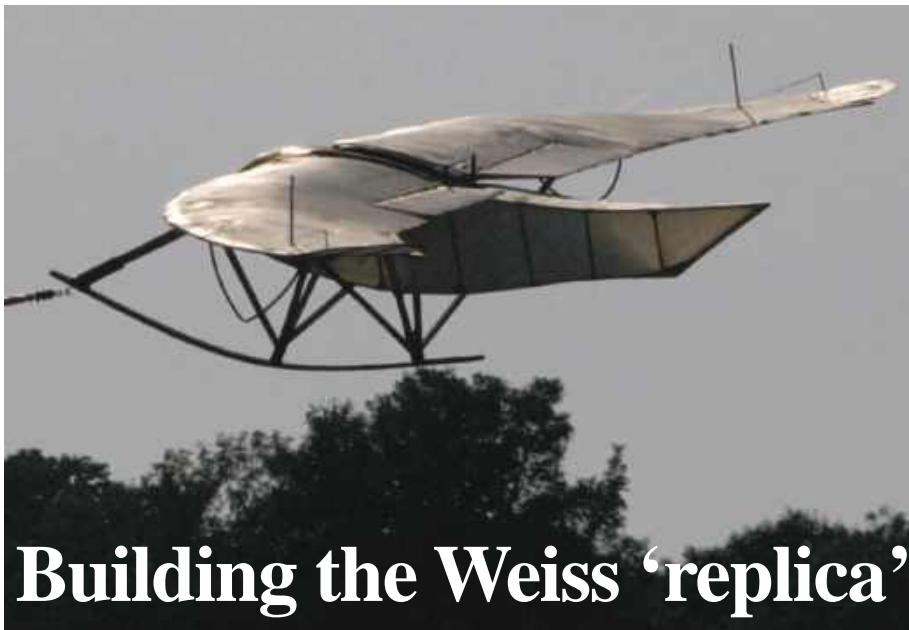
As a footnote, when I returned 2 weeks later for normal club flying the Friday was good (195K in under 3 hours in the Ka-2) but the Saturday produced a lot of low cloud and thunderstorms nearby in the afternoon while the Sunday was



wiped out when a thunderstorm struck the airfield just as we were ready for the first launch. And our second tug returned from its long, long break.

Perhaps we shall have more visitors from other parts of Europe next year, they won't go away disappointed. □





## Building the Weiss 'replica'

*Andrew Jarvis*

I felt we must build a replica of Weiss's glider, Olive, otherwise on the big day, most visitors would still have no idea what we were talking about. John Land from the Amberley Working Museum had provided the archive three-view drawing which gave dimensions and showed the wing rib positions.

We had talked of authentic rattan cane construction, but 10mm square pine in 2.4 m lengths from the timber merchant proved irresistible. Eventually, I settled on a span of 16 feet which was 5/8th scale.

Easter was approaching—ten building weeks left, but still little idea of how to proceed. I decided to build the wings on a flat jig, with one wing on each side of the jig, copying the second wing from the first. This jig resembled a bed frame, being 8 feet by 4, with four parallel cross pieces. Garden twine was then stretched at six inch intervals lengthways and crossways, stapled to the frame, making a giant piece of graph paper with 6inch squares. Reference lines on the 3 view drawing equated to the six inch grid. The wing started with the great sweeping curve of the leading edge, scarf jointing two strips, then curling upwards at the tip. By Easter Monday there was an outline wing, with some temporary ribs, and no trailing edge.

The fuselage was still a huge blank. The wing planform was well shown on the drawing, but the fuselage cross section was puzzling. It looks wedge shaped on the plan, but the photograph of the glider on its cart (is this the world's first glider trailer?) shows a nearly square

cross section. There were other discrepancies. The drawing shows the pilot sitting inside the tiny fuselage but photographs show young Eric actually standing on the skid, on a little cross piece.

I was helped enormously by Michael Williams, who volunteers at the Amberley Museum. One day, we built the entire fuselage frame, again with a simple jig. The polyurethane glue proved useless for butt joints, but when combined with plywood gussets it was adequate. The plywood triangles were anachronistic but essential.

And what is the source of the drawing? The draughtsman was Jose's son Edmund, and amazingly, the date is 1986, but clearly it is not from memory. Maybe it was Jose's concept drawing, which lost some elegance as reality intruded. Thus, the tidy skid arrangement (in the drawing) got the Weiss treatment with extra struts in all directions! I chose to follow the drawing, and never did fully decipher the photos.

Weiss, working by intuition and observation of birds, had some curious ideas about wings. He knew the force we call lift; but he also believed there was a force of suction ahead of the wing, pulling the craft forward. Very handy, as this would generate perpetual motion. He wasn't bothered about drag. Like all pioneers, he considered that weight was the real enemy. Consequently, he left his beautiful fuselage half uncovered, and also the rear portion of the wing, underneath. I couldn't bring myself to copy either of these features, and covered everything.

We intended the craft to be radio controlled, and launched by auto-tow, but the nature of the control surfaces was

debatable. The 'cart' photo clearly shows two large control surfaces (ailerons) mounted 'inboard', like flaps on a modern aircraft. The wingtips which look controllable in the drawing, were probably fixed. The inboard flaps are described by Gordon England, who states: "directional control was by hand control direct to two flaps- one on each side of the fuselage".

Happily, our radio control and model aircraft genius, Chris Foss, took charge of the control system and the flying. Chris distrusted the inboard ailerons, so they became elevators, while the moveable wingtip surfaces became ailerons. I had eschewed balsa, (too 'modern'), so all the control surfaces came out much too heavy. Chris compensated for this with a neat bungy return spring for the elevators, which saved the servos.

The original 'Olive' was featherweight, weighing 100 pounds. I decided that since the replica was pilotless, I would not be too fussy about weight; the whole exercise seeming more meaningful if the replica was 'reasonably heavy'. Also much better for the coarse carpenter in a hurry, as I was. However, the final weight of 40 pounds did seem a bit portly for a roughly a half size replica.

Returning to the wings, the main concern was their lack of rigidity towards the tip. (Weiss believed that flexibility was important for wing function). The inner part of the wing was quite stiff, having two spars and two struts per side, but the outer few feet were a just flat plate, and also sharply swept back. An important stabilising feature was the vertical kingpost three feet in from the tip. I made this from aluminium tube. Nylon trimmer cord became the tensioning element, which pulled the wingtip into up dihedral and also reflex (washout), as well as stiffening it somewhat.

Landmarks passed: wings rigged onto the fuselage; the whole thing covered (four litres of dope) and the very fiddly central coaming fitted, and not least the four radio servos working the controls.

And did it fly? I would like to say it soared effortlessly into the sky, but it was a struggle to get Olive airborne, but flight definitely took place! On You Tube, one can see the two or three hops we managed. Chris flew the craft expertly. There were glaring construction errors on my part; I worked on the assumption that these would all cancel out but apparently this wasn't quite the case. We are going to have another go 'some time', with lighter controls and a few other changes. □

## AUSTRALIA

*'Extracts from Vintage Times, edited by Dave and Jenne Goldsmith.'*

### K7 VH-GPG is back in the Air

With the winter period in full swing in Australia, there has been a flurry of news of post restoration flights and new projects being started.

John McCorquodale reported on his K7 GPG, and has undergone its Australian 40 year survey, and has flown again after a 2½-year layoff from the skies. John reports that the survey was carried out by the unstinting help of Alan and Ian Patching after seeking suitably qualified inspectors qualified in wood and fabric, and after a 14 hour drive down from Sydney to Melbourne, much needed rest was sought at the magnificent comforts of the Bacchus Marsh clubhouse owned and operated by the three gliding clubs there (Victorian Motorless Flight Group, Geelong Gliding Club and Beaufort Gliding Club).

With work starting on the K7 in the Club's workshop, Ian and Alan began the task of carrying out a deep inspection to check John and his syndicate partners hard work. With fabric being removed from the wings, work began, and after a day of poking and prodding, as John writes, Alan stated:- *"Now let's go and get all the paperwork signed off, so we can test fly it tomorrow"!*

The next morning the weather was not a promising prospect, and presented the hopeful aviators with a low cloud base, and an overcast sky. Despite the conditions, rigging was completed, deflection checks were carried out, and after a completed DI, Ian Patching took GPG aloft for her test flight, and subsequently declared that she flew like a good old K7!

John sums up Alan and Ian's dedication to Vintage Gliding with the state-

ment; *"Without the expertise and enthusiasm of both Alan and Ian, goodness knows how else we would have managed to get our lovely old GPG back up there riding thermals, where it belongs! We are greatly indebted to them for their eagerness to help us!"*

### WIND UNDER VH-GQY'S WINGS AFTER 21 YEARS.

Although this story refers to ES 60 Boomerang GQY flying again for the first time in 21 years back in November of 2007, it nevertheless represents another success story of the Australian Vintage Gliding movement, especially the efforts of Alan and Ian Patching, and Caleb White, in getting another wooden glider back into the air.

GQY was purchased from E. Schneider Pty Ltd Parafield Aerodrome Adelaide SA by the Gliding Club of WA, Cunderdin, and served with the club for the next 20 years.

She was then acquired by Geoffrey Higginson and Doug Seaman, who began a restoration, however Geoffrey Higginson was to tragically die in a Motor Falke accident.

Doug Seaman completed the restoration and re-painting of her fuselage. He designed and built an excellent trailer and stripped much of the covering off GQY's wings, at which point sadly Doug was also killed, and the restoration remained incomplete.

Caleb White then was to come on the scene some time later, and contacted Bob Hickman asking if he was interested in a share in a restoration project, and as he was looking to get involved in the vintage gliding movement, and reasoned that the Boomerang would have a good performance that lent itself to more than the occasional Rally, furthermore it represented an affordable proposition.

Another interested partner, Neil Hardiman was brought into the syndicate, and with Caleb taking on the negotiations to purchase the aircraft, GQY was soon on



*Ian Patching in GQY*

its way to Melbourne where the initial work was started in Alan Patching's garage, before moving to Ian Patching's garage. With yet another move, GQY was then finally taken to the VSA workshop at Bacchus. Naturally, "Patch" did all the serious stuff for the forty-yearly and supervised Neil, Caleb and Bob's labour, who undertook its first flight on the 16th November 2007.

Bob reports that since returning GQY to the air, Caleb has withdrawn from the syndicate, his good work completed, and it is flown regularly at Bacchus Marsh and at various VMFG camps, stating that: *"The Vintage Glider Rally has become a highlight of my year and I am hoping that GQY continues to put in an annual appearance. Raywood is already on my 2009 calendar. The hospitality of the vintage gliding movement has been just great, exceeding even my expectations. As relative newcomers we have been made so very welcome"!*

### G.B. VH-GHY Progress

Stewart Hamely reports that the restoration has begun with Grunau Baby GHY. The entire airframe has been stripped of old fabric, which has taken many hours work and 12 liters of paint stripper, but it has done its job and has protected the airframe well.

Work is now starting to progress on the fuselage, with all the metalwork now being removed for general inspection, repair and refurbishment.

