



**Mr J. J. Bange and his
primary glider**

International news

Modelling report

Rally roundup

Snellen V-20

VGC News

No. 129 Spring 2010



<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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The Vintage Glider Club Ltd
Wings, The Street
Ewelme, Oxon OX10 6HQ
Tel: +44 (01) 491 839245

Editor
Margaret Shrimpton
Fairfields, Fosse Road
Oakhill, Somerset BA3 5HU
Tel: +44 (01) 749 841084
e-mail: vgcnews@vintagegliderclub.org

Front cover: Rolf Braun's Kranich 3 flying over Achmer. Photo: Alexander Gilles

Back cover: Christian Langenau's T.21B landing over the Achmer 'heart'. Photo: Ulf Ewert

Notice to all members

Please forward details of any Vintage Glider rallies you may be planning to :
For the UK only: Graham Saw email: graham@servotechnique.co.uk or International (non-UK): Klaus Schickling email: klausschickling@web.de

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Please submit material to

Margaret Shrimpton —
VGC News Editor
Tel/Fax: +44 (01) 749 841084.
e-mail: vgcnews@vintagegliderclub.org

Wanted

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

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Officers of the Vintage Glider Club

President: Chris Wills, Wings, The Street, Ewelme, Nr Wallingford, Oxon OX10 6HQ, UK

Vice Presidents: Willie Schwarzenbach, Rue de Charpentiers 5 CH-1110 Morges Switzerland e-mail: willibach@hispeed.ch

Neelco Osinga, Prof C. Eykmanstraat 17 7415 EK Deventer, Netherlands email: kranich@zonnet.nl

Harald Kamper, Leyerstasse 161, 49076 Osnabruck, Germany

Graham Saw (details under UK Rally Coordinator)
*Vice Presidents also vote on the International Council.

International Council

Chairman: Jan Forster, Peppelhoven 27, 6225GX Maastricht, Netherlands.
e-mail: jftandemtutor@hetnet.nl

Secretary: Nell Dijkstra, Melis Blecklaan 61, 4634 VX Woensdrecht, Netherlands.
e-mail: knvvlpda@xs4all.nl

Australia
Alan Patching, 22 Eyre Street, Balwyn, Victoria. 3103, Australia. e-mail calbpatc@netspace.net.au

Belgium
Firmin Henrard, Rue de Porcheresse, B-5361 Mohiville Hamois, Belgium.
e-mail: henrard.f@belgacon.net

Czech Republic -
Josef Mezera
e-mail: potkjozeph@postcz

Denmark
Niels Ebbe Gjoerup. Seglen 69, DK-8800 Viborg, Denmark e-mail: negjoerup@mail.dk

Finland
Göran Bruun. e-mail: bruun.goran@gmail.com

France
Didier Fulchiron. 333 rue Louis Blanc, 38420 Le Versoud, France.
e-mail: vgcfrance@free.fr

Germany
Peter Ocker, Am Anger 30, 85247 Oberroth, Germany. Email: dakarpete@web.de

Netherlands
Neelco Osinga.
Kranich@zonnet.nl,

Poland
Zbigniew Jesierski.
jezierski@silesianet.pl,

Slovakia
Joseph Ott, Panska dolina 2, Nitra, Slovakia, SK94901. e-mail: jozef.ott@zoznam.sk

Sweden,
Ingvar Hyllander.
Email: i.hyllander@telia.com

Switzerland
Werner Rüegg. uf Rütli, CH-8498 Gibswil.
e-mail: w_rueegg@hotmail.com

USA
Bob Gaines
caseinglue@earthlink.net

Committee

Jan Forster – Chairman. Peppelhoven 27, 6225GX Maastricht, Netherlands.
e-mail: jftandemtutor@hetnet.nl

Bruce Stephenson – Secretary
e-mail: Stephensons@talktalk.net

Rick Fretwell – Treasurer & membership secretary
e-mail: Rick_fretwell@btinternet.com
assisted by

Nick Newton
e-mail: memsec@vintagegliderclub.org

Klaus Schickling – International Rally Secretary
Schwalbenring 16, D-63834 Sulzbach;
+49 6028 3557; Email: klausschickling@web.de

Graham Saw – UK National Rally Coordinator & EGU Representative/Technical Officer
e-mail: Graham@servotechnique.co.uk

David Weekes – Sales
e-mail: David.weekes@booker-tate.co.uk

assisted by
VGC Archivist – post vacant

VGC Webmaster – Robin Willgoss
Robin.willgoss@electronomical.co.uk

BGA Technical Representative - Peter Underwood.
e-mail: peter.underwood1@btinternet.com

VGC News editor – Margaret Shrimpton
e-mail: vgcnews@vintagegliderclub.org

VGC Historic Group Co-ordinator - Francis Humblett. Email: HistoricGroup@vintagegliderclub.org

Co-opted members:
Stefanie Gester: Email: sgester@web.de



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Old Warden at its best

Vintage gliding is slowly catching the attention of the general public. Willy Hackett from the Shuttleworth Collection explains why it's becoming a much bigger part of the programme at Old Warden.

The Shuttleworth Collection at Old Warden in Bedfordshire is known for being among the finest aviation organisations with some of the only flying examples of certain aircraft anywhere in the world. Until recently, gliding has not really been something you'd see often at Old Warden, but that is changing thanks in part to the VGC.

The Shuttleworth Collection is the legacy of Richard Shuttleworth, the son

Chairman's report

Did you fly in the snow? For some of our Northern members flying in the snow is normal, but since the beginning of this year many of us have had the unusual experience of flying our gliders in snow – even with open cockpits! This has certainly been the year to do it! If you have any interesting pictures with a story, please send them to VGCNews.

International Rally. This year the Rendezvous Rally is at Challock in England (very near to the port of Dover), where there is a very enthusiastic Vintage Group. The International VGC Rally is at Tibenham in eastern England, which I visited after our February Committee Meeting. The preparations are going well, and there is a good team working for us. Hangar space will however be limited and priority will as usual have to be given to gliders which are the most difficult to rig and derig. Please look at the Tibenham website (www.vgc2010.norfolkglidingclub.com) which has a lot of information about the rally and book as soon as possible. There is a special registration form for modellers, who are also being welcomed at this event. Look for the special offers for ferries, and remember not to wait to long to book a boat, because it is in the middle of the holiday season.

Vintage Glider Displays in England. This year should see some more progress for vintage gliders in England. The famous Shuttleworth aircraft museum is to include vintage gliders in some of its flying displays and the VGC is helping to supply interesting gliders and to get their pilots qualified for public displays. This is the first time that vintage gliders will take part in UK air shows and it is hoped that this will strengthen interest in our beautiful aircraft. Christoph Zahn is expected to show his wonderful aerobatic routine in the Habicht at some of these shows.

EGU. Writing this, it is still in the future, but when you read it will already be in the past. Last weekend of February, the EGU conference is to take place in Switzerland and Graham Saw and I will be representing you. We are working to minimise the effects of expected new European regulations on us, such as transponders and the specific problems for vintage gliders, such as space, and weight. The EGU want more information about the number, types and technical details of vintage gliders which are operating in Europe so we will soon be asking you for this kind of information.

AERO Friedrichshafen. The German members have organised space for a VGC display at the AERO Friedrichshafen 2010 exhibition, which is the biggest sports and civil aircraft-related exhibition in Europe. They will represent us with some of their magnificent vintage gliders, give out information leaflets about the VGC and encourage interest in our club. I hope that I will also be able to assist in this display.

Awards to our President. At the last Annual Dinner in October 2009, Chris Wills, our President was given well-deserved awards by the British Gliding Association and the Royal Netherlands Aeronautical Association in recognition of his work with the VGC. Later he also received an award from the Swedish Vintage Glider Club. Chris is feeling very honoured by these international awards.

Committee Matters. At the last Committee meeting we agreed to appoint a Public Relations Officer as a new position on the committee. The intention is to strengthen the image of the VGC within other clubs, organisations, news media and magazines both national and international. The PR Officer will also make presentations on our behalf as necessary. We are very happy that Stefanie Gester has volunteered to do this job. She is already PR Officer for the gliding section of the DAeC (German Aero Club).

We also found some possible volunteers for the vacant post of VGC Archivist. More information on this important position will be released later. Because of the very large number of German-speaking VGC members it has been decided that we should present a short report of important committee matters in German in VGC News. There is clearly a limit to the number of languages which we can cover. We apologise to all our other members whose language is not included - there is one solution for you: Get more VGC members in your country!

Jan Forster, Chairman VGC

A shortened German version is on page 5.



of a wealthy land owning family. In the twenties and thirties he was literally roaring, with a passion for planes and cars. He raced at Brooklands and was able to build a small airstrip in the grounds of his family estate. At the onset of World War II Richard joined the RAF but sadly was killed in a flying accident in 1940. By then he had amassed quite a selection of aircraft and vehicles and in his memory his Mother founded a trust to honour her son's legacy and today, the collection still operates Richard's first ever acquisition – a de Havilland Moth.

Aims of Collection

But what does this have to do with the VGC? Well, firstly to dispel a common misconception, Shuttleworth is not an aviation museum. During the week, the aircraft housed at Old Warden are on static display and open to the public, but they do far more than pose for pictures in a hangar. Roughly every other weekend throughout the summer, the planes earn their keep by being displayed at air shows in the grounds. In the past, the line up has been largely powered but the Collection is now incorporating gliding into its regular programme and after a warm reception from the public last year, is already actioning ways to expand the operation.

There is a wonderful atmosphere at a show. We have vintage cars, characters dressed in period costume and "old time" music playing, at least until the flying starts. People often bring picnics and set up for the day on the grass, stopping only to stroll through the stalls and static displays on show. It feels like going back to a bygone age.

Old Warden is all about keeping old aircraft flying. It is home to both the world's oldest flying machine, the Blériot XI (1909) and the oldest British aeroplane, the Blackburn monoplane (1912). Its key aims are to preserve in working order motorcycles, motor cars and aero-

A unique offer to VGC Members

With five displays that include VGC members flying their gliders on this years display calendar, I am keen to hear from anyone that wishes to volunteer their services in order to help out with the running of the VGC displays. I will be looking to run a roster system, and I am currently looking to recruit around ten VGC members.

Primarily the tasks will involve the helping to rig/derig the glider/s, helping to move the glider to and from the flight-line, and the manning of a sales stand to sell VGC merchandise, and promote VGC membership. We also have the opportunity to rig a Vintage Glider on the "landside"-side of the crowd-line as a way of attracting even more people to the VGC stand, however things may change as we find our feet.

Naturally entry into these spectacular events will be free for anyone volunteering their services, and each person can expect to be called upon to attend 1-2 meetings each year, so as you can see, the commitment is low.

So if you are a VGC member, why not be part of securing this opportunity for an exciting future partnership with the Shuttleworth, give me a call today and get your name down on the list by contacting me at dave.the.thatch@tesco.net or telephone me on 01582-600893.

Dave Underwood.