*Below: GPG flew like a good old K7!*



*GHY has now been stripped of old fabric*





**Ka6, GRV moves to Caboolture.**

Kevin Rodda reports that Ka6, GRV, which is an Australian built Edmund Schneider ES-Ka6, has joined another long term resident German built Alexander Schleicher Ka6-CR at the Caboolture Gliding Club. Kevin reports that GRV was built at the Adelaide factory in 1962, and has been through several owners, and was stored for 21 years between 1981 and 2002, at which time it was purchased by Thomas Dattner of Mullumbimby (NSW), who with the assistance of Allan Rundle, restored it at Tyagarah Airfield (Byron Bay). It was later sold again in 2003, where it was again stored in a hangar at Locksley Airfield, Victoria, where it was last flown in April 06. Kevin reports that GRV flew again on the 11th July, quoting that Ingo Renner refers to the Ka-6 as the Stradivarius of gliders... *“as they waltzed through the sky together you could almost hear Tchaikovski in the background”!*

And lastly, there is also a report that Dave and Jenne Goldsmith have

acquired Dennis Hipperson’s **Ka-6e** VH-GEA, and are currently installing some top secret instrumentation, including the latest electrostatic polyplasmacarbon thermal detection with intermittent alien alert function, to give them the fast lane at **Bendigo Melbourne Cup Week Vintage Rally!** They also hope to have the **ASK-13** VH-GPY airworthy, to scout for thermals with another secret weapon (4 Mark I eyeballs!) in case the thermal detector doesn’t work. GPY has not flown for seven years but was airworthy when operations ceased at Locksley, and is looking forward to the company of lots of vintage gliders at Bendigo! Meanwhile, Jenne, as a back-up plan, has been seen polishing her skills in the Hutter 17, having had nine winter circuits in the last few weeks. Expecting there to be a big flash in the sky among the fast laners, she has reserved her position at the more “cute’n’cuddly” end of the field!

**Vintage Rally Dates**  
**Vintage Gliders Australia Annual Rally, Bordertown 2010, 9th to 17th January**

*Jenne Goldsmith has been seen polishing her skills in the Hutter 17*



*Below: Dave and Jenne Goldsmith have acquired Dennis Hipperson’s Ka-6e VH-GEA. They also hope to have the ASK-13 VH-GPY airworthy*



**BELGIUM**

We have received news from our member Johan Kieckens, who many members will remember as the organiser of our very successful Rally at Keiheuvel some years ago. He mentions that the **SPALINGER S.15K** belonging to Koen van Roy is now finished and in Belgium having come through a tremendous restoration at JEZOW (Grunau) in POLAND. A photograph reveals it in natural varnish and transparent fabric and to be so beautiful that an Australian tried to buy it unsuccessfully before it had even left JEZOW. It is indeed worthy to be considered as one of the jewels of our collection. The S.15k was originally designed by Jakob Spalinger during 1933/34 but this one was built later. According to Johan Kieckens the “k” stands for Knickfluegel -Gull wings, not for Kunstflug aerobatic. So far as we know, this must be the oldest Spalinger sailplane in existence. It would have taken part in our 37th International Rally Achmer but was still involved in the famous paper war. It will be remembered at Angouleme that Koen van Roy, also owns the uniquely airworthy **Huetter H.17b** from 1953. JOHAN KIECKENS says that he has now retired from work but he still has the last of the rubber skid suspension unit rings to sell. His address is:-Gefusilleerdenstraat 11, 9300 Aalst, Belgium. Tel:-053/704652.

**BRITAIN**

As from the first week in September 2009 **MARTIN BREEN** reports that his **MEON OLYMPIA BGA 1692** should be airworthy in one week. This OLYMPIA was originally delivered to the RAF from Elliotts in 1959. It is clearly from the last 50 of the Eon Olympias built, its components parts being originally built in 1947 together with those from the original 200 Olympias that Elliotts then planned to build. By about 1960, 150 of these had been sold before the firm was closed down in Newbury. Martin is hoping that he and Mike Sinclair will be flying it and that it will take part in the OLYMPIA OLYMPIC RALLY which is being prepared to run in parallel with the next Olympic Games in Britain in 2012. **OLYMPIAS, MEISES, NORD N.2000s** and **HABICHTS** are being prepared for the event in many different countries where there is considerable enthusiasm to take part. It is foreseen





that a gliding club in southern or eastern England will host the occasion.

A MEISE 51 is in the hands of Peter Woodcock awaiting repair. This had formerly belonged to Robin Traves (formerly our VGC Secretary, Editor – and everything else – Ed), but was broken by a car running into its trailer, while it was parked outside his house.

PETER UNDERWOOD reports that his GRUNAU BABY 2B is ready for final doping and painting in the style of a Wartime GRUNAU BABY 2B to accompany the camouflaged KITE 1. The Kite 1 was used for the training of the nucleus of the Glider Pilots Regiment formed at Haddenham, Thame (where this Kite 1 is at present kept with the Upward Bound Trust).

PETER UNDERWOOD'S son, David, has bought for his father the 1935 PROTOTYPE KITE 1 and Peter has already bought expensive quantities of Spruce and plywood for the project. It was kept outside in its very bad trailer for many years at the London Gliding Club. At last, a great storm blew the trailer away and the KITE had to be put inside a building to dry out. It has very extensive glue failure and will take more than a year to repair. The prototype KITE 1 can be recognised by its Grunau Baby's rudder. The type was a development of the GRUNAU BABY which Slingsbys did have in production at that time. It was hoped that the KITE 1 would have an improved performance over that of the GRUNAU BABY 2, but it was more expensive to build.

We regret to have to report that the Shenstone Czerwinski HARBINGER has some glue failure but efforts are being made to repair it. It is currently based at Bicester. Also at Bicester is a BERGFALKE 3 in a superb trailer. It would have been brought to the Slingsby Rally at Sutton Bank if its paperwork could have been brought in order. One of its owners is Dave Cornelius.

## CZECH REPUBLIC

Due to merit of admirable glider pilot Ulf Kern, member of VGC and Czech Old Timer Gliding Club POTK,



Hol's der Teufel from Rana was honored by "silver C"



Above: Ulf Kern in the Hol's der Teufel

the Hol's der Teufel from Rana was honored by silver "C" (FAI D).

Ulf's first record was flown at Baby Meeting from Polish Jezow (Grunau) at May 2008. Ulf tried to turn mountain Snezka, but it wasn't reached, so finally he had flown 50.33 km total (zick and zack) and total time 5 hrs 16 minutes was with aerotow, so "silver C" was not reached (only made 1535 metres exceeded height) but it was the record in this category of primary gliders.

Next record flight occurred during 37th IVGR 2009 at German Achmer. Ulf had some problem with his logger and reached the second condition "only", thermic flight with 7 hrs and 3 min duration by Hol's der Teufel.

Finally one month later, at 29th of August, during 13th Small (ex DDR) Glider Oldtimer Meeting Ulf Kern took off by car tow from airfield Perleberg and after 1 hr and 54 min of his flight by Hol's der Teufel landed at distance 101,27 km near Penzlin!

Josef Mezera  
[www.potk.cz](http://www.potk.cz)

From their magazine POTK No.38. Autumn 2009 is a report on their Historical Meeting No 16 at Stankov. We believe that there were 77 launches for a total of 32 hours 28 mins.

glider	reg	pilot/club
1st ORLIK VT-16	OK-3403	Svatopluk Vitek. Zabreh
2nd ORLIK M-25	OK-2916	Aeroklub Stankov
3rd ORLIK VT-116	OK-8435	Aeroklub Stankov.
4th ORLIK VT-116	OK-6922	Vladimir Dostal. Hronov.
5th ORLIK VT-116	OK-4314.	Miroslav Streda. Hronov.
6th PIONYR LF-109	OK-3903	Jaromir Piskacek. Bubovice
7th SOHAJ LG-125	OK-1765.	Emil Sliva. Hronov.
8th SOHAJ LG-12.	OK-0937.	Zbysek Bican. Rana.
9th SOHAJ LG-425	OK-5399.	Tomas Mezera. Rana.
10th KRAJANEK Z-24	OK-8560	Jiri Lenik. Rana.
11th HOLS der TEUFEL	OK-A415	Ulf Kern. Germany.
12th FOKA 4 SZD24	D-9357	Gerd Maleschka Germany
13th PHOEBUS	D-1268	Milan Svoboda. Plzen. (Pilsen)

## FRANCE

From the review of the MUSEE DE L'AIR REGIONAL at Angers Marce. No.100.

The AVIA 152a No.301. F-AZVI. Nacelled Primary: The fabric covering was being finished. The small team that has been working on this project has only been able to come on one half day a week and this has slowed up proceedings. However, we hope that the machine will fly before the end of this summer (2009). After fabric covering there will follow the varnishing, the rigging, the installation and adjustment of tumbuckles, the weighing and the second visit of the GSAC, before a programme of test flying can begin. One gets the impression that well over 100 of these nacelled primaries were built and flown in France and Algeria, during, and after, the war. There is also a SQUALE sailplane that is being refinished in the museum's workshops.

The museum is otherwise engaged in restoring a large number of very rare aeroplanes.

## GERMANY

Although it is known that the Wasserkuppe Museum store sets of drawings for many vintage sailplanes, including: GRUNAU BABY 2B, WEIHE, MEISE, etc, SIEGFRIED LORENZ gave us at Achmer the following list of sailplane drawings that he has redrawn for his own archive:-

The ARCHIV ADVANCED DESIGN LORENZ.

Sailplane, Designer, Design Year, Orig. Drg. No. Redrn in.

1. MOAZAGOTL. Hirth/Wenk. 1933. 62 36. 1993.
2. RHOENSPERBER. JACOBS. 1935. 97. 1993
3. REIHER 3. JACOBS. 1938. 242. 1997
4. SPERBER JUNIOR. JACOBS. 1937. 39 39. 2006
5. SPERBER SENIOR. JACOBS. 1937. 4 4. 2006.
6. RGG-ENTE. Lippisch. 1928. 14. 2004 (ENTE means Canard or Duck. Its tail plane was put before its wing so that the rockets would not catch it on fire.)
7. LUFTKURORT POPPENHAUSEN. Lippisch/Jacobs. 1929. 2005.
8. MUSTERLE. Hirth-Wenk. 1930. 83 13. 1992
9. SIEBEL 202C. Siebel/Lorenz. 1991. 3 9 Reconstruction for Sef Kurz. The aircraft was built and flown.
10. BL 2-A B. Hinz/S.Lorenz. 1993. 69 composed for self building.

Siegfried Lorenz also told CW at Achmer that he had now sent out two more sets of **Reiher 3** drawings to CAEN /France and to the USA. This means that he has sent out a total of four



sets of Reihers 3 drawings. If these aircraft are built, it will mean that 8 Reihers were built before 1940 (none of which survived 1945), and four more afterwards, during the time of the VGC, which means that production has been increased by a third. We think that the VGC should be proud of this. The revelation of this most beautiful sailplane can only be good for our club and for the world's gliding.

**ANOTHER MU 13D-3.** This was formerly the Mu 13D-3 which was in service at La Ferte Alais, Centre Inter Clubs, near Paris for many years. Francois Ragot saved it together with a Rhoenbussard and Milan (Weihe), when La Ferte closed down. Francois sold the Mu for the symbolic price of one Euro to Adolf Wilsch, who has been restoring it ever since at a site near the Hesselberg in Bavaria. The reason why it did not take part at Achmer is that Adolf was fabric covering it during that time. So we can imagine that it is now finished. We believe that it was originally built in 1943. We also believe that two more Mu 13D-3s exist airworthy in Bavaria.

**THE NEW RHOENBUSSARD.** This was built completely new by a group of aeromodellers, who had previously finished the GRUNE POST that is now exhibited in the German Gliding Museum with models on the Wasserkuppe. As their builders are aeromodellers, they could not fly them, but the latter was to be test flown by Jurgen Doppelbauer. We have heard that the new RHOENBUSARD has been flown and took part in the Italian Rally at Rivoli di Osoppo on the 5th – 13th of June, which was dedicated to Ugo Zannier, an Italian pioneer glider pilot, who was killed in the

Spanish Civil War. No doubt, the problems in getting the Grune Post airworthy through the LBA would have been overwhelming. Another **RHOENBUSARD**, which was imported in a severely glue failed state from Switzerland, may not yet have been started. It is believed that only its metal fittings could be saved. There is also no news about a Mraz built **KRANICH 2B-2** (BGA 1147) that was imported without fabric covering from England by MARIO SELLS in Bavaria. Its metal fittings were imported with it in a bag. It had come from England where its was owned by the Russavia Collection, which had rescued it from the Northumberland Gliding Club on Carlton Moor.

**THE NEW REIHER 3** at ACHMER. By the time this is in print, it will have very successfully come through its mandatory flying hours to achieve its LBA Zulassung (CofA) and will have taken possession of a new Schwan (Swan) trailer. (A Queen must live in a palace!). It has never had any problems and is thought to have a performance in the region of that of a Ka-6E. It is clearly a masterpiece.

A new **HUETTER H.28-2.** This was nearly finished almost in one year by a wood working firm. However, the firm could not manage to make the metal fittings and so here, the project has stopped.

A 3rd **DFS HABICHT.** This was thought to have been finished last year but it did not appear at Achmer. We do not know has happened to it.

**THE MINIMOA AT LANDSBERG AM LECH.** This was triumphantly finished and flown last year by MATHIAS VOEST but it also did not come to

Achmer. We can only imagine that the distance was too far from Bavaria or that there had not been time to build it a trailer.

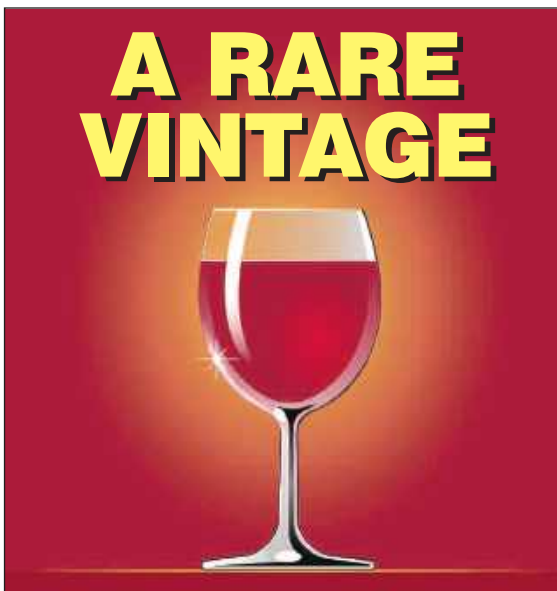
**THE ANTONOV A.15** of PETER OCKER. This was ground damaged while being towed out during our previous VGC International Meeting at WELS. It is to be repaired by Red Bull Aviation at Salzburg Max Glane airport, Austria. There has not yet been a satisfactory conclusion to its insurance claim.

PATRICK ZIMMER was having trouble in repairing the wings of his wartime built Swiss built **MEISE** through glue failure, but he has just obtained a wartime built Schmetz built **MEISE** in Germany and he may find it easier to repair its wings for his aircraft.

**THE NEW HORTEN 4A.** As scheduled, this came to Achmer for everyone to admire without fabric. Its metal wing tips were about to be started. It is hoped that its roll out for first flight will take place at the DLA Deutsche Luftfahrt Ausstellung (German Air Exhibition) at Berlin next Spring. Sascha Heuser is now working on it full time at Potsdam. He is an expert woodworker

It will be seen from the above notes, that the German Vintage Glider Movement is very much on its feet and that there are young Germans taking part in it. It will be realised that there are Museums ready to grab their gliders but, should any of them ever build a replica full size **MOAZAGOTL**, for a museum, there will be clearly not much room for anything else in that museum! However, it would be a crime, in our minds should a Grunau 7 **MOAZAGOTL** not be allowed to fly again.

The **GEIER 1 D-8025**, Werk Nr.314.



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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## Progress of the Horten IV

For the VGC Rally at Achmer the activists of the Horten IV (Prof. Bernd Ewald and Sascha Heuser) prepared a very special event. The first appearance of a new airplane in the public normally is a show called „Roll Out“. In the case of the Horten IV we prepared an „Uncovered Roll Out“ event at Achmer. The Horten IV was not ready at all but we thought we finally had to show the VGC community that the Horten IV is reality and will be flight ready in a not to distant future.

Sascha Heuser packed the parts (wings and Centre part) at Potsdam in the trailer and managed to be at Achmer late in the evening before the International Evening.

The parts were carried in the Achmer workshop and arranged on frames. The planes, even in its provisionally status immediately attracted the crowd of the VGC members. Bernd and Sascha were very busy to protect the plane from intensive manual inspection. The excellent craftsmanship of the wooden wings from Sascha and of the complicated steel tube centre part built by Lufthansa was admired by the expert assembly.

Many spectators were curious about the position of the pilot in the centre part. After a demonstration by Sascha finally Graham Saw installed himself in the cockpit. He seemed not very happy in that position but without any doubt he has the ideal figure for a Horten pilot.

The Horten probably will be finished at the end of the year. A very important date for next year in the ILA 2010 exhibition at Berlin; the organisers want the Horten to fly at that exhibition. We will see!

### Request for help!

The available funds of the Felix Kracht Foundation are not yet sufficient for the completion of the Horten IV. The Felix Kracht Foundation therefore asks all friends of the Horten IV to support this project with donations. The bank account of the Felix Kracht Foundation is:

**Sparkasse Darmstadt, Germany**

Bankleitzahl 508 501 50

Bank Account: 693081

*Donators will get a receipt for a donation to charity*



The Chairman of the Luftsportgruppe Kempten agreed to buy the Geier 1 from Rick Fretwell at Keevil. Erwin Seibold and his Grandson David have discovered that D-8025 was built by the LSG Kempten 50 years ago in Kempten. Only two Geier 1s were built – one was built by Josef Allgaier (which has been lost) and the other was built by the LSG. Josef delivered the parts for this. There are still some elderly men about who helped to build the glider. At the moment, there is the problem of how to get the Geier 1 to Kempten. They wanted to put the glider on its trailer into a container but a ramp or a crane is needed. The glider is safer

on its trailer but the trailer is thought to be not roadworthy. In the meantime, the grandchildren of Josef Allgaier wish to build a small museum in their big plastic company in the Allgau. Josef Allgaier's old workshops are still in good condition. A lot of them still look as they did 50 years ago. That museum is not for the Geier, as the Geier 1 has to fly! The museum will only be for parts etc. Unfortunately, Josef is not now in good health, but it seems that his family is beginning to forgive Josef since 50 years ago, Josef was nearly bankrupt because of the building of the gliders Geier 1 and Geier 2. (Geier means a great

Eagle).

At Achmer, SASCHA HEUSER told CW that he had been unable to continue the MINIMOA project for the Oldtimer Freunde, Donauwirth, Stillberghof, through having to do too much other work.

This MINIMOA was being built by the late Gerhard Bergmann from plans that CW had sent him. Gerhard had restored a GRUNAU BABY 3 and a Spanish built KRANICH 2 B-2 D-8504. We understand that the latter are being flown by the Oldtimer Freunde at Donauwirth. CW believes that he had got some way in building at least the Mini-



moa's wings. We were very glad to have with us at Achmer the **GOEVIER 2** of the Oldtimer Club Muenster TELGTE, where we once held an International Rally. With it at Achmer were INGO TEGEN and GISELA DRESKORNFELD. These are the survivors of the once mighty Oldtimer Club Muenster or the Muenster Metric Mafia- MAX MUELLER. This oldtimer club together with two Swiss entries (Willi Schwarzenbach (**SPALINGER S.18-3**), and Willi Bischof (**MOSWEY 3**), came to support us during our first International Rally in 1973 at Husbands Bosworth. How glad we were to have them with us then. They had brought their **MINIMO**A, which had been bought back from the French for a crate of Beer! (and was named "Spaetheimkehrer" Late returning home prisoner of war). Now those who were with us in 1973 are mostly no longer alive (Paul Serries, Rainer Willeke, Kurt Kummel, Max Mueller) and the **MINIMO**A was sold to the Japanese. Before the **MINI** left for Japan, CW had found them their **GOEVIER 2** which was being flown from a gliding club so close to the Czech frontier, that the frontier had to be telephoned every time they launched a glider. The Munster Mafia decided that if they already had a Goeppingen 3 Minimoa, it might not be a bad idea if they had a Goeppingen 4 **GOEVIER** to keep it company. This **GOEVIER** had been built in secret just after the war using the old plans and may well be the last **GOEVIER 4- 2** flying in the world today. All the others are **GOEVIER 3s**, which were built post war with shorter fuselages. We are very glad to have our old friends from the Muenster Mafia still with us.

**STEFANIE GEISTERT** has very kindly volunteered to serve in our Committee. We are very glad to have her. She has bought the 1953 **HUETTER 17B** from de Wouters in Belgium and hopes to get it airworthy.

## THE NETHERLANDS

While at Achmer, CAW was kindly taken by Graham Saw and others to see the very historic Dutch sailplane **V-20** which was in a fine hangar workshop in a gliding club on an ex Dutch military airfield near Twente. This also is an absolute masterpiece and was only prevented from coming to Achmer by its Paperwork. Its history is interesting, if not tragic. It was designed built and flown during 1939 by a young Dutch

seaman **ROELAND SNELLING**, who was not 100% healthy owing to a seaman's disease.

During the war, he was required to work for Messerschmitt on a butterfly tail plane for the ME 109. While he was there, he, for no reason satisfactorily explained, removed a drawing for the ME 321 Gigant's tailplane. He showed this drawing to a meeting of aeromodellers, one of whom betrayed him to the authorities. Thus in 1943, he was sent to a concentration camp which he did not survive. It is clear that his V-20 will also certainly be a jewel of our collection and will be a memory of Roeland. Frits Ruth has written to CW on the 12th Sept. that Dutch mail has announced the first flight after restoration of the V.20. Hans **BEKKER**, who took us to see the V.20 had promised me a postcard as soon as he would have flown it. Apparently someone else flew it. This must have disappointed him as he had restored it, and was so friendly. The **GOEVIER 2**, which previously belonged to Ken Crack, is still believed to be stored somewhere in the Netherlands. It was originally built by Fokker in 1947. The 1947 Fokker built **GOEVIER 2** in Zimbabwe is currently not obtainable because of the political situation in that country. Efforts were being made to return it to the Netherlands.

Work is still continuing to restore the unique **GRUNAU 8** two seater to flying

condition. A 3-view drawing of this sailplane appeared in our last VGC News.

Jan Scott tells us that the **PRATT READ**, which belonged to him has arrived safely in the Netherlands and is now with its new owner, Willem den Baars. However, when it was unloaded from its container, the Customs Inspector noticed that its Turn and Bank instrument was the old type with luminous markings on its face. **FULL ALARM-RADIO ACTIVE HAZARD!** A hazmat team with a Geiger Counter and an insulated steel container was called to the scene. For good measure, they inspected other vintage aircraft in the hangar as well, and ended up with with 11 instruments that had to be disposed of. Poor Willem finally had to pay about \$3,000 in disposal fees. "We are no longer living in a democracy" he says " but rather in a bureaucratic dictatorship!" He may have a point. If you have any of these old instruments with a phosphorous dial in your ship, it may be wise to remove it, especially if you are sending it overseas.

### Dutch Ka3 restoration.

*From Johan van Dijk*

Some years ago, at the rally in Aventoft, this **Ka3** was damaged during a landing incident. This year we, a

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*Below: this Dutch Ka3 restoration hopes to be flying at Tibbenham*

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Above: Ka3 V-tail being worked on

group of 4 from Venlo Gliding Club, started the rebuilding and the restoration of this Ka3. The Ka3 is very rare, about 20 were delivered, partly built at Schleicher and some built from plans. Today about 11 Ka3s are known.