Provisional 2010 Calendar

- 15th May.** Evening Air Display. (Rhönsperber. Lofty Russell).
- 19th June.** Evening Air Display & LAA Party in the Park. (Falcon 1. Don Knight).
- 1st August.** Military Pageant Air Show. (Habicht. Christoph Zahn).
- 14th August.** Evening Air Display. (Kite 1. David Bramwell).
- 25th September.** Sunset Air Display - Meet the Pilots. (Petrel. Graham Saw).

planes for the future generations to see and experience.

Why Shuttleworth is Gliding

The new step into displaying gliders is thanks to the vision of Shuttleworth's Aviation Trustee Tony Haig-Thomas. Having been one of the masterminds behind the current operations at Old Warden, Tony considered adding gliding carefully before putting the plan in place. Clearly gliding has a key role in the history of aviation, and indeed it's future. Not to reflect that is wrong, and THT has been delighted with the public response to this new element. So to answer the question, we're doing it because we should; it's a part of aviation heritage we

don't want to miss; displaying the right gliders goes beautifully hand in hand with the powered performers; it's a huge crowd pleaser and visually stunning. Having been at the controls of both Shuttleworth Collection gliders at air shows last season, I can confirm that the pilot can almost hear the reaction from the crowd while still in the air.

What Gliders we Have

We introduced gliding to the schedule last season using an EoN primary owned by the Collection and refurbished by Peter Underwood. We also displayed a Slingsby Prefect owned by Sir John Allison. Other than Sir John, we have two Collection pilots who are also glider pilots – myself and Frank Chapman, plus Rex Moorey who is helping us on the aerotowing front who is no stranger to the VGC membership and has a passion for gliding and gliders. But it does-

Below left: Scud with exotic stablemates.

Photo: Nick Blacow

Below right: SG38 at Old Warden.

Photo supplied by Old Warden





n't stop there. I am very excited to be able to tell you that over the winter we have bought the Scud II from Laurie Woodage and it is ready for test flying this spring, with the intention being to add it to several displays this season. I hope we can showcase this, the United Kingdom's oldest airworthy glider alongside the oldest genuine British powered aircraft still flying, the Blackburn monoplane.

VGC Role

With any luck, what you have heard so far has pleased and excited you. I have been flying gliders for more than 30 years and am thrilled at being involved in what is happening at Shuttleworth. Partly because I believe this is all to the VGC's advantage as well as a benefit to the Collection. Part of the ethos at Old Warden is to include other aircraft of importance, besides the ones we own. This will also be true for gliders. After lots of hard work on the part of Bruce Stephenson, approximately five VGC members have been invited to display their aircraft this season too. They were chosen for a number of reasons, including their historic significance, ability to fit with the theme of a particular air show, and their appearance. The owners will all be welcomed to the aerodrome this spring to take part in display training and to be familiarised with our procedures. Furthermore, the VGC has been invited to participate in our "Meet the Pilot" event in September. I think this is a real opportunity as it attracts thousands of potential recruits. At this show, we pull our aircraft into the crowd and have pilots "hosting" them so the public can have a closer look and ask any questions. The VGC will also have a stall at this event to showcase what you do.

I hope this information has whetted your appetite for the coming air show season and that you will come along and check out what is happening at Old Warden. It is the intention that the Vintage Gliding Club finds this new relationship as rewarding as I know those of us at Shuttleworth will, and I hope to see you there.

The VGC's bit

For me it started with a telephone call from our own Rick Fretwell, with the comment "see what you can do with this", and before I knew it, I was sitting down at Old Warden for a meeting with the, then, new Shuttleworth's Chief Pilot, Trevor Roche, display pilot Willy Hackett, and the Flying Displays and

International Rallies

2010 findet das Rendezvous im englischen Challock (nahe dem Hafen Dover) statt, während man sich zur International VGC Rally im ostenglischen Tibenham trifft. Die Vorbereitungen zu beiden Veranstaltungen laufen auf Hochtouren und nach Plan. Unter www.vgc2010.norfolkgldingclub.com erhält man ausführliche Informationen. Bucht Eure Fahrtickets aufgrund der Ferienzeit bitte frühzeitig.

EGU

Zum Entstehungszeitpunkt dieser Zeilen noch Zukunftsmusik, wird es beim Lesen bereits Vergangenheit sein: Ende Februar findet in der Schweiz die EGU-Konferenz statt, an der Graham Saw und ich teilnehmen. Wir werden uns dafür einsetzen, die Auswirkungen der anstehenden neuen EU-Regularien auf den Oldtimersegelflug zu minimieren. Die EGU hat bei uns Informationen über in Europa betriebene Oldtimersegelflugzeuge angefragt; wir werden in dieser Angelegenheit in naher Zukunft auf Euch zukommen.

AERO Friedrichshafen

Unsere deutschen Mitglieder haben einen VGC-Ausstellungsstand auf der AERO 2010 organisiert. Sie werden in Friedrichshafen mit entsprechendem Fluggerät und Informationsmaterial für den VGC werben.

Ehrungen unseres Präsidenten

Während des Annual Dinners im Oktober 2009 erhielt unser Präsident Chris Wills als Anerkennung seines enormen Engagements im Sinne des VGC Ehrungen sowohl von der British Gliding Association wie auch von der Royal Netherlands Aeronautical Association. Zum Jahresende verlieh ihm der schwedische Oldtimersegelflugclub einen weiteren Preis.

Informationen aus dem Committee

Bei der letzten Sitzung des Committeees wurde die Ernennung eines Pressebeauftragten beschlossen, um das Image des VGC in der Öffentlichkeit zu entwickeln und zu stärken. Wir sind sehr glücklich, dass sich Stefanie Gester bereit erklärt hat, diesen Posten zu übernehmen. Sie arbeitet bereits ehrenamtlich in gleicher Funktion für die Sportfachgruppe Segelflug des DAeC. Weiterhin haben wir einige Kandidaten für die Stelle des VGC-Archivisten determiniert. Nähere Informationen hierzu teilen wir Euch in Bälde mit. Aufgrund der großen Anzahl deutschsprachiger VGC-Mitglieder wurde weiterhin festgelegt, dass wichtige Informationen aus dem Committee künftig in gekürzter Version auf Deutsch in die VGC News aufgenommen werden. Wir entschuldigen uns hiermit bei allen Mitgliedern, deren Landessprache nicht abgebildet werden kann - die Lösung lautet hier: Generiert mehr Mitglieder in Euren Ländern!

Jan Forster, Chairman des VGC

Events Coordinator, Julie White.

As we were keen to look into the possibilities of incorporating more gliding based displays at Old Warden, with that remit, I made the obvious and eminently sensible move of asking Peter Underwood to accompany me to the meeting as he was a known, and very respected, figure in both VGC and Shuttleworth camps.

Essentially the deal on the table was between private owners and Shuttleworth to display Vintage gliders, and increase the appeal of Vintage Gliding through some of the unique gliders that are owned by some of our members. Needless to say, Peter was indispensable in

regards to all the technical aspects, whilst I concentrated on the interests of the club from a publicity point of view.

As space here is limited, to cut a very long story short, it was soon evident that there were serious insurance hurdles that proved too difficult to overcome for the gliders to be displayed by Shuttleworth pilots, so as the saying goes, if you can't beat them, join them! The result is that we have now got at least 3 VGC members currently training with the Shuttleworth to gain their Display Licences so they can display at Old Warden with their own gliders!

So what's in it for the Club? Naturally we were keen to see our club benefit,

not only here in England, but across the whole club. Obviously the publicity opportunities were upper most in our minds, and soon we had come to an agreement that the VGC could: set up its own sales stands, as well as canvass for new members, openly promote the VGC on a permanent basis with brochures displayed in the Shuttleworth shop, form a permanent close working relationship with the Shuttleworth collection in promoting our gliding heritage, (permanent links to each others websites etc), not to mention the very exciting offer for VGC members to join in the commentary whilst the displays themselves are taking place.

Currently we have a list of gliders that maybe of interest to Shuttleworth, of which some five gliders have been chosen for this years calendar. The current plan is that, depending on how successful this years displays are, each year will see a rotation of the list to suit the needs of each display and its theme. So those that didn't make it into this years calendar may very well find themselves on the flight line next year. If you feel that you have a historic glider and haven't been contacted, please feel free to let us know.

As I have outlined above, understandably there is much to coordinate as the new season gets underway, however I will let David Underwood explain all that! David is heading up the ground handling side of things, so I will shortly be taking a step back from the project, and much of the general running will be in David's capable hands. I am delighted that David agreed to take the job on as he is both a dedicated VGC member whose passion (along with his father Peter) is restoring old gliders and aircraft, not to mention being a long time supporter and member of the Shuttleworth's Veteran Aeroplane Society (SVAS).

So to finish, I cannot go without thanking the following people for all their assistance and hard work to date, Willy Hackett, without whose vision, this exciting partnership would not have been possible, Peter Underwood, Rick Fretwell, David Weekes, Graham Saw (who will act as our VGC display advisor), and to all the owners that were contacted and have given their time and their patience for my many demands, so thanks guys!

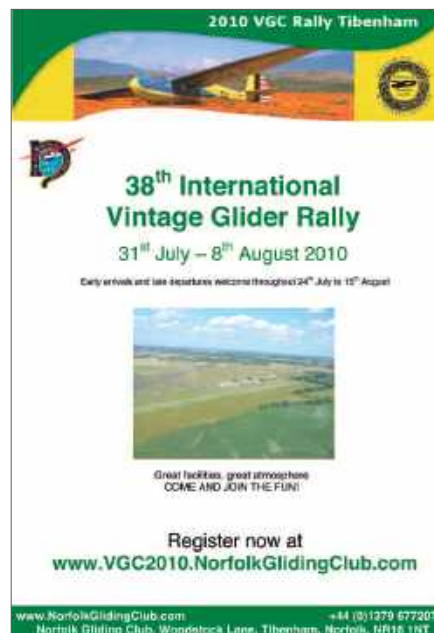
I also would like to extend my thanks to all the staff and volunteers at Old Warden for their support and hard work in making this unique opportunity work.

Bruce Stephenson. VGC Secretary.

2010 VGC INTERNATIONAL RALLY UPDATE

Registrations are flowing in quickly now, we have reached 40 already so get yours in soon. In addition we have a number of non-flying members booking their accommodation including Martin Simons arriving as Australian rep. So if you are thinking of visiting but not flying then let Tibenham know so that they can cater for you properly.

If you want to hire a caravan or book bed and breakfast/hotels remember that the rally is being held during the peak holiday season so it is essential to book as soon as possible to ensure you get a space. You can look on the website <http://vgc2010.norfolkglidingclub.com/> under TIBENHAM AND LOCAL INFO for details of some of what is available.



For those of you crossing the channel, early booking for ferries is a must. The VGC have negotiated a special deal with 'Overtocht.nl'. We can have a 5% reduction on their net prices. Members can book from all over Europe and there are different departure ports in Spain, France, Belgium, Netherlands, and Denmark. Members can book on: info@overtocht.nl. If making a booking, you need to use the special VGC Code number: 28496. There is a booking cost of €17,50.

When you register please make sure that you provide a reasonable photo of yourself. This is because not only does it makes the website more interesting but also we shall be using them to create an ID tag. This will need to be carried to be permitted to fly and also purchase launch vouchers. Whilst a passport type is not essential it should be reasonable enough

to create the ID.