Originally the registration of this particular Ka3 was D-6167. It was cancelled in the LBA-files so we had to ask for a new number which will be D-2397. The welding on the fuselage is on schedule. We have also started working on the rudders and V-tail. Working on this "Kiddy" glider is great fun. We want to have it ready for flying and transportable in a decent trailer before the next gliding season starts. The plan is also to take the Ka3 to the 2010 International Rally at Tibbenham.

## NEW ZEALAND

IAN DUNKLEY came to Europe for his Annual visit with a view to capturing his FAUVEL AV 22 from Jeszow (Grunau) in Poland, where it had been having a very lengthy (an understatement) overhaul. It was an unbelievable surprise for him to find it awaiting him outside the factory painted and anticipating his test flight. Even more unbelievable had been his journey with an enclosed furniture van type trailer, which he was towing with a not very powerful car. It looks as if the Fauvel AV 22 will be going straight off to NZ after its return to England and so we will never see it flying.

## POLAND

There is not much news received from here but Zbigniew Jezierski informs us that the SALAMANDRA at Gliwice

should be going to be airworthy by next summer. It seems that Jan Sladowski has moved his MUCHA STANDARD from Gliwice to Lithuania to be restored. He also informed CW of the death of TADEUS GORA in 2008. He flew 578 km across Poland in a PWS 101 in 1938 and received the Word's First LILIEN-THAL PRIZE for the finest Gliding Achievement of 1938. We are very sad that such a pilot should have left us. During the war, he served in Britain in Bomber Command and was one of those who returned to very uncertain future in Poland after the war.

We are pleased to announce the first flights of the SALAMANDRA at Jeszow. The owner of the Salamandra is Leszek Dankowski, the manager of the SZD firm, which is now becoming more orientated towards restoring wooden sailplanes. It flew during the week in which Ian Dunkley's FAUVEL AV22 was test flown after its very lengthy restoration.

## SPAIN

AT ANGOULEME, CW was very happy to meet CARLOS DOMINGUEZ and ENCARNITA NOVILLO. We understand that Carlos has now taken charge of the Vintage Glider Movement in Spain. We can not imagine anyone better to have done so.

They did hold a National Rally at their site in which a newly arrived Ka-2b from England took part. Also taking part were Neelco and Marja Osinga with their Spanish built KRANICH 2B-2. On their way back, they (Neelco and Marja) visited HUESCA MONFLORITE, from where their KRANICH 2B-2 came. Its arrival there caused wide spread celebrations.

## SWITZERLAND

By Willi Schwarzenbach  
From the Swiss Oldtimer Association, OSV  
The OSV, whose objectives are the same as those of the VGC, is now more than 20 years old.

Under the leadership of Willy Fahmi it has grown from a small group into an association of 140 adherants, 50 of them are also member of the VGC. Nearly 100 gliders, all considered as Oldtimers and belonging to the members are listed.

At the AGM early February an attractive diary for 2009 was presented. Today, as the gliding season is over, let's have a

look back into this activity :

There was first the traditional "Oldi-Treffen", at Blumberg, 30 May -7 June, Germany, north of Schaffhausen, near the Swiss border. 14 gliders from the OSV were flying together with the friends of the Blumberg GC. The weather was generally fine und many hours were flown over the hilly landscape.

Came the time of the VGC Rendezvous Lingen and the 37th VGC Rallye at Achmer.

A respectable Swiss OSV delegation, including also some visitors attended these events.

7 gliders were brought in, among them two representative Mosweys. Everyone appreciated the perfect organisation, the unusual flying over the flat country and of course the typical international VGC-ambiance.

The 21st annual OSV-Treffen, highlight of the OSV activity:

On invitation from the Freiburg GC, the OSV met from the 21-23 August at Bellechasse. (A full report can be found in this issue in the Rally Roundup section - Ed)

Shortly after, the OSV was present and participated at two air displays, on 5/6 September

75 Jahre Segelflug im Thurgau at Frauenfeld-Allmend and on 12/13 September on the Hotzenwald D airfield, just north of the Rhine not far from Basle.



A Swiss Moswey at the 37th VGC Rallye at Achmer



The last annual event was the bungee-launch weekend, 18-20 September, at **Colombier** for the training and **Mauborget** for the take-off from the mountain.

The OSV considers the bungee-launching mainly as a nostalgic activity but also as sporty exercise and for fun. Think: throwing a pilot and his glider in the air needs at least a group of 20 people. Call them idealists and then you are right. And this is why it works. Idealists? Yes we are all, members of the VGC and the OSV!

Vincenzo Pedrielli from Milano attended Mauborget as visitor – please read his pleasant report in rally roundup!

## USA

We are happy to announce the flying of the new **RHOENBUSSARD**.

Jerry Wenger, a lifelong aviation enthusiast and his main interests are gliders and open cockpit WACO Biplanes. Jerry has made the building of the new **RHOENBUSSARD** possible. He is a retired businessman, who built a thriving manufacturing business which is located in Minnasota. Jerry's main residence these days is in Powell, Wyoming. He has set up shop here and has three men working for him here full time. We help Gerry with, and work on a wide variety of different projects. Many having nothing to do with aviation. Building the **BUS-SARD** was not a full time project, but was one of the main focuses. We were fortunate to have two skilled craftsmen involved. These were Sam Armstrong and Loren Naher. Mike Redman supervised and oversaw the operation and together, the three of them, have worked through the learning process of building the **BUSSARD**. It was not an easy task. None of them had any inkling of what they were getting into. You would not believe what a complicated little ship it is, but they persevered and finished it. We believe that it flew during the last IVSM at Elmira. (*It flew and won top prize at the Elmira, New York meet.*)

In the background in the workshop, the photographs show the fuselage of **TED HULL'S RHOENBUSSARD** from England. We imagine that the wings and tailplane are there also. We wonder if this one could be made airworthy also? (It left Britain airworthy.) The team's next project is to be a **REIHER 3** and its plans have been obtained from Siegfried Lorenz on the Wasserkuppe. The

**SLINGSBY GULL 1**. This was first finished in 1947 in New York. It has been superbly restored in blue and white and was also flown at the IVSM. It has now put on permanent view in the National Soaring Museum on Harris Hill, Elmira, New York State. The **PRODUCTION OF HANS JACOB'S WERKSTATT PRAEXIS FUR SEGELFLUGZEUGE** in English, This has been a joint USA, Australian project for many years, which has been master minded by John Ashford and jointly sponsored in Australia and the USA. We imagine that this masterpiece on wooden sailplane building, repair and maintenance must now be ready. A great many people have been involved in its preparation and we believe that it will be widely sold. **WATCH THIS SPACE!** (It was almost ready in 2007). **FROM BUNGEE CORD**. Vol.35 No.3. Fall (Autumn) 2009. This is now a beautifully produced magazine in full colour costing \$10.00 US.

**A visit to SLOVENIA**. On 9TH May, Dave Raspet and his wife were ready to enter the caverns of Postojna when we saw a **BLANIK** on tow. After our cavern tour, we found the airport and found a beautiful **WEIHE** in excellent shape and a **SPATZ** ready to fly. Most unusual of the gliders there was a two place primary hung in the rafters of a hangar. The **PRIMARY** had higher aspect ratio wings than other primaries and were of a trapezoidal form. It looked ready to fly. They said that they used it mostly for bungee tows. Also in the hangar was a two place training sailplane and **DELPIN**, both in need of renovation. I was so excited that I forgot to take any photos. On the next Saturday, we went to the airport at Lesce and stumbled in to vintage meet. The **SPATZ** from Postojna was there with another **WEIHE**, a **KA-6**, a **DELPIN** that flew and an aerobatic sailplane which they identified as a **MUCHA** (sp?). Later an **M-200** showed up and flew. I had to get a photo of the M-.200 on the trailer as most of the sailplane stuck out over the end of the trailer. (*a very long way CW*), Dave Raspet saw them all fly except the **SPATZ**. The aerobatic sailplane flew at least three times with each pilot trying to out do the preceding pilot. Getting the **WEIHE** started on grass with only the skid, no dolly, was a real strain on the Super Cub that they were using for towing. Slovenia is a very scenic country and, for a nation of only two million people to have two flyable **WEIHES** was amazing for Dave. Dave is coveting one of those **WEIHES**.

## IVSM

**(International Vintage Soaring Meet.)**  
*EXTRACTS FROM JOHN HARDY'S ACCOUNT.*

The weather had been less than ideal. That is the worst I can say of the entire week. Beyond not flying nearly as much as I had hoped. It was a great week. I flew my own glider, a **KA-8B** only three times on the first three days. For a soaring history buff like me, the memory of my first flight from Harris Hill won't soon be forgotten. The line up for launching was incredible. Just the colours alone were magnificent... more memorable was being in a gaggle with the **ZUGVOGEL**, the **OLYMPIA, KA-7, RHOENBUSSARD** and other vintage sailplanes. I had a feeling of nostalgia for an era that I had never experienced. The beauty and grace of each design as we circled together had me transfixed. I lost the thermal. My subsequent flights in the **KA-8** were more focussed on flying. On Monday, I attempted a little out & return. To Coming/Painted post, NY which is about 10 miles up the valley and, on that day, in to the wind. I made the out part OK, but as I was making my turn point over the airport and planning my return, the 6+ knot lift I had worked to get there departed to the south east. As I entered down wind at the Coming airport, a bump dared me to turn. I regained altitude to just below the ridge line. Five minutes later, I was on the tarmac. After a very pleasant two hour wait talking to a local pilot, the retrieve tow arrived and I was ignominiously hauled back to the hill. Later I discovered that on my data logger, that I had achieved Silver altitude. In addition to making an official claim, I garnered one of the medals graciously offered by Rusty Lowry. These awards, done strictly on the honour system and purely for fun, are a neat idea and should be supported in the future. The weather turned less than favourable for soaring as the week began and got even worse as the week went on. Each day started, however, by a presentation by at least two speakers and the daily pilot briefing. Of all the wonderful speakers during the week, I especially appreciated Walt Canon's talk on soaring physiology, Carn Martin's talk on Jack Laister, Dave Raspet on the **RJ-5** and Mike Redman on the phenomenal creation of the **RHOENBUSSARD**. Of course, listening to Bill Schweizer's talk on the early days at Harris Hill was more than memorable. And the lecture on Scandinavian Mountain Soaring by Rolf Algotson was not only thoroughly entertaining but a testament to the lengths that we soaring buffs



Jerry Wenger's Rhoenbussard

are prepared to go to get in some flying. The last speaker on Saturday was Dean Carswell. Dean facilitated a discussion on the different techniques needed to fly older sailplanes.

DEAN CARSWELL suffered a cerebral haemorrhage on Friday July 10. He died peacefully during the next night. His friends said that on the day before his haemorrhage, he had been instructing at his club, the TEXAS Soaring Assn, and had joined several of his friends for a beer at the end of the day. A Memorial service for Dean was held on July 14th at Grand Prairie TX, for which the VSA sent a floral arrangement in the name of the membership. Dean was a long time member of the VSA and last year became a VSA Director being appointed top the position by the SSA. He tackled his new position with VSA with great gusto. Dean had just finished a great time at the IVSM 2009 where he was thrilled to fly Jerry Wenger's new RHOENBUSSARD. Dean was a friend to everyone in soaring and certainly everyone in the VSA will remember him fondly.

Some of the participating gliders in the IVSM were:-

Bert Compton's ASK 13; John Hardy's KA-8B, Bill Batesole's ASK 14; Jerry Wenger's MOSWEY 3; Mark Wilde's KA-4; Bruce Baret's SF 27A; three SCHWEIZER 1-26 s of Jimmy Dayton; Norm Schneck, C.B. Umphlette and Marita Rae; four KA-6 s; RHOENBUSSARD; LK-10A; CHEROKEE 2 ; CONDOR 1V- Bob Gaines; JS WEIHE (Swedish built) Lars Johannesen. PRATT READ- JAN SCOTT.

A marvellous wing rigging aid was seen for the RHOENBUSSARD. After a front finally passed on Thursday, the wind picked up for Friday. This got the ridge working and several, including Rusty Lowry and Jim Croce were able to stay up for over five hours. SATURDAY, during the day, saw the de- rigging of most of the gliders. One of the neat things about this sport is the willingness

of all to lend a hand. Sometimes, there were too many hands. As one glider got safely tucked away, we moved on to another. All the ships got safely put in to their trailers on a very windy day. There were a lot of tired folks by evening. The banquet on Saturday night was the last chance to feast with friends. Awards were given out for the following:- Best overall:- RHOENBUSSARD –Wenger Team. BEST RESTORED; CHEROKEE 2 - Deen Gradwell; (*This Cherokee 2 has to be seen to be believed. It is staggering CW*) BEST SCHWEIZER- SGS 1-23 Tom Bouser; BEST FOREIGN DESIGNED;- CONDOR 1V- Bob Gaines; BEST PRE-WAR:- WEIHE –Lars Johannesen; BEST MILITARY – LK-10A - Herri ten Cate; BEST FIRST TIME ENTRANT - SGU 2-22- Lynn Ericksen.

On of my personal disapointments was that Walt did not get a chance to fly my glider. He did fly with others. The IVSM would not have been the same without him. Many, (if not all) should recognise his surname Klemperer. Walt's dad Wolfgang like Peter Smith) is one of the most important soaring pioneers. In addition to Wolfgang's ground breaking work in Germany in the early 20s, it was he who recommended the Chemung valley as a possible site for the early soaring contests in the US in the early 30s because of its similarity to the Wasserkuppe. Walt and I have shared many a soaring adventure. And, just like old friends who know just how to get on each others nerves, we continue to make more memories together. I would not have done the week without him. My overall impression of the IVSM 2009 is that it came too quickly and left too soon. I had a thoroughly enjoyable week thanks in large part to the efforts of Walt Canon-the lead organizer, Peter Smith, Bob Gaines, Jeff Byard, the staff at the NSM (National Soaring Museum,). And many others. Ed Funk should be specially congratulated for the fine work done all week long. I am certainly anticipating the next IVSM. More immediately, I am looking forward to the

next opportunity to fly with new friends in our old gliders.

#### VSA AWARDS FOR 2008.

VSA RESTORATION AWARD- RON MARTIN- SGU 2-22. ;

VSA RESTORATION AWARD- INTERNATIONAL MORELLI CUP:- 1963 MORELLI M -100 s;

VSA EXCEPTIONAL SERVICE AWARD – MAI SCOTT. Treasurer for the VSA for the past 14 years.

VSA EXCEPTIONAL ACHIEVEMENT AWARD – DENNIS BARTON - EDITOR OF THE NEW BUNGEE CORD.

VSA'S EXCEPTIONAL EFFORT AWARD :- LEE COWIE VSA'S HABERDASHER; VSA 'S SPECIAL RECOGNITION AWARD:- JERRY WENGER and "TEAM WENGER for their RHOENBUSSARD RECREATION and its presentation at the Albuquerque SSA CONVENTION in 2008.

VSA SPECIAL SUPPORT AWARD – MIKE REDMAN AND HIS FELLOW RESTORERS at "TEAM WENGER".

Entirely separate set of awards were the eleven elegant Vintage soaring achievements silver coins created by Rusty Lowry. □



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# 2009 ACTION ROUNDUP



by Chris Williams

One of the first major scale soaring events of the season is the TVSA's first do at that incomparable venue Middle Wallop. The bare airframe of Clive Learwood's Bergfalke II 55 was featured last time around; at Middle Wallop we saw the finished article undergo its maiden flight, an event that passed off without incident. John Meaney's version flew for the first time too, looking very fetching in

its beige and red colour scheme. Andy Westgate's Skylark 1 hadn't been seen for some time, so it was good to see it back in action again. Every year Belgian modeller Noel Rumers brings along an exquisite piece of aeronautical workmanship and this year was no exception, the model this time being a Monetti Moni

**Above: lots of gull wings at the Sandhays event**  
**Below: Clive Learwood's 1/4 scale Bergfalke II 55**  
**Below right: Andy Westgate's 3rd scale Slingsby Skylark 1**

motorglider, built to half scale, no less. Apart from the detailed engineering it came as some surprise that this half-sized airframe was taking off with a mere 38 cc's of engine power: no wonder the take-off run was so long! Allan Boyles, up from the West Country, had brought along his new Skylark 3b, finished in bright yellow and an absolute picture in the air.

The next event at Middle Wallop saw some new old flying machines: Dick Whittington was flying his newly con-







**Above:** John Meaney displays his 1/4 scale version of the Bergfalke II 55  
**Left:** The Meaney Bergfalke in action  
**Above right:** Belgian modeller Noel Rumers readies his 1/2 scale Monet Moni at Middle Wallop  
**Right:** Close up of the Moni  
**Below:** Dick Whittington's 3rd scale T31 at Middle Wallop



structed 3rd scale T31, whilst Brian Sharp had come down from Scotland with his Skylark, both models faring well in the windy conditions.

Moving on now to another TVSA affair, this time at their home base at Siege Cross farm, a full-size airstrip near



ing air on the day. On a personal note, it was good to see my old 30% sized Slingsby T21c in action again, in the capable hands of John Greenfield, whose half-scale Orlik you might remember from last year.

From here we made the trip up to Lin-



Thatcham. Although some frown at the idea, there is a plethora of moulded scale models ready to buy and fly, if your wallet is robust enough, and Graham Griffiths' all-plastic Reiher is just such an example. This model was making very efficient use of the weak and limited ris-



**Below:** Tony Hazlehurst with his 1:3.5 scale Type 13 Petrel  
**Left:** The Petrel in action at Middle Wallop  
**Right:** Author's old 30% T21c now owned by John Greenfield  
**Below right:** Allan Boyles with his new Skylark 3b





colnshire to the annual Sandhays club event. This is a site owned by members of the club, an all-to-rare thing in this crowded country, and I was very impressed with the large patch and the amenities to be found therein. One of the most impressive models to be found there was Bob Wilson's half-scale Skylark 3. This only flew once, in the still of the late evening, but was utterly convincing in the air. There was also a contingent of modellers from Belgium, many of whom we had met at their event at Pottes last year, and one of them, Clemens Swalue, was making the most

**Top left: Scottish modeller Brian Sharp with his new Skylark**  
**Top right: Graham Griffiths with assembled-ready-to-fly Reiher**  
**Above: Bob Wilson with his 1/2 scale Skylark at Sandhays**  
**Above right: Belgian modeller Clemens Swalue at Sandhays with his 3rd scale Minimoa**  
**Right: the flatness of Lincolnshire revealed from author's MG19a**

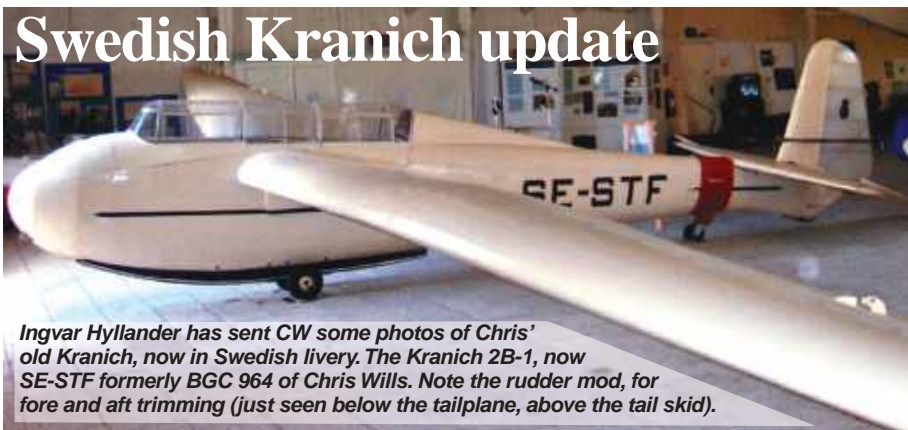


of the fine weather to fly his new 3rd scale Minimoa.  
Despite the poor summer weather after such a good start to the year, there has

been plenty of activity on the scale soaring scene, and I'll keep the words short and let the pictures tell the story...  
[c\\_williams30@sky.com](mailto:c_williams30@sky.com) □

SNIPPETS

# Swedish Kranich update



*Ingvar Hyllander has sent CW some photos of Chris' old Kranich, now in Swedish livery. The Kranich 2B-1, now SE-STF formerly BGC 964 of Chris Wills. Note the rudder mod, for fore and aft trimming (just seen below the tailplane, above the tail skid).*



*Method of fore and aft trimming for Swedish Kranich 2B-1. Weights are simply screwed on to the ends of the rods to increase tail heaviness.*



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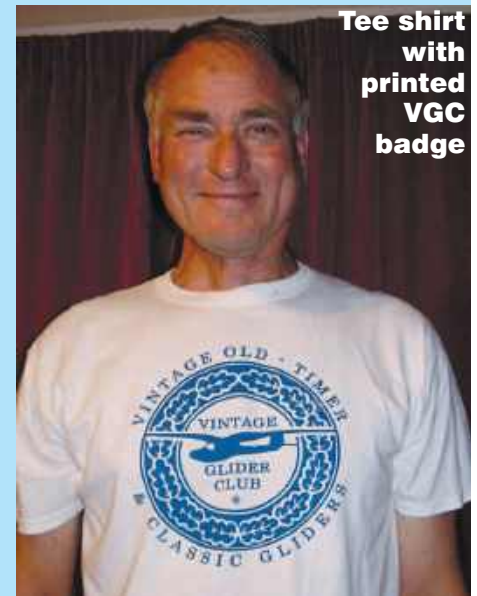
	Price Pounds	Post UK Pounds	Post Europe Pounds
Tee shirt (white with printed VGC badge)	6.00	3.00	4.00



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**Tee shirt with printed VGC badge**



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Rear glued, silver background 390 mm	6.20	2.00	3.00

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Slingsby Sailplanes - Martin Simons	35.00	7.00	11.00
Sailplanes 1920 - 45 Martin Simons <i>still at</i>	35.00	7.00	11.00
Sailplanes 1945 - 65 Martin Simons	35.00	7.00	11.00
Sailplanes 1965 - 2000 Martin Simons	35.00	7.00	11.00
German Air Attache - Martin Simons	12.00	3.00	6.00
A Glider Pilot Bold - Wally Kahn	11.00	2.50	5.00

## DVD

	Price Pounds	Post UK Pounds	Post Europe Pounds
T21 Technical Data	15.00	1.00	2.00
T31 Technical Data	15.00	1.00	2.00

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# VGC HISTORIC GROUP

## UFO's - THE BERLIN S.V. FLIEGE

In issue 127, a request was made for more information on the Fliege. The most interesting reply came from Frits Ruth who said:

The designer was Otto Homuth who was also responsible for the primary glider Berolina and the Luftikus which attended several Wasserkuppe contests. The design philosophy was based on the fact that there were no hills high enough near Berlin to achieve the B licence with Zöglings and Berolina and therefore a better glider was needed. The dimensions of this glider were limited by the workshop space available. The fuselage was made of steel tubes and wood was used for the wings. Originally, it had steel struts but these did not resist the many hard landings of the beginners and they were soon replaced by hollow wooden ones. It is estimated that between 40 and 50 were built by clubs and also by unemployed people. A firm called August Gruse in Schneidemühl also advertised the Fliege as one of their product. I also saw a photo of one, built by unemployed people, entirely in wood. After tests at DFS, there were some modifications made and this became the Fliege IIa. It also appears that they were also some Fliege III.