Likewise with the gliders, we love to see pictures of them on the internet.

The entertainment is being organised so look up the website under EVENTS for the latest agenda. There will also be lots of models, both gliders and other aircraft. It is also hoped to arrange a visit by the Moth Club in their DH aircraft. They have of the order of 20 plus aircraft, mainly Tiger Moths but include Leopard, Hornet, Puss and Fox along with possibly the twins owned by Sir Torquil Norman, his Dragon and Dragonfly.

There will also be lots of options for you should the weather not be good enough for flying and Bill Anderson will be there selling books so you will have plenty to read.

Whatever your requirements we are sure that your requirements can be met at Tibenham and a warm welcome awaits you there.

Norman Clowes

Vintage Rally at Buckminster

The Buckminster Gliding club has announced that it intends holding a Vintage Rally weekend that will extend into the Monday, starting from Saturday 21st to 23rd of August 2010. As an ex WW2 airfield, the highlight of the weekend will their 1940's Hanger Dance that has been well supported in the past by local 1940's club members who regularly attended the event complete with WW2 military vehicles! The famous Leicester Big Band will provide entertainment, and although 1940's dress or uniform is encouraged, it is far from obligatory.

The club has both aero towing and winch launching facilities, and enjoys good clubhouse facilities as well, so the organisers hope that they will see as many VGC enthusiasts as possible. If there is sufficient interest, they will also arrange a suitable task on the Sunday to challenge the more adventurous pilot. To find out more, you can visit the clubs website at www.buckminstergc.co.uk, (and look under the events section), or go to the VGC website for more details.

Olympias parallel with the Olympics

THE OLYMPIA, MEISE and NORD N.2000 International Rally to be run in parallel with the OLYMPIC GAMES during 2012. The idea for this has been very satisfactorily received in Germany and Britain by MEISE and OLYMPIA owners. We believe also that the French, Belgians and Dutch are enthusiastic about the event also. A considerable number of the OLYMPIAS, MEISES and N.2000 s are still airworthy or are being worked to



make the airworthy to take part in the event. Which will also be open to HABICHTS. Investigations in to three possible sites within reach of the Olympic games., are going ahead.

Contact in Germany is:

PATRICK ZIMMER,
am Anger 6 01683 Starbach, Germany.
Tel:- +49 173 945 0130.
And +49 35242 43028 or via e-mail;-
and /or JOHANNES FISCHER,
Zehentgasse 20, 91796
Ettenstadt, Deutschland.
Tyelefax: 09148/90 85 15
Mobile:- 0179/244 754,
Farmfischer@aol.com

In Britain:

C.WILLS, Wings, The Street, Ewelme,
Oxon. OX10 6HQ. England
Tel:-01491-839245.
And BRUCE STEPHENSON,
Napier House, 201 Bridge End Road,
Grantham, Linolnshire NG31 7HU.
England.
Tel:- 01 476 564 200.
Mobile:- 077 8842 6457.

At the moment, investigations are in progress to find a suitable site. DIDIER FULCHIRON said that French pilots of N.2000 would probably like to take part, but as some of them are elderly, no emphasis should be made of them having to fly them in competition. This may well be the same in Britain. Perhaps the Meeting should have two classes; one competitive; the other non-competitive?

Liebe Kameraden,

Dear Comrades,

Ein Traum beschäftigt uns seit Jahren und Jahrzehnten: Segelflug als olympische Disziplin, wie es für die Olympischen Spiele 1940 in Helsinki erstmalig geplant war, und durch den schrecklichen Krieg verhindert wurde - bis auf den heutigen Tag.

The dream hasn't ceased to occupy us over the decades: Soaring as an Olympic discipline, as planned for the Olympics in Helsinki in 1940, was cruelly prevented by the war - until now!

Als einheitliches Sportgerät für diesen Wettkampf wurde, in Anlehnung an andere Disziplinen, 1939 die „Meise“ der DFS von H. Jacobs, in Sezze erwählt und in Folge in vielen Ländern als DFS Meise, Olympia 51, EoN Olympia, Nord 2000, industriell und als Amateurbau gefertigt und geflogen. Wir fliegen Sie noch heute und mit uns fliegt der unerfüllte Traum vom olympischen Fliegen.

As many of you will know, the standard glider chosen for the Helsinki Olympics was the DFS Meise, which was



Nord N.2000

built in some numbers in many countries under different names after the war in anticipation of soaring finally making its full Olympic debut. As a result many examples of the Meise and her sisters survived til today, and our unfulfilled dream is our true companion.

Nachdem bereits Dr. Jörg Ziller 1988 zum 50. Meisenjubiläum in Winzeln ein Meisentreffen organisiert hatte, bietet sich uns 2012 mit den Olympischen Spielen in England die großartige Möglichkeit, mit unseren Maschinen nachzuholen, was uns das 20. Jahrhundert versagt hat: Mit den „Olympia-Meisen“ gemeinsam olympisch zu fliegen!

In 1988 Dr. Joerg Ziller organised the first Meise Meeting in Winzeln. But with the Olympics coming to London in 2012, it offers us a unique opportunity to catch up where the 20th Century failed us!...

We intend to organise a meeting of Meise's to symbolically mark Glidings lost opportunity under the shadow of the Olympic Torch in 2012!

Nachdem über diesen Traum schon lange gesprochen wurde, ist es an der Zeit konkrete Vorbereitungen zu treffen. Wir hoffen auf die Unterstützung des britischen olympischen Komitee und unserer Dachorganisation, der FAI. Bruce Stephenson hat die umfangreiche Aufgabe der logistischen Organisation übernommen. So haben bereits drei Segelflugvereine ihre Bereitschaft bekundet, als Veranstalter und Gastgeber zu fungieren.

Now its time to start thinking about making some preparations. It is hoped that we will gain token support for our event by the British host, the British Olympic Association, and our Governing Federation, the FAI. Bruce Stephenson will soon begin the mammoth task of planning the logistics, and already reports that there has been three gliding clubs who have shown a keen interest in

hosting such an event, with others expressing their interest as well.

Während Bruce sich um den Austragungsort kümmert, möchte ich die interessierten Meisenpiloten, Besitzer und Enthusiasten sammeln und eine zentrale Anlaufstelle für diejenigen sein, die Interesse haben an diesem aufregenden Ereignis teilzunehmen, das den damals für Helsinki vorgesehenen Austragungsrichtlinien von 1940 folgen soll. Um das Maß Eures Interesses abschätzen zu können, bitten wir Euch deshalb um zeitnahe Rückmeldung, ob Ihr mit Eurer DFS Meise, Nord 2000, EoN Olympia, Olympia 51 im Sommer 2012 Lust und Zeit habt, an einem „olympisches Meisentreffen“ in England wahrzunehmen. Die Austragungsrichtlinien werden interessierten Teilnehmern auf Anfrage gerne zugesandt.

With Bruce handling the venue side of things, I will organise the interested Meise/Olympia/Nord 2000 owners to attend this exciting event which will be based upon the original 1940 Olympic rules that were drawn up for Helsinki Games. In order to gauge the level of interest and support for such an event, I therefore would ask you to give me your feedback as soon as possible via email or fax. The participation rules will be send to all potential participants. For further enquiries, please do not hesitate in asking.

Happy landings,

Für Rückfragen stehe ich Euch jederzeit gem zur Verfügung und verbleibe mit kameradschaftlichen Grüßen,

Kontakt: Patrick Zimmer

Am Anger 6

01683 Starbach

Deutschland

tel: +49 / 35242 / 43028

fax: +49 / 35242 / 43029

mail: patrick_zimmer@gmx.net



Diary Dates for 2010

Information on Vintage Rallies and Events are continually being received. For more up-to-date information on the events listed below, please visit the VGC website (www.vintageglideclub.org) regularly.

1 to 3 May

Kite Rally, Haddenham, UK.

As usual, this is a friendly rally with winch launching (and a possibility of aerotowing). As this is the first UK rally of the season, why not dust down your cherished glider and blow the cobwebs off! There maybe a BBQ on the Saturday evening (keep you informed). Contact Gayle Pearce; Email: Gayle.Pearce@astrazeneca.com; Tel +44 1494 872029

2 to 26 May

Grunau Baby Rally / Baby Treffen

Jezow, Poland. Contact: Ulf Ewert. Ulf.ewert@osnanet.de; tel: 00 49 5461 5147; fax: 0049 5461 5185

22 to 31 May

VGC UK National Rally

Bicester. contact Mike Pettican mickael.pettican@gmail.com

24 to 30 May

4th Continental Slingsby Rally

Goch-Asperden; Germany. This is a very laid-back rally where fun is the essential feature. Bob & Sylvia van Aalst; sedbergh@hotmail.com; www.lsv-goch.de

30 May to 6 June

Oldtimerflugwoche

Aalen Elchingen, Germany. Again this traditional Vintage Flying Week is taking place at Aalen Elchingen Airfield in Southern Germany. Contact: Roland Schmid; Email Schmid@Holzflugzeugbau.de; Tel +49 173 1965930; Website <http://www.holzflugzeugbau.de>

31 May to 5 June

International Spatz meeting / Spatzentreffen

at Schinveld (www.ELZT.nl) Netherlands info: mad.waalkens@kpnplanet.nl;

5 to 7 June

Les Faucheurs de Marguerites Vintage Glider Rally.

Sovet, Belgium. Contact: Firmin Henrard. (+32) 83 612194 or (+32) 477 767150. Email: henrard.f@skynet.be.

12 to 13 June

Holzoldtimer-Treffen Nortel

Gruibingen-Nortel, Germany. This rally will be held on Gruibingen-Nortel airfield near Stuttgart. Its purpose is to gather mainly regional vintage glider enthusiasts from the Stuttgart area. Arrival: 11.06.2010, Opening: 12.06.2010, Closing: 13.06.2010, Departure: 14.06.2010. Contact: Ralf Schnirch; Email schnirch@schempp-hirth.com

18 to 26 June

The Camphill 75th Anniversary Vintage Rally

Camphill, UK. The Camphill Vintage Rally celebrating 75 years of gliding at our historic hill site, and the 15th year of our Vintage Rally. Full social programme and maybe flying as well. Full details from Derby & Lancs GC, Camphill Farm, Great Hucklow, Buxton, Derbyshire SK17 8RQ. Contact Rob Faulkner; Email Rob@titanic.co.uk; Tel +44 1298 871270; Website <http://www.dlgc.org.uk/>

2 to 5 July

The Schweizer Homecoming, USA.

A new event has been added to the USA vintage soaring calendar. From 2 through 5 July 2010 the Schweizer Homecoming will be held on Harris Hill Elmira, New York. This event will be organized and run by the same people who have organized and run the last 3 International Vintage Sailplane Meets at Harris Hill. The next IVSM will be held in 2012 and then every 4 years. Contact: National Soaring Museum, 51 Soaring Hill Drive, Elmira, NY 14903.

21 to 29 July

The VGC Rendezvous

Kent Gliding Club, Challock, Ashford, Kent.UK. Club accommodation available on first come, first serve basis. For information about local B&B kindly contact Bob Lloyd. Contact: Bob Lloyd; Email bandb.lloyd@tiscali.co.uk; Tel +44 1233 740274; FAX +44 1233 740811; Website <http://www.kent-gliding-club.co.uk>

31 July to 08 August

The 38th International VGC Rally

Norfolk Gliding Club, Tibbenham, England. Contact: www.vgc2010.norfolkglidingclub.com.

9 to 15 August

The 4th Spanish Vintage Glider Rally

Santo Tome del Puerto (Segovia), Spain. Our desire is that you enjoy nice and funny flights along the Spanish mountains with excellent weather and a friendly atmosphere. Contact: Encarnita Novillo; Email libelle@terra.es; Website <http://www.encuentro-planeadores-antiguos.webs.com>.

21 to 23 August

Saltby's Vintage Rally

Location Buckminster Gliding Club, Saltby Airfield, Sproxtton Road, Skillington, Grantham, Lincs. NG33 5HL Country UK Contact: Mike Sheehan Email michaelasheehan1@btinternet.com Tel 01476 862020 or 07710 458463 Website www.buckminstergc.co.uk.

28 August to 5 September

Slingsby Vintage Rally

Sutton Bank, Yorkshire, UK. As always All Vintage machines are welcome, not just Slings. There will be no temporary membership fees or camping and trailer charges for paid up VGC members. The club looks forward to hosting what has become our favourite event of the year. If you have never been to Sutton Bank, you have missed one of the most beautiful gliding sites with 13 miles of ridge soaring - just right for 'proper' gliders! Contact: Phil Lazenby; Email lazenby98@onetel.net.uk Tel +44 1845 597237; Website www.ygc.co.uk.

25 to 26 September

The 7th VGC Abfliegen / 7th VGC Seasons End

Biberach, Germany. Traditional meeting in southern Germany organised by Gere Tischler. Contact: Gere Tischler; Email gere.margit@gmx.de; Tel +49 751 14281

Diary Dates for 2011

The 39th INTERNATIONAL VINTAGE GLIDER RALLY

This 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.



The Schweizer Homecoming, USA, 2 to 5 July

Errata

In the last VGC News, No 128. Winter 2009 Page 14. International Rally. Friday 31st JULY. "Frits Ruth, one of Schempp Hirth's former workers, who has helped us constantly with gliding history, arrived from a birthday party in Germany and put up

his tent." It was not a birthday, but just the opposite. It was the commemoration of WOLF HIRTH'S day of death. (50 years ago). Frits had made the trip from Hamburg to Kirchheim by car in one day but first arrived on the Teck's slopes at the wrong event.... a free air church sermon!! Hirth's stone monument, which had been vandalized

severely, was repaired and his son Helmut and the son of our former confidant Sefan Blumenthal, were there but only one chap, a former apprentice still remembered Frits. After the ceremony, they had a short meeting at the Hahnweide and two days later, Frits drove to Achmer. □

AUSTRALIA

Jenne Goldsmith is working on a "Wooden Silver C" and a "Wooden Gold C" to be issued to those pilots who achieve the requirements in their vintage Glider during the year. Only one of each is to be issued to each qualifying member.

The VGA'S PRESIDENT ALAN PATCHING says that Vintage Gliding continues to grow with over 1,000 members in the International Vintage Gliding Club and with Vintage Gliding Australia having 140 members. Queensland is booming with surveys and restorations and at least seven vintage gliders imported to fly. In Victoria, Mall Bennett is well advanced with building a new MINIMOA for Fernando Salazar. Both of these men are working on it.

Taken from Vintage Times issues 116 and 117 by Bruce Stephenson, with kind permission of David and Jennie Goldsmith, Editors.

5th MELBOURNE CUP VINTAGE RALLY

31st October to 8th November 2009

The Melbourne Cup Vintage Rally, the yearly event run by the Bendigo club, was again a success with a healthy number of 15 gliders attending, and with the weather starting out warm, there was only 1 day lost to flying out of the possible nine days, not too bad at all!

Launching was by two tugs, a winch, and auto towing, and although no vintage tasks were set, pilots could participate in the coaching course task, (which was also being held at the same time), nominate their own flight task, or carry out local flying. Quite a few elected to fly cross-country as conditions improved and good progress was made each day. Certificates and Cherry Ripes (chocolate covered cherries!) were awarded at morning briefing to the pilot making the greatest height, longest distance or greatest duration flight on the previous day. A vintage of a different kind, (red), was presented to the overall winners at the final briefing.

Flying throughout the beginning of the week was relatively difficult, with conditions improving towards the end. Friday saw a marked improvement in the thermals, however there were some useful flying days during the early part of the week, with some notable flights in both height and distance, the best of which was Patrick Roberts in his IS29,



Erik Sherwin Ka6 ready to eat dust!

(a Romanian 1970's all-metal glider), whilst the best height went to Scott Penrose who managed to get to 9,300 feet in his Cobra.

With conditions on the Friday markedly improving, with most going cross country, there was some 1250km flown in only 9 flights, with the best flight of 189km going to John McCorquodale and Arie Van Spronssen in a Ka7.

With the good weather holding, the Saturday also proved to be another good day, with the first 300km plus being flown by Patrick Roberts in the IS29 who managed to cover some 326km.

Jenne Goldsmith did herself proud yet again with the longest flight of the day

at 5hrs and 5min in her lovely Ka6E, while Peter Raphael took the best height of the day when he coaxed his Woodstock to 9,351ft.

Saturday was to see many of the pilots packing up for the long trip home. The overall winners of the "red vintage" for the highest altitude was Peter Raphael with 9,351 ft, longest distance Patrick Roberts with 326 km and longest duration Bob Hickman in his Boomerang with 5 hrs 36.

A special vintage red was presented to John McCorquodale and Arie Van Spronssen, who brought their glider the greatest distance to the rally. They were also presented with a colourful turbo award for the shortest flight of 3 min-

Launch Point line-up Melbourne Cup weekend



John Ingram's K7 enjoys a Bendigo sky





Left: Patrick Roberts receives his award for best distance of 326km in his IS29

Australia, and the building process is very complex. The spar construction proved to be particularly difficult, and was overcome by constructing a table bent in the middle to the sweepback angle for the spars. The caps were laminated using 20 X10 Oregon laminations in the straight sections and 10X10 pieces around the two-way bend, which were steamed, clamped and dried before gluing to get around any springing back of the wood when dry. These sections were spliced and glued together to build up the required cross sections. All the metalwork is complete, and was lazercut from flat shapes, which Mal then proceeded to bend to shape, and drill. All the main-plane fittings have been welded and are now painted.

To fit the metalwork to the spars, the main fuselage frame was jugged up to ensure the correct dihedral and alignment for the wings, and once this was achieved, all the bolt holes were drilled, swabbed in epoxy internally, before final fitting of the bolts.

All the fuselage frames are finished and ready to assemble, and the fuselage is taking shape in its jig upside down, with the stringers spliced to obtain the lengths and tapered to suit.

Work has commenced on cladding the structure with the various different thickness of ply, following the grain directions called for by the drawings. Mal reports that he has all the timber for framing and ply for cladding in stock, so supply is not a problem. All gluing is being carried out using Epiglu, a two pack approved epoxy which is quite

utes. Eddie Self also received a similar award to encourage him to leave the ground at the next rally.

An impromptu evening barbeque at John Mackley's van-side became quite an occasion, with good food, wine, and people coming from everywhere. A rather rowdy group of DG (plastic) glider pilots from the next van were making quite a hullabaloo, but at least their music was good!

In typical fashion, the final Sunday, proved to display some of the best weather of the whole Rally

Recovering from the previous evening's revelry, David Goldsmith managed to do 346 km in the family Ka6E, in 5 hours 22 minutes, and climbing to 9,788 ft, to stake a claim for the Vintage Glider Association's Geoff

Gifford Trophy for flights between the annual rally. It was a quiet but satisfying end to what had been a great week with great friends.

David also reports that Ian Bogaard gave a presentation detailing progress on his Jaskolka restoration. This fascinating high performance vintage glider is the only one of the type in Australia and has not flown for many years. It had advanced features including easy rigging, automatic control connection, retractable undercarriage, and fowler flaps. We look forward to seeing it grace our skies once again, whilst Mal Bennett also gave a comprehensive rundown on progress with the Minimoa building project.

This rare and beautiful gull winged sailplane has not been seen before in



Left: Minimoa project. L-R Mal Bennett, Jenne Goldsmith, Fernan Above: some of the Minimoa metalwork



good to work with, whilst the timber and ply is being sealed with Everdure, a thinned two pack epoxy by the same manufacturer.

We look forward to further progress reports.

6th BORDERTOWN RALLY

9th to 16th January, 2010

With 21 Vintage gliders attending this years Bordertown Rally, it is true testimony to the growing popularity of the event, not to mention the growing number of International visitors it is attracting. This included Vincenzo Pedrelli and his friend Marco from Milano, Ged Terry from England, and Ken Ueyama from Japan, who added a truly International flavour to the fun.

With the weather starting out so hot that the Monday saw launching operations being cancelled, pilots desperately sought refuge in the air-conditioned clubrooms, or they simply flopped into the town's swimming pool to restore a bit of sanity in the punishing conditions. Such was the heat that day, the bushfire rating shot up to "catastrophic"!

Fortunately a very welcome cool change on the Monday evening brought light rain on Tuesday, and with flying resumed on Wednesday, the rest of the week was blessed with more pleasant temperatures.

Saturday 9th January saw many of the participants arriving, and with 13 vintage flights logged, the irrepressible Leigh Bunting in the Grunau Baby managed 3hrs 34 minutes, reaching 8,800 ft., while Ian Patching covered 235 km in the Boomerang. John Marshall flew 121 km in 2 hrs 14 in the Yellow Witch, reaching 7,600 ft. His comment? – "another pleasant day in paradise!" John Mackley in his Ka6 managed a three-hour flight covering 125 km.

Sunday 10th was undoubtedly the best day of the rally for those lucky enough to be at high altitude, with thermals to about 14,000 ft for those on oxygen! 22 Vintage flights were made.

Fourteen-year-old Amy Marshall started the day off with five training flights in the Kookaburra with Caleb White in the back seat.... Ahhh, the joys of Kookaburra training!

Then the boys got serious! Leigh Bunting first, 128.14 km in the Grunau (!) Ken Caldwell had 2 hrs 17 in the Cherokee, and climbed to 9,200 ft. John Mackley flew 210 km in his Ka6cr, Kevin Barnes took the Boomerang to 10,100 ft because the day was "too hot!", and Neil Hardiman covered 335

km in his Boomerang.

John Marshall did 228 km in the Oly, "Yellow Witch", while Phil Prapulis took his Oly for a 105 km jaunt. Dave Goldsmith flew 382 km in his Ka6E, and Cath Conway did 294km in her Boomerang. Amy's training stint over in the Kooka, Caleb White covered 500 km, but we cannot mention the glider type in a vintage gliding magazine, even though it was a great effort! What a day!

Monday.... Well nuff said, heat stopped play.

Tuesday.... Ditto, but at least with the much-appreciated cool change brought about by the light rain for the day! Ken Ueyama arrived after an epic effort to get his 50-year-old English built Olympia trailer registered in Tocumwal, there were plenty of helpers assisted him to rig.