At Achmer, Manfred Krieg and his team showed us a summary of the gliders used by the NS-Fliegerkorps in which the Fliege IIa was included with an A3 size 3-views drawing. This would then confirm the estimated production described by Frits in his statement above.

## This month UFO: THE SPARTAKUS-1.

In the thirties, the French Air Ministry was keeping in touch with the progress of the German gliding scene. The 3-views

and data of the Spartakus-1 were found in their archives and originated from Luftsport 1937 N°2. Note the V tail arrangement which was rather unusual at the time. Was it ever built and if so, by whom and how many.

## NEW BOOKS.

**VĚTRONĚ**, that means gliders in Czech, is a must for glider fans. It covers the gliders used and designed in Czechoslovakia since 1945. The authors, Ladislav Vejvoda and Jan Plachy describe all the well know types but also some lesser known machines with background, 3-views and photos. An English edition would be appreciated if ever possible. Edited by Svet kridel, Cheb, 2009. ISBN-978-80-86808-64-2. Note that Czechoslovakia was divided into two states in 1993 when Czech and Slovak republics were born. Recent Slovaks designs are also included.

## VIEILLES PLUMES 20

published by Federation Francaise de Vol à Voile. Go to [www.ffvv.org](http://www.ffvv.org) and then boutique for details. This latest issue is mainly the work of Jacques Lerat who tells us all about the gliding scene in France between 1945 and 1960. There are many photos and details of the French designs of the period.

Planeurs au Dessus des Volcans was a special edition of Vieilles Plumes, this time a superb hard cover book, written by Jean Barnerias. The issue is the complete history of the first French National Gliding Centre situated in the

Auvergne near the volcanoes found in that region and known as La Banne d'Ordanche. It is well illustrated and will be the definitive work on this airfield in operating between 1931 and 1942.

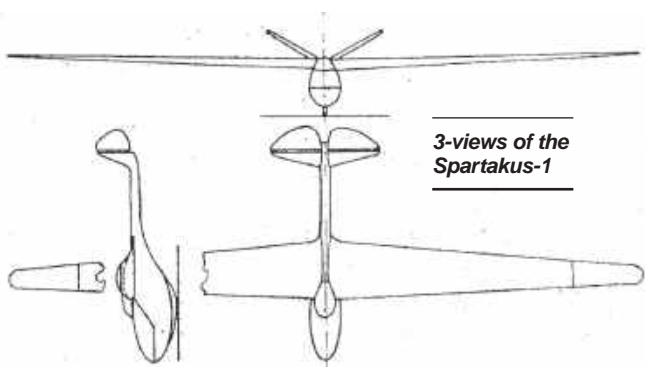
## A.P.P.A.R.A.T AT LA MONTAGNE NOIRE, AN UPDATE.

**A**PPARAT is based at the famous French historic airfield of La Montagne Noire halfway between Toulouse and Carcassonne in south west France. Amongst other things they operate a light aviation museum called: Le musée de l'aviation légère. Chief Apparatichik is Bernard Gabolde who, at one time was a gliding instructor at La Montagne Noire. With over 20 machines on display, the museum is in fact the third largest one in France after Anger and Le Bourget. Recently, a preservation order has been made on some of the old gliding centre buildings and a new hangar should soon be erected thanks to the subsidy generat-

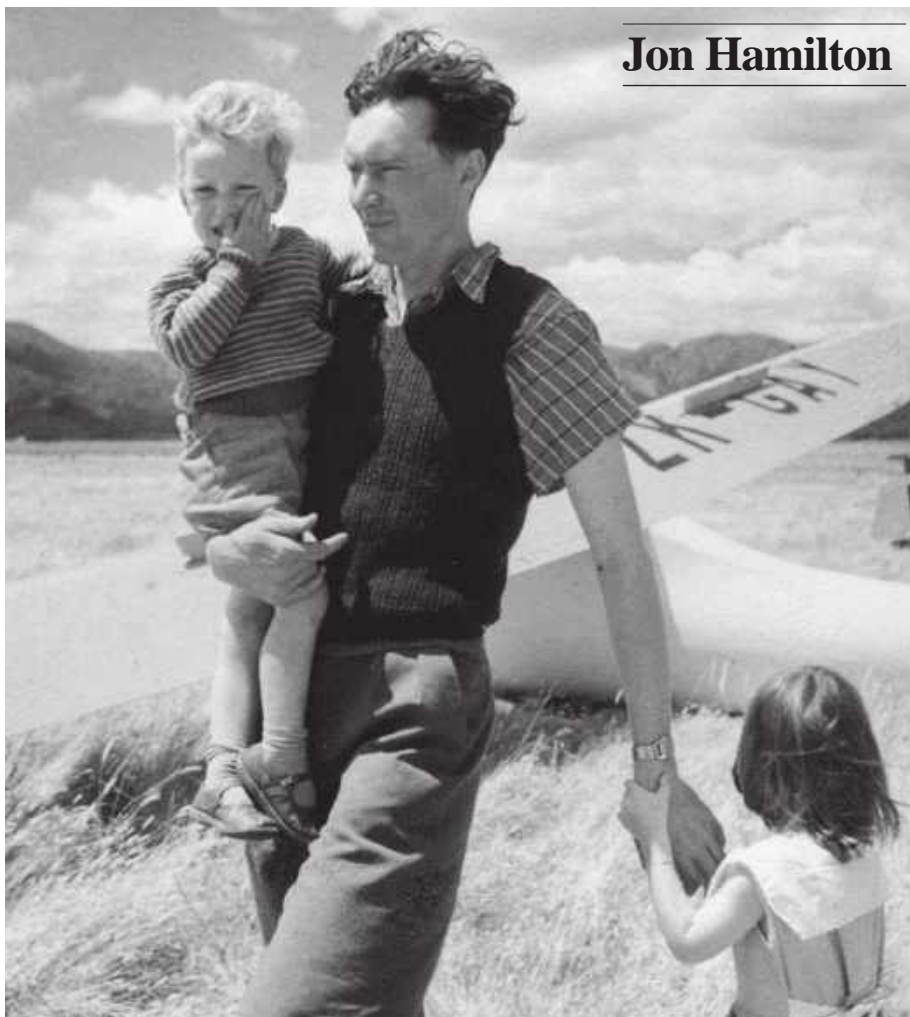
ed by a roof covered with solar cells.

The museum content is full of surprises and includes some very rare birds: **Javelot** prototype, **Prometheus** twin jet glider ex Swiss, only **NC 859 tug** soon back flying order, **Fouga CM8 Sylphe** and a non Vtail **Edelweiss** as well as a **Storch** and a large engine collection. Membership is available and there is

the possibility to fly some of the vintage gliders at certain times of the year. In any case, if you want to learn more about this fantastic collection and all about the Cardinal Paf secrets then all you have to do is go to their recently enhanced site: <http://a.p.p.a.r.a.t.free.fr> and spend a happy time on the photo collection on display. *By Francis Humblet* □



3-views of the Spartakus-1



## Jon Hamilton

never got the 600 lbs static thrust that the Germans thought possible but they had used a venturi. On the last day of the Christmas Camp in 1957/8, at Simons Hill, the gliding club's Tiger Moth tow plane lay upside down in the tussocks due to a failed cross wind take off and the gliding club was preparing to go home. However the winch was still out, and CW and Jon decided to give P.A.Wills in the WEIHE a winch launch as the hill lift and waves were good. During the winch launch, the winch started to move, so Jon, like lightning drove a stake in to the ground and lashed the winch to it, during the launch. He and CW then decided to get airborne in the T.42 Eagle in January 1958 at well after 15.00 hrs at Simons Hill. They quickly reached 25,000 ft and proceeded along the waves at 90 mph still going up. Jon had declared Christchurch as our goal but conditions were so good that we reached Hanmer, North of Christchurch, where photographs were taken. Then a gigantic cold front came up from the South, inundating the waves and stopping the lift, making getting to Christchurch an almost hopeless affair in the last vestiges of dying waves. 218 miles had been covered in a little over 3 hrs giving us for then the fantastic average speed of about 70 mph. We had bro-

We are very sad to report the death of Jon during September, in New Zealand. He was over 80 years old and still gliding until two years ago all over wild mountain country - always alone. He had taken some wonderful photographs of a big lake that had suddenly formed in a remote mountain valley in the Southern Alps. Apart from his great accomplishments, he was also remarkably calm and balanced, kind and generous and a tremendous influence on everyone. In the 1950s he had helped his father to design and develop the jet boat and he took a version of it up the Colorado river. No one had even been down the river before. The boat could hydroplane in 2 ½ inches of water and therefore could help people reach parts of NZ to walk into, miles from anywhere. When asked about what he thought about while going up the Colorado river, he replied "I tried not to think about anything"!

CW remembers him in 1955. He had not long been solo in an EoN Baby. He and Dick Georgeson, to whom he was related, bought SKYLARK 3. At the end of the week, he was at 28,000 ft, and, having landed out, he was wiring



*Top: Jon Hamilton with his children. Skylark 3 behind, at Hanmer in 1956. Above and right: ZK-GBD, the T42 Eagle of the records near Mount Cook in 1958. Photos: from C.Wills' collection*

the machine down under a fence in a Nor.Wester. Then there was the Hot Water rocket, which was possibly to assist a landed out sailplane to get airborne. He used for the experiment a hydraulic jack, filled with water, which he heated. The noise was incredible. He





ken four national NZ records for 2 seaters. The 218 miles were not counted as the Hammer turning point had not been declared. Our records were Distance: 130 miles, Goal Flight: 130 miles. Absolute height: 25,000 ft, and Gain of Height. These records had not existed before except for a T.31's height record of 19,000 ft from Christchurch set up by Tom Evans, who now lives in Eire. It was very clear that the EAGLE was much faster than the WEIHE, which was being flown on that day by P.A.Wills, who had a very rough time under the primary wave behind Mt Cook, until it was eliminated by the cold front.

Jon sportingly suggested that neither of us could have done the flight without the other. Jon's expeditions with Hilary and others to Asia, India, would require a book in their own right, etc.

Jon's mind was still very active until the end and included work for the West Melton Observatory. Jon had been unwell for quite some time but not so much as to prevent him from doing and thinking a lot. He was very peaceful, sleeping and thinking about things like the origins of 'Time', about which he had written a very original paper. He felt that he had had a wonderful life. Our sympathies go out to his family and to the NZ Gliding Fraternity. Jon was the son of Lord and Lady CWF Hamilton. Lady Hamilton (a Wills) had gone out to NZ after WW1, after she had been working in munitions factories in terri-

ble conditions. CWF Hamilton had been racing an un-supercharged, 4.5 litre Bentley at Brooklands and won. The English said that he had no chance.

Jon and his wife Joyce have some very gifted children and so something of Jon will live on.

This was written taking much of it from an e-mail from Jon Hamilton's sister June Morgan, to Peter Wills, on the 19th September 09. CW

## Hermann Hackmann

On August 6th, 2009 Hermann Hackmann, honorary member of the Osnabruecker Verein fuer Luftfahrt e.V. passed away at the age of 85. Hermann was born on January 1st, 1924 in Achmer (Germany). He later on trained successfully as a carpenter and added tremendously to develop air sports in the Osnabrueck area. He served as a young pilot and flight instructor during WW II. In 1952 – right after gliding was permitted again in Germany – Hermann made himself available as a flight instructor for the Bramsche gliding club and the Osnabruecker Verein fuer Luftfahrt e.V. at Achmer airfield later on. His highest credits were in the manufacturing of aircraft. Listing up all the gliders and planes having been built under his supervision would in fact go beyond this page's scope. Hermann's gliders from the 1950ies had been sold later on by the club to purchase modern machines.