Wednesday 13th was a pleasant day with nice cumulus. 40 Vintage flights were made, and a best climb was made to over 6,300 ft. by Jenne Goldsmith in her Ka6E during a 94 km flight. [What! She hasn't challenged Mr. Bunting in his GB with her lovely H17 yet!] Erik Sherwin flew 187.3 km in his Ka6E, "Rena" Renahan covered 145 kms in his Boomerang, and Leigh Bunting, 66 km in the Grunau. Leigh sniffed out some 8-knot thermals, but got "a bit cold!" [He should try flying in England!] Emilis Prelgauskas made 130 km in his Super Arrow; Bob Hickman managed 101 km in his Boomerang, and John Marshall 45 km in Rena's Boomerang. Philip Beale had a local flight in "brilliant cloud streets", Keith Nolan reacquainted himself with his beloved "Yellow Witch", and enjoyed 1 hour 23 flying a very special old friend, whilst Ted Bowden spent over an hour "just cruisin'" in the Boomerang. Ged Terry managed 3 hrs 41mins in the Yellow



Ken Ueyama and Alan Patching in K7 GNU

Witch, whilst Gary Crowley did 2 hrs 18 mins in the Kookaburra. John King had nearly three hours in the Dart, and Diane Davey, 1 hr 28 in her Oly.

Thursday 14th was not an easy day, however 35 Vintage flights were recorded. The day dawned a "blue day" with an inversion at about 4800, but despite this, John Mackley managed 5,410 ft late in the day, which he described as "hard yakka!" whilst Jenne Goldsmith saw 5,582 and 133 km on her logger! (What is vintage gliding coming too?). Keith Nolan claimed an O & R to Mundulla to 4,400 ft – did the Sapphire [micro light] run low on fuel? John Ingram continued to kindly share his flights in the K7, taking Sylvia Sharman for 1 hr 23 minutes. [A big hello to Sylvia from us all here in the UK!], whilst Amy continued her Kookaburra training with Caleb. John Marshall was thrilled with a 2 hr 32 min Olympia flight, sharing the sky with Ken Ueyama and Diane Davey in their Olympia's, later describing the flight as "one of the



A Brace Of Olympias



most pleasant flights he had ever had!"

Gary Crowley did his utmost to get airborne...without assistance of flying an aircraft! Whilst running the Kookaburra wing during a launch, he tripped and took off! Unfortunately Gary forgot to flare, and a very painful broken upper arm resulted from the heavy landing that followed! An ambulance was summoned, and took him away for treatment and a night in the Bordertown District Hospital! Gary's wonderful sense of humour dragged him through the drama and earned the admiration of friends. What with last year's visit by John Ingram in the same hospital with pneumonia, they continue to support their local health services...or is it just that the nurses are extra cute?

Friday 15th saw an improvement in the weather with some 33 Vintage flights, and with climbs to 6,890 ft by John Mackley in a "blue sky", whilst a good number managed to go cross-country. Erik Sherwin flew 242.3 km, Bob Hickman 197 km, Dave Goldsmith 175 km, Emilis Pregauskas 170 km, John Mackley 168 km, whilst Leigh Bunting pedaled away to achieve an impressive 129 km in the Baby! Hans Prem did 3 hrs 21 mins in the Pirat, whilst Ian Patching had an hour feeling "like a true aristocrat" in the Dart. John Marshall took Vincenzo Pedrielli for a flight in Australia's venerable two-seater,

Ken Caldwell prepares to fly his Cherokee

the Kookaburra, whilst young Amy's training continued unabated! John Ingram was kept busy taking VGA members soaring in the K7, many thanks John.

Saturday 16th saw only 6 short flights taking place in an increasing wind. Amy soldiered on with four flights in the Kookaburra, whilst John Ingram and Kevin Sedgman managed 17 minutes in the K7, and Mike Renahan managed 11 minutes in the Boomerang.

And so another Bordertown disappeared into the sunset as the de-rigging party commenced and people made ready for the biggest party of all – the Annual Dinner!

Finally..

Garrett Russell from Caboolture Airfield in Queensland reports that a third Ka6, VH-GRS, has joined their ranks. Romeo Sierra was the first of the Australian built Ka6's off the production line by Edmund Schneider Ltd under licence from the German sailplane manufacturer Alexander Schleicher GmbH. Edmund Schneider was of course famous for his timeless Grunau Baby, which he manufactured in Germany before WWII. Edmund moved to Australia after the war with his two sons and, with support from the Gliding Federation of Australia, established a sailplane manufacturing business in Adelaide. Romeo Sierra was first registered in Aug'61 to the Gliding Club of Victoria, and now joins the second Ka6 off the Schneider production line, Romeo Victor, which was first registered in Jul'62 to Marg Pegler.

Greetings from Bordertown





BRITAIN

A new VGC Group has been formed by Bruce Stephenson, our secretary, at the Buckminster Gliding Club at Selby. It is thought to have 17 members and the following aircraft: **T.31, PREFECT, MUCHA STANDARD, EoN BABY** (This was perhaps one of the earlier built EoN BABIES as it has a curved back; it is No.5), an **EoN OLYMPIA**, a **TUTOR**, a **SKYLARK 2** and a **KA-7**. Their workshop is two ship containers into which lighting and heating are being installed. The EoN BABY is from the Blackpool and Fylde Club and has taken part in our Rallies flown by Peter Moran. The EoN Baby's trailer is quite good.

PARHAM. The Eric Gordon England 1909, less than full size **JOSE WEISS** replica, which was towed by car into the air, pilotless, but radio controlled, at our Rally at the Southdown Gliding Club, is to be repaired after slight damage sustained during its successful flight. It will then be given one more flight before being put into the local museum. We congratulate Andrew Jarvis on his achievement. He normally flies the Dutch built, Bim Molineux owned **HUETTER H,17A** but also owns an **EoN OLYMPIA**, which was/is being restored at JEZOW (Grunau) in Poland. It is expected to be airworthy this year.

NATIONAL ARCHIVES.

Bruce Stephenson has negotiated, with Peter Stratten, the BGA's development officer, for historical material including photographs, documents, plans etc, belonging to our members, to be stored at the BGA's premises until such time

when a museum is available for Gliding in Britain, where our archives can be exhibited and properly administered. Contact:- Peter Stratten, c/o British gliding assn., Kimberley House, Vaughan Way, Leicester, LE1 4SE. Tel:- 01763 246657.

Laurie Woodage has sold his **SCUD 2 BGA 231** to the Shuttleworth Trust at Old Warden where it will be exhibited and flown. There was no one who wished to own it at the London Gliding Club, where it had been kept airworthy for many years. He still owns his 1935 designed and built **SCUD 3 BGA 283** at the LGC. The SCUD 2 will be exhibited and flown from aero tows at Old Warden. The Shuttleworth Trust has at last become interested in owning gliders as well as very old aeroplanes. It already has an **EoN ETON SG.38**, which they restored with the help of Peter Underwood. Perhaps they felt that the SCUD 2 would be more suitable to aerotow than the SG.38. The Old Warden has also a small German Luftwaffe consisting of **STIEGLITZ, STORCH,**

JUNGMANN etc etc all airworthy. Peter Underwood is continuing to restore the prototype **KITE 1**, which was bought by his son for him, at his home and he and his son David, are making great progress with it.

The **Mg 19a "STEINADLER", BGA 2093** has been repainted and restored by Garry Pullen, and it is breathing new life into the Vintage group at Lasham. It has already been entered to take part at Tibenham.

The **GEIER 1** has now left England, where it was owned by Rick, Emshaw Fretwell, and is at Kempten in Bavaria where it was originally designed and built by Josef Allgaier 50 years ago. The plan is to fly it and keep it for a Josef Allgaier Museum. The move was organised by Erwin Seibold, an aeromodeller.

Our member **JUSTIN WILLS**, and his wife Gillian, visited Namibia for two weeks last winter. There, they visited Bitterwasser, much the largest of the Namibian Gliding Clubs where they saw suspended from a hangar wall what was very probably a **ZOEGING**. With it,



Mg 19a "STEINADLER", BGA 2093 restored by Gary Pullen at Lasham



Above: what is this type? It was seen at Bitterwasser in Namibia in December 2009 by Justin Wills



Above: is this the wing off V5-GBK (fuselage on previous page) seen at Bitterwasser in Namibia by Justin Wills

there was another sailplane of unknown to us type. There was also talk of a complete very complete, original **HOLS DER TEUFEL**, which had been there but was very quickly spirited away to Germany in 2009. We think that it was taken to the Oerlinghausen area for restoration, but we believe that it was too old to be made airworthy.

CZECH REPUBLIC

*by Josef Mezera,
translated by Tomas. www.potk.cz*

The autumn was for “oldtimers” at Rana airfield, very busy. The annual conference of POTK (Czech Old Timer Gliding Club) took place here last weekend of September. This meeting was accompanied by traditional autumn slope gliding above Rana hill. This time both of Czech flying species of Zlin 24 Krajanek met here, this very unique couple was completed with another unique, only one still flying Zlin 25 Sohaj Mk.I. During this three days there were performed 105 flights and 42 hrs 19 min with old-timer gliders.

Just one week later Rana Aeroclub invited modellers with their huge RC scale models of gliders. We were met here with 1:2 Hols der Teufel and Kirby Kite and with many other beautiful models of Czech and Polish gliders. Weather was very fine, modellers used as aerotows from airfield so slope gliding

above the hill.

The flying with “oldtimers” at Rana winter didn’t stop, last flights above hills were flown during Christmas.

During whole autumn there was the wave camp at Jeseniky (in Silesia), Czech vintage gliders are not usable for this type of gliding, so only Petr Hanacek with his SF 27 flew there actively with some very pretty cross-country flights.

POTK have valued flights with vintage gliders from year of 2009 for our competition during January. For this year we used only data from on-line gliding competition “gcup.eu”, so unfortunately the flights on time and with distance less than handicapped 100 km were excluded. But many very nice flights occurred, more than 300 km distance, mostly with Orlik VT-116. A total of 81 Czech pilots entered this competition.

DENMARK

From Neils Ebbe-Gjoerup

Our veteran Danish members, who have been led by Hannes Lyng, have decided during mid January 2010 to initiate the painting procedure of their wartime Mraz built, KRANICH 2B-2. It had been badly damaged by a young German pilot, landing during an air display in Germany, three years ago. The Danes have repaired it and it should not be a



In the snow the Czechs just add skis and carry on as normal





long time before it flies again. It is the last KRANICH 2B-2 out of over 1,600 built by MRAZ to be likely to soon fly again.

CW also writes: Other KRANICH 2 s airworthy are in the Netherlands and in Bavaria. These were built in Spain. A KRANICH 2B-1 is airworthy in the Alleberg Swedish Gliding Museum. It was one of 35 built in Sweden during 1943/44. Another KRANICH 2 B-1 is airworthy in Switzerland. A KRANICH 2 is airworthy at Achmer. A KRANICH 2B-1 (1939, one of 400 built by Schweyer from 1935-1940) is so far as we know airworthy at Bauru in Brazil. These are the only Kranich 2 s currently airworthy out of the approximately 3,000 built. However, we hope that a 1943/4 Swedish built Kranich 2B-1 may be made airworthy at Eggersdorf in the former East Germany and another Mraz Built KRANICH 2B-2 may be made airworthy in Bavaria.

FRANCE

From the DEDALE Lettre d'information No. 94 by CW.

The Wassmer 26P "SQUALE", which is now owned by Pascale Broc of Talende. He flies from Issoire, Le Broc, South of Clermont Ferrand, with the AIA Aeroclub (Atelier Industriel de l'Aeronautique). His WA 26 Squale was No.25 and was built in October 1969. It had an accident at Falaise in July 1986 during a take-off. It was repaired by Wassmer and flew again on the 23rd of March 1987. It was stopped flying on 22 April 2007 because of some corrosion in its

control system. It had flown 4,611 hours 25 mins from 2,951 launches. Pascal is currently restoring it. It is otherwise in superb condition.

There was some discussion concerning the BREGUET 900 of Claude Visse which has had two registrations. F-BEPE and F-CABY. The question was whether it is the 02 or the first production Br 900.

The CAUSSE MEJEAN 2009. This was Dedale's National Camp but in 2009, it lacked some of its participants, from the exterior. There was the unusual absence of Bernard Gabolde from La Montagne Noire as he was too busy finishing his C.800. It is true that his N.2000 could have been brought had it been possible to find it a team. Jean Michel Ginestet could not bring his BOCIAN because of a Franco Belgian paper problem. Nevertheless, pilots from the South and South West came in force. Weather conditions were varied. During the first days, the wind blew from the North which brought some waves but these were not to great heights and were marked by low down turbulence which put many pilots off. During the later days, there were storm conditions. One of these storms completely inundated the airfield for 20 minutes. They were visited by an ASH 26E flown by Denis Flament at the end of a 460 km flight. On the next day, he took off for an attempted 750 km triangle. He had to use his engine on the third leg, because of irregular stormy conditions. Patrick Renaudin realised a flight of 7 hours in his EDELWEISSE but there were two flights of over 6 hours. One of these was by Claude Visse, who derigged his FAUVETTE early to go to the Alps.

THE 100th ANNIVERSARY OF BONN HANGELAR, 22-23rd of August. This was the site from which the Horten Brothers first flew their flying wings. The Thursday had seen 36-37 degrees, the hottest day of the year. 150 aeroplanes were present. Gliders entered were GRUNAU BABY 2B, T.21B, KRANICHS 2 and 3, MINIMOA, DOPPELRAAB, CONDOR 1V, CUMULUS AVs 36 and 22 and LO 100. The weather was superb. The briefing, in German and English, took more than an hour but then followed dinner, paid for by the organisation. Magnificent cumuli with high bases started at 10 o'clock. But flights of only 5 turns were allowed and pilots had to land very unhappy.

DEDALE'S GENERAL ASSEMBLY, Saturday, 2nd May 2009 at AMIENS. 34 Dedaliens were present. These were :- Benoit and Denis Auger, Francois Bouland, Jacques Boulanger, Pascal Broc, Guy Dessauvages, Bernard Duvanel, Fierain Guillaume, Jean-Pierre, Gauthereau, Jean Michel Ginestet, Jean- Maurice Keller, and his son Jean Jacques, Daniel Lamerand, Didier Pateille, Christian Ravel, Maurice Renard, Patrick and Francois Renaudi Gerard Saint Denis, Peter Urscheller, Claude Visse, Marc Weibel. There were some from abroad including Vincenzo Pedielli from Italy. 11 gliders were present.

1 Ka-7 HB-768, Switzerland,
1 Breguet 904,
2 M.200 Fohns,
1 AV 22,
1 Kranich 3,
1 M.100 Mesange,
1 C 30 S, Edelweiss.

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One noticed several motor gliders and aeroplanes present and the Castel C.25S F-CRML, formerly restored and flown by the sadly remembered Jean-Paul Robin. After having been on display at the Regional Air Museum at Angers, it now belongs to Didier Pataille and Benoit Auger. One also noticed Didier Pataille's Stearman.

How many gliders are registered in Dedale? 245 - but the majority are stored. They have not yet gained 100 paid up members, which is their goal. Rallies attended in 2009 were :- Amiens- 26th April until May 3rd; and Osoppo in Italy 6th - 12th June (organised by Vincenzo Pedrielli), the SPATZ MEETING at Biberach in Germany. 11th to 14th of June. Le Causse Mejean- (organised by Bernard Gabold FROM La Montagne Noire); The VGC's Rendez Vous at Nordhorn Lingen 19th -27th July, followed by the 37th VGC International Rally at Achmer. 27th July- 23rd August; the Bungee Launch Rally at Mauborget in Switzerland from 18th - 20th September; The Historic Congress at the Museede l'Air at le Bourget Paris, on the 14th of November, organised by the Historical Commission of the FFVV.

DEDALE'S NATIONAL MEETING for 2010 will take place at PONT SUR YONNE which will be celebrating its 80th anniversary. The site is situated E.S.E. of Paris, 25 kms to the South of Montereau. There are not many hangars so that sheltering all the gliders will be difficult. There are two tow planes, an MS 893 and a Pawnee. A new restoration of a ZUGVOGEL 3 to superb condition is by the non Dedalien Daniel Raphanel. He flies regularly from Pont Saint Vincent.

C.W. continues to notice how French gliders fly a great number of hours per year, compared with gliders in most other countries.

The Regional Museum's review N.101, Winter 2009/2010 has announced that the AVIA 152A F-AZVI No.301 was presented after final rigging, to the GSAC Inspector on the 17th November 2009. After the return of its documents, it will start a programme of test flying. It looks very beautiful, not to say magnificent. It is a nacelled primary that was developed finally from the ancient AVIA 15 in 1942 and was built in large quantities in France and Algeria. It was the last French ab-initio training glider which is in the same (?) Class as the Hols der Teufel, ESG Grunau 9, Zoegling, Grasshopper,

SG.38, Honza and Salamandra etc which are being flown by VGC members. Also presented to the Musee de l'Air Regional at Angers recently was the EoN OLYMPIA OO-ZIT, which is in overall good condition. It came from their Belgian friends at the Aero Club of Verviers near Liege.

GERMANY

From the OSC's (Rhoenflug Oldtimer Segelflugclub Wasserkuppe e.V.) membership magazine, edition No 30 December 2009. By CW

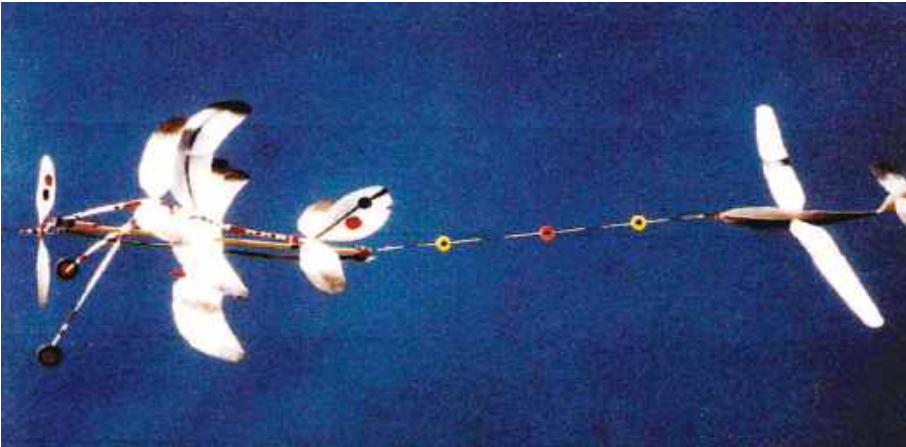
Their aircraft flying in 2009 were :- FLAMINGO D-EOSC; HABICHT D-8002; RHOENBUSSARD D-7059; SG 38 D-7055; SG 38 D-7052; KA-2B D-7039; The GRUNAU BABY D 3856; and the KA-2B D-7039, did not fly during 2009 as it was having its two year Major overhaul which was finished as scheduled on the 27th of September 09. It was then successfully test flown. During 2009, the OSC's four gliders and one aeroplane had 558 take offs, from which 64 hours were flown. The restoration was started to return the nose of the Museum's MEISE to its original form with the help of original Focke Wulf Meise drawings that were in the Museum's archive. A canopy, which we believe came from one of the Yves Soudit Nord N.2000 Olympias at Paray le Monial, is being used for it. The MEISE'S previous owner had tried to modernise the nose by giving it a stream-lined form that had nothing to do with the original Meise conceived by Hans Jacobs in 1938. He had also replaced its original canopy with a modern perspex "bubble". It was hoped that by the end of 2009, the Meise would be as original complete with the Olympic Rings. Also work had been done on the Rhoenbusard's tailplane as well as on some of the club's trailers. The HABICHT was broken during an out landing but this has been

repaired. In July, the SG 38 D-7052 after landing was being loaded with one man on a wing tip, in a strong wind with no one on the nose. The aircraft looped. The girder fuselage, the port wing and elevator were badly damaged. Josef Kurz, Elia Passerini and Gunter Geissler were in their element. In four days, they had finished a new girder Fuselage!

As usual the OSC attended many events away from the Wasserkuppe, these were :- Flying Camp at Wels in 2009. 27th May - 3rd June. This was attended by the OSC'S BUSSARD and HABICHT but these were reinforced by the GRUNAU BABY 2B and Mg 19 from Wels. The FIRST SG.38 Flying Week. On the Wasserkuppe. 14th - 22nd of July 2009. The SECOND SG 38 FLYING WEEK On The Wasserkuppe. - 22nd-30th August 2009; The GERSFELD RALLY. 650 YEARS of GERSFELD as a town on 14th June 2009. (Gersfeld is the town below the Wasserkuppe. Representatives from Bellegarde, Gersfeld's partner town in France were present. A Falconer in middle ages costume was present as were two gentlemen with Pickelhaub helmets. 60th Anniversary of the WHITE SEAGULLS'S CLUB-WELS. 75th ANNIVERSARY of the BUCKERS. Among the 3 JUNGMANNS and 3 JUNGMEISTERS from Wels could be seen a JU 52 (HB-HOT) an ME 109 G, a CORSAIR OE-EAS, a MITCHELL (both from Red Bulls' Aviation at Salzburg Austria); and a WEIHE with streamlined pointed nose and clipped wing tips. (D-8329). The OSC was represented by HABICHT and SG.38. The 9th BAMBERG FLYING MEETING (100 years flying in Bamberg) 24th-26th JULY. The OSC was represented by HABICHT and RHOENBUSSARD.

Below: the Habicht flew for over sixteen hours at last years VGC International Rally





Above: small model aeroplane and glider largely built from Pigeon feathers, flying was spectacular.