However, since the early 1980ies the older models came to the fore of the club members in some nostalgia mood. Some of the aircraft originally manufactured by Hermann had even spread to the UK. But most of them were in bad condition. The Osnabrueck mates took the chance and bought all the old wood back. It was Hermann's task then to supervise the club members to make the vintage gliders airworthy again. Nowadays they soar in the skies over Achmer: two Grunau Baby, an Olympia Meise, one Kranich II as well as a Condor IV, a Lo 100 and the Reiher replica. Recently a seriously damaged Focke-Wulf Stieglitz had been successfully restored in Hermann's carpenter's workshop. The Osnabrueck glider pilots grieve for Hermann, not only as they owe him quite a lot. It was him instructing with enthusiasm all these young people to learn gliding over the years. Furthermore he transferred his precious knowledge in wooden aircraft manufacturing and maintenance techniques to interested people. Many pilots found and revealed their vintage love this way. All these will preserve Hermann's heritage and continue his way. (Ulf Ewert)

## Nachruf

Am 6. August 2009 verstarb im Alter von 85 Jahren Hermann Hackmann, Ehrenmitglied im Osnabrücker Verein für Luftfahrt e.V. Am 1. Januar 1924 in Achmer/Deutschland geboren und von Beruf Tischlermeister, hat sich Hermann Hackmann große Verdienste um den Luftsport in der Osnabrücker Region erworben. Im 2. Weltkrieg war er als junger Soldat Flugzeugführer sowie Fluglehrer. 1952 - der Segelflugsport war in Deutschland gerade wieder zugelassen - stellte er sich für viele Jahre als Segelfluglehrer, anfangs dem Segelflugsportverein in Bramsche und später dann dem Osnabrücker Verein für Luftfahrt auf dem Flugplatz in Achmer zur Verfügung. Seine größten Verdienste erwarb Hermann Hackmann aber mit dem Bau von Flugzeugen. Eine Auflistung aller Luftfahrzeuge, die maßgeblich von ihm oder unter seiner Bauaufsicht entstanden sind, würde diesen Rahmen sprengen. Segelflugzeuge, die Hermann Hackmann in den 1950er Jahren gebaut hatte, wurden vom Verein später verkauft



Left: Herman working on the wings of the Reiher replica



**Above: Herman Hackmann (centre) and the Reihel replica.**

und durch Kunststoffflugzeuge ersetzt. Spätestens ab 1980 nahm man sich der älteren Muster an, und so wurde auch in der Fliegerei der Nostalgie Rechnung getragen. Die von Hermann Hackmann gebauten Flugzeuge fanden sich teilweise in England wieder, meistens aber in einem eher trostlosen Zustand. Die Osnabrücker Segelflieger ergriffen die Chance und erwarben diese alten Stücke. Sie wurden dann maßgeblich unter Hermanns Bauaufsicht restauriert und wieder flugklar gemacht. Zu den Segelflugzeugen, die heute ab und zu am Himmel in Achmer und Bramsche zu sehen sind, gehören zwei Grunau Baby, eine Olympia Meise, ein Kranich II, ein Condor IV, eine Lo 100 und der Neubau eines Reiher. In Hermanns Tischlerwerkstatt wurde zuletzt ein durch Motorschaden einst schwer beschädigter Doppeldecker Focke-Wulf Stieglitz restauriert. Die Segelflieger des Osnabrücker Verein für Luftfahrt e.V. trauern um Hermann Hackmann, sie haben ihm sehr viel zu verdanken. So hat er nicht nur jahrzehntelang jungen Menschen mit Begeisterung das Fliegen gelehrt und eine Vielzahl von Flugzeugen an den Himmel gebracht, sondern sein Wissen und Können stets weitergegeben. Zahlreiche Piloten haben

durch ihn die Liebe zum Holzflugzeugbau entdeckt und werden das durch ihn erworbene handwerkliche Wissen an jüngere Generationen transferieren - ganz und gar in Hermanns Sinne.

*(Ulf Ewert)*

## Chris Hughes

September 2009. You probably have heard that Chris Hughes died last Saturday at 11 am. His funeral was on Monday the 5th October at Witcombe Church Glos. A sad loss for us all. I always felt that his exceptional gifts as a glider pilot, not measured in records or competition triumphs, were similar to those of the early pioneers. He could read the contours of a hill to find lift when soaring had stopped for everyone else, and find wave when no one else could, and find wave when no one else could, because of some sense that he had developed that the rest of us did not really understand. He had had tragedies in his life and yet he said to me on the telephone when he called to tell me that he had stopped gliding and was awaiting the end. "I have no regrets, I've had a wonderful life". How many of us can say that? *Barry Smith.*

Chris started his gliding in the South-down Club at Friston in 1951. It was then a very good club, and it still is, now based at Parham.

## Dean Carswell

VSA has lost a Director and active Member, Dean Carswell. Dean suffered a cerebral haemorrhage on Friday July 10 and died peacefully during the next night. Following is information from the Texas Soaring Association, Dean's club.

"It is with great sadness that we announce the passing of Dean Carswell after a sudden illness on Friday [July 10, 2009]. Dean passed after a perfect day of glider flying, giving instruction, a little acrobatics, and drinking beer with his flying buddies at the end of the day."

Dean was a long-time member of VSA and last year became a VSA Director, being appointed to that position by the SSA. He tackled his position with VSA with gusto and was working on a re-draft of the VSA bylaws (Dean was an attorney with a great deal of understanding of organizations such as the SSA and the VSA) at the time he died. He

**Dean delivering his talk at the IVSM on July 4, 2009. Photo: Simine Short**





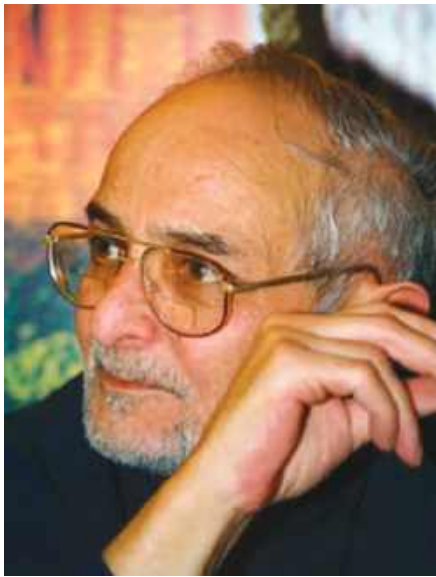
was also working with Rusty Lowry on ways to mitigate VSA liability in the future. We will sorely miss Dean and hope that his replacement is as dedicated and enthusiastic as he.

Dean had just finished a great time at IVSM 2009 where he was thrilled to fly Jerry Wenger's new Rhönbussard. On July 4th he gave one of the scheduled IVSM talks on "Flying the Old Gliders". He drew on personal experience and asked for audience participation resulting in an interesting and informative finale to the IVSM's speaker series. Several times he said that he liked the topic and wanted to expand on it in the future.

Dean was a friend to everyone in soaring and surely everyone in the Vintage Sailplane Association will remember him fondly.

*From Jim Short*

## Attila Ziermann



*Left: Attila Ziermann. Above Attila's Moswey Ila "Nádi". Below: Hungarian designed and built Super-Futár which Attila named 'Jonathan'.*



One of the old members of VGC and my close friend, Attila Ziermann, passed away in August 26, 2009. He was 77 years old. His ashes was dispersed over the slopes of his beloved gliderport Farkashegy and from now on he will fly the slopes forever.

He started gliding in 1947 at Farkashegy. He got his first 'sliding' at June 29, 1947. At those times basic training was done by bungee-cord launchings. However he earned his 'C' certificates in 1948 when he was winched over the slopes in a Vöcsök. His long career as a gliding instructor started in 1949 when he became an assistant instructor. By 1950 he completed his Silver C certificates and earned his instructor licence in October, 1951. Up to the end of 1956, when he left the country, he served as an

instructor in nearly all Hungarian gliderports during the weekends and summer gliding camps. Due to his shortsightedness he could not become a pilot of aeroplanes as Hungarian medical requirements at those times did not permit the use of eyeglasses for power pilots. Besides that he loved adventures this situation was one of the main reasons he left Hungary. He hoped to get a job as a professional pilot in the West. However this hope of his never became true.

By profession he was a mechanical engineer. He got his degree at the Technical University of Budapest in 1954. He left Hungary in 1956 and settled down in Switzerland where he found jobs as an engineer. He was working for Pilatus for years and later established and run a private designing office. As soon as early 1957 he was already flying gliders in Switzerland, as the Aeroclub of Zürich accepted his instructor licence. In 1958 he settled down in Buochs,

Hungary; 1985 - Amlikon, Switzerland; 1987 - Aalen-Elchingen, West-Germany; 1989 - Farkashegy, Hungary.

After his retirement he sold his beloved Moswey and returned to Hungary in 1997 with his Super Futár and flew it at Farkashegy. He found a pleasant small village, Csabdi, roughly 35 km west of Budapest, where he lived with his wife, Edit, and all their dogs and cats. For friends visiting him a windsock in his garden marked his house. He quit flying a couple of years ago because of health problems. He arranged for his last flying as a passenger in a Motor Falke just at the 60th anniversary of his first start, June 29, 2007.

According to his log-books he had flown 65 different types of gliders and 31 different types of aeroplanes. His recorded total gliding time was 1635 hours with 5349 launches and his total flight time with aeroplanes was 660 hours with 3046 takeoffs.

Have fun over the slopes, Attila!

*Gábor Fekecs.* □

## Snippets

### A new Enigma and an old Enigma solved?

Neelco Osinga has found this picture on Internet. He says "As I collect pictures and everything else about Kranichs I am interested to know which Kranich is this? Who is the owner, and is something known about the history of this glider?" Can anyone help?



Neelco also sends us another picture of the Fallschirmhülse, his 'Enigma of VGC No 122'. This time it is a picture of a Grunau 9, also known as ESG, in German: Schädelspalter, which shows the parachute assembly as fitted to a Grunau 9. □





## About inheritance

From Francis Humblet

In VGC News 127, Chris Wills raised a particularly important subject that concern most of the readers who have amassed a collection, large or small, of gliding books, magazines and artifacts related to our favorite hobby or passion. This was one of the subjects raised when the Vintage Glider Club Historic Group was created. The opportunity is now present for VGC to start taking action and define a policy on inheritance. Air-Britain has already produced a set of well defined guidelines that could be used as a model to follow.

The question is simple: what do I do with all the gliding stuff in my house in which the family will have no interest when I die? An easy answer would be to sell it before the set day and, if so, could I live without it for the remaining days, months or years left? Another answer is to do nothing and let the family either throw it away or sell it on internet as done with the Peter Riedel Collection. For the gliding world, a more interesting solution would be to pass it on to a recognized organization that will ensure safe-keeping for the generations to come and then the problem is not only to find one that will preserve the material but will also classify the content and enable access to bona-fide historians of the future. Utopia will you say and you are not far of the truth...so, let us look at what the world has to offer at present in order to answer the following questions:

Why do we need archives? It is a duty to preserve the memory of the past and help future historians and interested public to understand the history of gliding and soaring.

What must be kept? Books, magazines, posters, leaflets, private research on specific topics, photo albums, films, technical matters, plans and selected artifacts.

How many people, interested in the subject, would travel to the archives location? Very few!

How many people would like to have

easy or direct access to the content? A substantial number of persons worldwide would use the facility.