The 37th INTERNATIONAL VGC MEETING at ACHMER 27th -7th August 2009. The HABICHT flew for 16 hours 5 minutes. Of these Wiel Zillen, an OSC member from Holland, flew the Habicht for 3 hours 22 minutes. This averaged 1 hour 9 minutes per flight, over the period for the Habicht. An unforgettable sight was the two HABICHTS flying in close formation over Achmer. HARLEY DAVIDSON Motorcycle Meeting on the Wasserkuppe. 30,000 bikes arrived and so the OSC could not help but be involved. THE BONN HANGELAR 100 YEARS ANNIVERSARY 22 -23rd August 2009. The SC was represented by SG 38 and GRUNAU BABY 3.; TAUNUS AIRFIELD FEST. 29th-30th AUGUST 2009. FLAMINGO IS INVITED! FLYING DAY TO CELEBRATE THE 100th JUBILEE for the KURHESSICHESVEREIN for AVIATION 29th-30th AUGUST 2009. WOMEN SOARING PILOTS' ASSOCIATION (WSPA) as Guests of the (OSC) on the Wasserkuppe.

As can be seen, the OSC had a very busy year in 2009. A similar year is being planned for 2010. On the 3rd of October 09 was the final closing down of the year's operation, with five winch launches by the just overhauled KA-2B. 43 members and guests met afterwards in the club room. There was a warm buffet and the drinking of Schnapps after a brief resumee of the past season and a short look forward to 2010. One of the brighter moments was the construction of a small model aeroplane and glider largely built from Pigeon feathers. The aeroplane towed the glider and its flying was spectacular. We suppose that the aeroplane was powered by elastic? Many of the members' wives have said that

instead of going to our Rallies, they rather go to see this feathered creation on the Wasserkuppe. We wonder if it could not be brought to our Rallies?

JAPAN

Two Japanese Vintage gliders make a formation flight

Report and Photo by Yasuhiro Yama (#1572)

On November 7, 2009, two Japanese obuilt vintage gliders, H-32 and Cumulus made a formation flight at Sekiyado Glider Port north of Tokyo.

H-32(JA2050) is single seat soarer designed and made by Mr.Ichiro Sato in 1964.

Cumulus (JA2101) is dual seat soarer designed and made by the students in Tohoku University Soaring Club in

1970.

Both are steel tube/fabric covered fuselage and wood structure/fabric covered wing.

Careful maintenance works were done to preserve both gliders in humid Japanese climate. It was the first time for both gliders to fly together.

The historical and memorable flight was observed by the old boys/girls of Yomiuri Student Air Federation to which the H-32 belonged and Tohoku University Soaring Club to which the Cumulus belonged.



Top: H-32

Above: Cumulus

Below: the first time the H32 and Cumulus have flown together





POLAND

Jan has sent previously information concerning an enthusiastic Group of Vintage Glider pilots who are centered at BYDGOSZCZ and OLSZTYN in the north east of Poland which has held three VG Rallies during the last three years, which they call KORMORANY. BYDGOSZCZ is in the far North East of Poland. They have been flying BOCIANS AND MUCHAS etc. Their contact address is :- *Vintage Glider Club- Bydgoszcz, Mr Tomasz Szelagowski, ul. Wawrzyniaka 7/2, 85 -661 BYDGOSZ, POLAND.*

CW has already written to them to gain contact. Jan mentions that a group of these glider pilots has been to Becmiechowa, Poland's ancient Gliding Centre, near Lwow. They saw the Tablet on the wall to honour Tadeusz Gora, the world's first Lilienthal Prize winner (for his 578 km distance flight across Poland in a PWS 101 in 1938.) and for other famous Polish glider pilots. They have further embellished it with their own money. Tadeusz Gora himself presented it to the local school for their safe keeping and it can be seen with special permission from the school's headmistress. It was entrusted to the school by Tadeusz himself on the 15th of October 2009, in the presence of the school's children, several dignitaries from the region including the Mayor and of course the VGC glider pilots from Bydgoszcz and other clubs. JAN SLADOWSKI'S MUCHA 100, which he sent from England to Gliwice to be restored and made airworthy, has been bought by one of our Lithuanian members, who is restoring it to fly.

CORRECTIONS TO ERRORS IN THE POLISH NEWS IN THE LAST VGC NEWS No.128. PAGE 37. FROM JAN SLADOWSKI. You will understand, in the circumstances how embarrassing it is for me to read in winter 2009, 128 issue, in the international news section POLAND, that the news of Tadeusz Gora's passing away in 2008 is attributed to my name as a source. I can not imagine how it filtered up to the pages of the magazine. As I say above, my embarrassment is particularly acute

with the background of the very fact of Tadeusz Gora's passing away so soon after the publication of the 128th issue. I trust that you will make an appropriate correction in the forthcoming issue.

(Chris and I would like to take this opportunity to apologise for this mishap – the official obituary for Tadeusz Gora is published in this edition under the Obits section - Ed).

Additionally, there are further inaccuracies that I wish you would also take the opportunity to correct. The owner of the "SALAMANDRA" which flew on the date of Ian Dunkley's AV 22 test flight at Jezow, is Henryk Mynarski (NOT Leszek Dankowski) as stated in the VGC News 128. He is owner of the SZD Jezow workshops. It is his and his family's longstanding traditions and



Stanislaw Godowski

Above: see the seperate article on the new Salamandra

connections to the sport of gliding that inspired the building of the airworthy replica of SALAMANDRA. Everyone in the Vintage Glider Community, and I am sure widely beyond, will appreciate the fact in the present climate of EASA pan European plethora of rules, regulation, directives etc, the undertaking of building a replica of an old glider is the easiest bit. Passing it through the certification process and seeing it fly is completely a separate story. Some would say almost an insurmountable one. It is therefore a great credit to Leszek Dankowski, SZD Manager, that we all

can enjoy such a happy ending. From the reports in the Polish Aviation Press, following the SALAMANDRA flights at Bezmiechowa, the mood among the glider pilots there, is near euphoric. Everyone would like to have a go. Wind on the face and all that. *(see seperate article)* It is also a fact that I sold my MUCHA 100 (Please note that it is not a MUCHA STANDARD) to a Lithuanian pilot. In a relatively short period of time, he is making good progress with the support of others in his club, also publishing illustrated reports on the internet. However, I feel much happier that there are now good prospects of the MUCHA 100 being restored soon in Lithuania.

USA

FIRST FLIGHTS OF NEW YEAR

from Mary Cowie

The Wabash Valley Soaring Association, the central USA home of the VGC, started another year by flying on New Years Day. It was 11:35 Central standard time when the first tow finally got underway. A tow rope had broken on an earlier attempt. The pilots had so many clothes on to try and fight the cold someone thought it could have contributed to the rope break. It turned out to be a good soaring day but no long flights were recorded due to the cold. The temperature finally got up to 22F but with several flights of an hour or a little more pilots returned to warm up. Jim Croce was making his first flights in his recently acquired Miller Tern. On his first tow he went to 5,000 feet and was very cold when he finally got down. He didn't go as high on his second tow. After 15 flights the members retreated to a party to welcome the new soaring season. □

Below: Jim Croce starts his first flight in his recently acquired Miller Tern.





VGC HISTORIC GROUP

CONDOR IV PRODUCTION *by Francis Humblet*

For many pilots and visitors present at Achmer last summer, the gull winged Condor IV, Reiher and Petrel were probably the most attractive gliders both on the ground and in the air.

In Martin Simon's second volume: *Sailplanes 1945-1965*, there is a full description of the Condor IV with photos, as well as the excellent 3-views. Martin tells us about the machines produced in Germany but was evasive about the Argentine production. Thanks to Belgian Condor IV specialist and owner, André Wyaux, some additional information was obtained and the definitive production run of this superb glider can now be established.

Dittmar, conceived the Condor series between 1932 and 1938, in three versions, Bley Flugzeugbau built at least 16 machines, Schleicher 22 and Österreichischer Aeroclub also built 6 in their Wien workshop. Peter Riedel flew successfully the Motor Condor, La Falda, and some home built Condors were also produced in Germany. Gliding restarted in Germany in May 1951. Dittmar modified his successful Condor 3 into a two-seater and this became the Condor IV. The first customer was the

German magazine 'Quick' which sponsored the building of the glider. Later on, this glider was lost in an accident. Egyptian pilot Kamil was the second customer and the machine was prepared for the World gliding championship that was due to take place in Madrid in 1952. Kamil was then resident in Switzerland and the glider was initially registered HB-527. Fifty seven years later, this particular glider is still alive and well under the proud ownership of Bob Gaines in the USA. The glider was one of the stars of the Elmira Vintage Sailplane Meet in June 2009.

Dittmar's company, Möve Flugzeugbau, only built the two prototypes (V1 & V2). Some design modifications were made such as a wheel instead of a skid and a larger elbow room with a different canopy for the series version. Both Schleicher and Schmetz started the production of the same glider which, at the time, was at the top end of the two-seater market with an estimated L/D of 30. However, production costs were high and only seven were completed by Schleicher and five by Schmetz.



Right: Dittmar built Condor IV with a Swiss registration in 1952 (collection F Humblet)
Below: The same glider, owned by Bob Gaines at the IVSM 2009 (F Humblet)

In Argentina, a meeting of the gliding clubs took place in 1951 and a major recommendation to the State was to discontinue the existing training on single-seater gliders (310 Sg-38 and Grunau 9 had been used) and proceed with the purchase of two-seater gliders in order to achieve a higher standard of tuition. The idea of having a single type was rejected and orders were placed for ten AISA Kranich from Spain, ten Schweizer SGU 2-22, five Slingsby Tandem Tutor, five Specht and to build the Condor IV under licence from Schleicher. It must be remembered that strong ties between Argentinian and German gliding existed since the thirties and that Walter Georgii, Dittmar's friend, was then working for the Argentine government. The general idea was that a company called Madsen would oversee the project and that Schleicher would provide specific items for clubs to undertake the construction of their allotted machine. It was a flop! The complexity of the Condor was too much for the local clubs and, in the end, over a 14 year period, Madsen completed the 18 kits. Prior to production, one example was purchased from Schleicher in 1954 and registered LV-DBU. A sad note to this story concerns the fate of Kit 11, property of VGC member André Wyaux. He had exchanged this glider against a Ka-7 (OO-ZZJ) and had arranged for a complete rebuild. The machine was practically finished when a firework found its way to the paint shop and the fuselage was destroyed by fire. André tells us





that three Argentine Condors are still flying, two of which being used for instruction and that he is still trying to obtain a fuselage to replace the damaged one.

In Germany, having lost his pride and joy, that is Schleicher Condor IV (c/n 47), in an accident by club members in 1988, Jochen Kruse travelled to Argentina and during 1991/92 acquired three Condors, one of which is now with Geoff Byard in Tehachapi, another one was beautifully restored by the Achmer club whilst the third one is still owned by Jochen and is currently on loan to Berlin Airport. Later, the remains of Jochen's Schleicher built Condor went to Mr Honda in Japan where the machine has been restored and was seen flying near Mt Fuji in the last issue of *VGC News*.

According to Jochen, the seven Schleicher built Condor IV can still be traced: one is in the Wassekuppe museum (c/n 23/53 D-1092) and one is in the Munich museum at Oberschleissheim (c/n 24/53 D-8802) Two examples are still flying in Germany (c/n 21/53 D-5087 + another?), one in Japan and one in Argentina. Following an accident with the Belgian Air Cadets, the remains of the last one are in the Brussels Museum reserve. Out of the five Schmetz Condor IV, one is still flying in Germany, one was a total loss in the USA and one is in the Aviatium museum in Wiener-Neustadt in Austria. What happened to the other two remains a mystery and any suggestions will be welcomed from our readers.