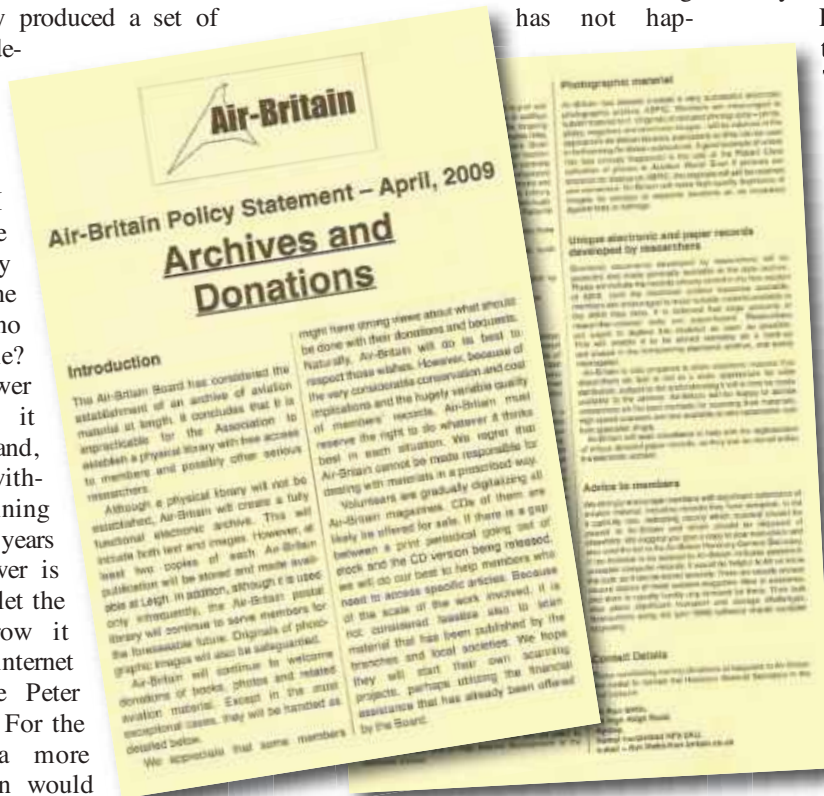
In the UK, the present situation, as seen by Chris, does not meet the set requirements. The content of the Slater archives has never been published and access does not seem possible. The VGC archives are preserved in a room at Bicester and once again access is not easy. The possibility of storing gliding material at the proposed Aviation Library at Farnborough has not hap-

public and access is restricted. As NSM is a self supporting body, a fee may be required to obtain information but once again, manning is a problem and a detailed content is not available. Often, more than one copy of rare books is on the shelf but as the name of the previous holder is on the front page, selling surplus books would create a moral problem.

In FRANCE, the largest private collection was the one built by Pierre Vaysse over 50 years and in his will, Pierre gave the entire collection to the Aircraft Museum in Anger. This was the right thing to do at the time. However, it is also possible to hand over specific material to the National Archives in Paris. Le Musée de l'Air au Bourget also has a library accessible to the public but they are not over keen on gliding matters and we do not know if they would accept more material as, once again, manning is a problem. However, this is the only place where we found the complete set of Ursinus 'Luftsports' and for info they also store a set of VGC News up to issue 100!

In GERMANY, we do not know of a specific location dedicated to gliding but some material is stored at the Koblenz national archives. Recently, we revisited the Wasserkuppe museum, the most successful gliding museum in Europe and ideally located at the place where it all started. The recent extension received a contribution from the European Community. This remarkable collection only covers German machines and German gliding history and does not say much about gliding in the rest of the world! There does not seem to be a library opened to the public. However, utopia again, would it not be the right place to have a permanent World library included within a Study unit associated with a German University such as Heidelberg or Darmstadt which are within easy travelling distance.

CONCLUSIONS: unfortunately, we have no firm advice to offer to Chris as to where to give his remarkable collection for posterity and we hope that he will be able to look after it for many more years to come. Recently, we talked about this at Achmer and the only real solution would be TO SCAN all the interesting documents and photos. The



### **Air-Britain has drawn up some guide lines for archive preservation**

pened, which is a great pity as this would have been THE SOLUTION. A remote possibility would be to find a University Library that would take the job on as Keele have done with the RAF photo collection but in this case revenues are being made from sales whereas little income would be derived from the gliding world. An associated library with an aircraft museum would be a possibility but the museum would have to have a gliding wing and, more important sufficient gliding volunteers to man the shop say once a week.

In the USA, many inheritances, including gliders have found their way to the National Soaring Museum and in a smaller way to VSA archives. NSM have a large archive section including most books published on gliding and soaring. This section is not open to the



collection could then be put in safekeeping with no need for access. A super VGC History site would then have to be created to store the material and would be a fitting tribute to Chris and his work on Vintage Gliders and thus enable the next generations to understand what we were up to in our times.

### Skylark identity

Dear Editor,

I would like to correct a minor error in the list of attendees at the Vintage Glider Rally at Gransden Lodge (Page 18 of VGC News No.127 Summer 2009).

Skylark 2, BGA896, tail letters, BDX is indeed owned by me; but it is this aircraft which was built from a kit of parts supplied by Slingsbys to Chris Hurst and his syndicate. They built the glider during the late 1950s, and it was first registered in June 1959, hence it celebrated its 50th birthday shortly after the Gransden Lodge event.

I attach a history of BGA896 if you would like to make it into a short article. I am afraid I do not have any suitable photographs, but assuming you can get round the copyright issues, there is a good one on the Air-Britain Photographic Images Collection website; and on the Cambridge Gliding Centre's website, in the foreground of a hot air balloon landing during the week (also in S&G Aug/Sept 2009).



Skylark 2, BGA896, tail letters, BDX at Gransden Lodge.

Photo via Cambridge Gliding Centre

The other Skylark 2 at the Rally, BGA801, tail letters AZX, is an older glider, first registered in April 1957. Unfortunately, I have forgotten the name of its owner. It is surely this aircraft being described as 'this very fine Skylark 2', because one doesn't have to look too closely at mine to see that some re-covering of the leading edges of the wings and touching up of paintwork is required!

Yours sincerely, *Hugh Maddams, Essex Gliding Club*

### Colditz Cock progress

Dear Margaret,

I've not written for ages, but David Lasked me to put pen to paper when I was speaking to him at the VGC National Rally at Gransden Lodge, so here is my belated response! I always hope to provide you with exciting news on the progress of my "Colditz Cock" project but, once more, I find myself feeling wholly dissatisfied with my total achievements to date. I am, of course, my own worse enemy as I have far too many interests and commitments, but that's my problem and no one else's!

I have not had a concerted effort on the glider at any time this year, but I have been pleased with a recent package of work I have completed on the wing

needed. Further machining was required after some of the initial laminating; thereafter it was all 'elbow work'! The timber was really nice to work, but great care was needed, and it was essential to keep tools sharp at all times. Next step is to make the fittings, using the 4130N steel, as used throughout the glider.

As ever, I enjoyed the last issue of VGC News, and several items caught my attention. Proof-reading is an onerous task and, as Editor, I'm sure you must have groaned (*yes – I most certainly did – Ed!*) when you noticed the 't' missing from "Abbott" on the front cover; but the double helping of "International News" more than made up for the shortfall!

I read, with a mixture of sadness and great interest, the obituary of the late Walter Morison (one 'r' only in Mori-



Above: the late John Lee with the Cock's port wing taken in Southdown's workshop on 15/1/2000

Right: Martin Francis with the Struts proper, a laminated structure, using Douglas Fir

struts. Quite a few years ago I made a mock-up of one Strut, using cheap timber, to determine the method of construction (this method is similar to that used on "Southdown's" replica of 2000). I later made up some mild steel fittings for this mock-strut (photo) as I plan to use it in order to confirm the alignment of the fuselage/wing fittings, and the dihedral angle.

The Struts proper are, again, a laminated structure, using Douglas Fir (as seen in the photo, the outboard ends have yet to be finished to length and shape). Thanks to a 'tip-off' from Peter Underwood, I was put in touch with a ladder manufacturer in Nottingham who deals with large quantities of Douglas Fir. The timber came to me rough-sawn, and a local joinery company readily machined all the pieces to the nominal sections I





son). I was lucky enough to meet Walter on numerous occasions over the years, initially through the good auspices of the Colditz Association and, latterly, his attendance at Colditz Society meeting held at the Imperial War Museum in London. When, in 1993, Walter was preparing his book "Flak and Ferrets" I offered him an excellent print of the original "Cock" glider - 'the only known photograph'. He responded by saying, "Oh no! everyone uses that! I want a photograph of your model!" Sadly, when producing the book, the 'gremlins' crept in, the negative was copied in reverse, thus the previously prepared caption was misleading, as Jack Best and Bill Goldfinch had swapped places!

Some similar confusion could be accorded to the caption attached to the photograph on page 50, as the reader would tend to assume that it is Lorne Welch who is standing next to Ann Douglas, whereas it is of course Walter himself. (Ann became Mrs. Welch in 1953)

The footnote to the obituary requires clarification, as it refers to the 'second' and 'third' prototypes of the Colditz Cock. It is only fair to point out that the late John Lee alone did not entirely build that glider in 1999/2000; his contribution was in building the wings (without doubt a marathon task). The remainder of the glider was built by Mike Fripp and his team at Southdown Aero Services, where the final assembly, covering and fitting-out was completed in a staggering short space of time, to

meet the demands of the film maker's schedule. My rather grainy snap-shot of John with the Cock's port wing was taken in Southdown's workshop on 15/1/2000.

Strange though it may seem, that glider is the third prototype, and my project is the second prototype, having been kicking around in the BGA files since the late 1980's - I thank Chris Wills for his kind thoughts and I, too, hope that it will soon fly! My article in VGC News No.110 attempted to clarify as many facts as possible, and the wing detail-drawing which the designer, Bill Goldfinch, made for me in April 1990 is clearly marked "2nd.Prototype", so that's confirmation enough for me!

The 'Southdown Cock' remains on display in the Norfolk and Suffolk Aviation Museum, where can also be seen several of John Lee's gliders and ultra-light aircraft.

At the time of his death, Bill Goldfinch had all but completed an amphibian aircraft; it had already undergone some taxiing trials - this aircraft is also in the museum, and is being prepared for (static) display in Spring 2010. This is an excellent Museum, details can be found on: [aviationmuseum.net](http://aviationmuseum.net). Best Wishes, *Martin P.Francis*.

## Borrowing

I made for my T-31b two sets of cushions composed of a seat and back cushion, dark brown corduroy, filled with safety

foam, both connected with press-studs so if you do not need one of them you easily disconnect them. Because I do not want to lose it, I wrote on the back sides, with a waterproof ink; T-31b and the registration of the glider; FDQ. They were very comfortable.

In 2002 there was a Baby Rally at Greefen, Germany. Because the T-31b is a sort of a 'Baby', I was there as well. It was a very pleasant meeting with, in the weekend, a dual glider competition. Over 20 GVK gliders were launched in one hour, after that we could fly the whole day. Because I was flying with a tall person, I dropped my cushion on the launching point near the collection of rudder clamps, wheels, pullovers, and so on. When I came back after 3 minutes flying, my cushion was gone, even the competition gliders. I did look everywhere, did ask next morning on the briefing, but no cushion. Maybe some one borrowed it, but it did not come back, so it must be pinched.

This year, at Achmer International Gliding Rally I had a good time on the launching point, watching the gliders, talking and joking with other participants. Looking for a place in the shade, my eyes spot a familiar brown seat cushion, on the back side was written; T-31b, FDQ. !

I have already made a new set of cushions, but will the person who "borrowed" my cushions, at the next International Rally at 2010, please drop the back seat at the launch point. *Jan Forster* □



*Reginald Kasubeck (Ritschi) has sent VGC News some pictures of his L-Spatz 3 D-0283 restoration – see Page 37, VGC News 127. He says he has had a lot of interest since the article was printed.*