The annual rally is always a good place to meet gliding historians and this year, at Achmer, it was particularly productive. Daily, we receive between 2 and 5 messages from all over the world. Some queries are often easily resolved whilst others may require the input from group members in six countries for several weeks. The result of this ongoing research is too large to be published in *VGC News*. This is a reason why, one of our members is in the process of proposing a super VGCHG sub-site within the VGC web site.

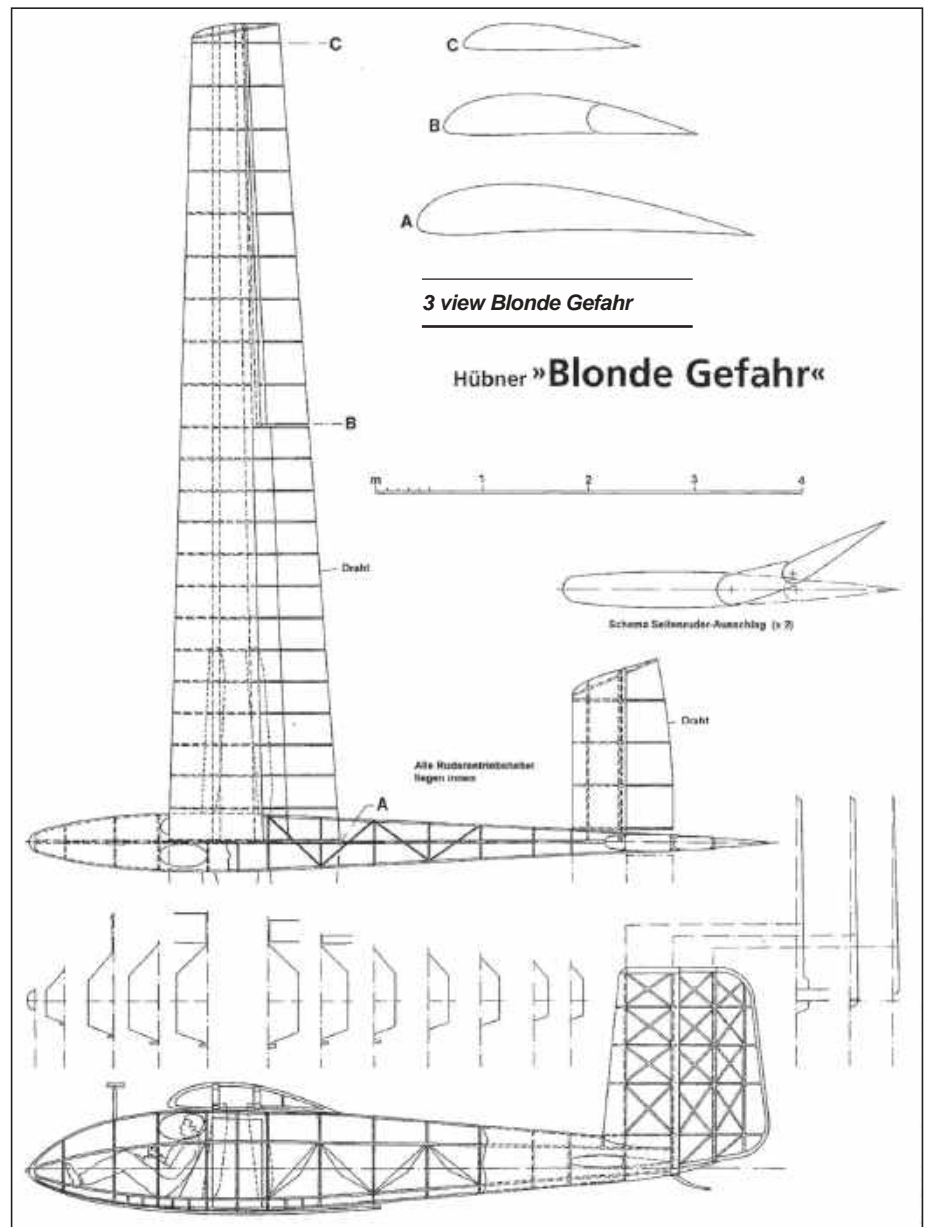
To cater for these research projects, where more than one person is involved, the term Histofile will be used. The first complete Histofile on Almàsý (The English patient model) was finalized by Gábor Fekecs recently and can be made available, upon demand, by our readers until such a time when it will be available on the web.

Another interesting enquiry, received

from the family of a deceased member, concerned the disposal of EoN Baby. A good home was soon offered by a UK syndicate and all we can hope now is to see the glider airborne in 2010.

Scale modellers are very much part of our gliding patrimony. In several instances, the only way to visualize long departed historical gliders in flight is to attend a modelers air display. However, the modellers, whilst spending many hours building their machine, will, at the same time, better understand the intricate details involved in the construction of the original full scale glider. As a result, many modellers are also extremely competent historians producing interesting articles in such magazine as *Modellflug International*. As a recent example, in MFI 11/2009, Karlheinz Kens was able to produce five pages on the Hubner Blonde Gefahr. To do this on a machine that only flew for a short time

at the Wassekuppe rally in 1923 is a remarkable piece of work based on a great deal of research. This glider had a lot of innovative features and, with a claimed L/D of 20, the glider was certainly aiming at the top end of the performance of the era. Span was 15.40 m, length 7.00 m for an empty mass of 122 kg. Thanks are due to Karlheinz for the permission to reproduce the 3 Views drawing published in MFI. Of course, Karlheinz produced two books on pre 1945 German gliders called *Historische Deutsche Flugzeuge bis 1945* published by Modellflug. If you have not found it yet and if old gliding films are of interest to you, then go to the Scale Soaring site and spend a couple of fascinating hours on how they did it in those days! (www.scalesoaring.co.uk or ScaleSoaring on Google). Now, if from the US films, you can read a registration, then you go to Google : Aerofiles and regis-





trations and then you will be able to name the type seen. Incidentally, the oldest US registered glider is a Massachusetts Institute of Technology primary type 4 under N 406.

Harbinger

In the last issue of VGC News, there was an update on the health of the Shenstone Harbinger and the good news was that it could be restored to flying status. This glider is very much part of the UK gliding heritage. It is one of the nine two-seaters types made in the UK after 1945. Bev Shenstone was one of the co-authors of *The World's Sailplanes* published by OSTIV in 1958. He left the UK to go and work in Canada where another Harbinger was built with Czerwinski, the famous Polish designer who had left Poland before the war to settle in Canada. The glider was retired to the collection of the Canada Aviation Museum in Ottawa. Of course, it is referenced as the Czerwinski-Shenstone Harbinger and appears in the museum collection handbook. Only problem, when we enquired about its location, no one at the museum knew where it was kept. Unfortunately, this means that it is deteriorating somewhere in a warehouse and it is most unlikely to be ever put on display.

UFOs

Andrea Allenspach from Switzerland came with the right answer on UFO Spartakus? It is of Russian origin and a 3 views drawing was published in the book *Gliders of the URSS*. So, where did we go wrong in the research? We concentrated on Germany, which was an error. In our Russian list, the glider appears as Spartak-1 built by Spartak All-Union SO. Who choose to call it Spartakus instead of Spartak will remain a mystery but in the end this glider is no longer a slave kept in the UFO file! This month UFO came from Patrick Renaudin, the pilot of the Edelweiss often seen at the International Rallies. The two pictures depict what he calls, un petit planeur allemand. Any takers? Help is also required to identify the manufacturer or the outfit that converted the following gliders listed at the end of H Zacher's: *Die Evolution der Segelflugzeuge*:

BS 1K, Lo100A, R 776DS, SF 38, Aquilla, AV224H14, Erpel, H 38, HCF Motorfalken I, JR 1, lf 820, MS 1, MS 75, STY 1, TFK 2.

No longer a UFO is the Cloud Flying glider. The photos were originally found on a Wasserkuppe web site without any details as to its origin. Then, when



Above: pictures of Petit Planeur allemand
(Photo from P Renaudin collection)

going through the book *Wunder des Segelfluges*, a 1935 well produced propaganda photo album with 220 original pictures glued individually, we came across the original pictures seen on the web site. Unfortunately, once again, without any more details about who produced it. All it said was that it was designed for cloud flying training. After many enquiries, only Peter Selinger identified the machine as being a two-seater Grunau 8. A closer look at the picture show that there are reinforcements

Below: Cloud flying glider
(Photos from Public domain or FH collection)



struts added between the wing and fuselage. Presumably, this was to cater for the increased G loads initiated by the pupil in cloud? So, the remaining questions are: who made the conversion and how many? Any other information as to its utilization and success will also be welcomed.

BIJAVE is over 50

If no Bijave was seen at the last two VGC rallies, the reason is that they are still flying in a few French clubs to earn their keep, thus forming a third or fourth generation of pilots. First flown in December 1958, 282 Wassmer WA-30 Bijaves were completed and distributed amongst the French gliding club. This was a time when the French state was still responsible for all the flying activities. Time had come to replace the Caudron C 800 and Castel C 25S and in a short competition with the Breguet 906 Choucas, the Bijave was successful. Following a fatal accident due to a main spar failure, a modification suggested by Auguste Mudry (later of CAP aircraft fame) was retrofitted to all the grounded gliders. So, why was it called Bijave? The design philosophy prevailing at the time was to have the pupil sitting at the front of the training glider in an environment similar to the one of the single-seater on which he would soon learn his trade. The same idea already existed with the Ka 7 (followed by the ASK 13) and the K 8. Since 1956, 69 WA-20 and WA-21 Javelot (Javelin) were produced by Wassmer to be followed in 1961 by 102 Standard class WA-22 Super Javelot. In French, a two-seater glider is called a Biplace. Now you can understand the origin of Bijave from Bi(place)jave(lot). Not long ago we heard someone asking about the Monojave instead of the Javelot! There is no truth either that there was a later version called Duojava also a Bijave seen at Angoulême sported the registration F-CDUO! There are still over 30 Bijaves being used for instruction in small clubs but this is reducing every year. The glider is now classed as an orphan and its future as a training machine will be subject to the new European legislation.

Just like the elephants and their cemeteries, the Bijaves seems to regroup themselves in a few places across France where they await for their ultimate fate. Here in Aspres, one still flies regularly, two complete examples are hanging from the hangar walls, whilst another three wrecks are stored locally. A similar situation exists with another club 150 kms away. If you want a Bijave, just ask as



Above: *Bijave and Javelot*
(Francis Humblet collection)

This photo: *F-CDUO AT Angouleme* (photo Francis Humblet)



Above: *F-CCZU Bijave at Aspres* (photo Francis Humblet)

there are a few, going for free, looking for a good home. They are nice and pleasant gliders to fly. The performance is not far from the one of the ASK 13, a better all-round design, which came 8 years later and is still the reference in its class. The CofA of one of our spare Bijave only expired last year. So with no initial outlay, it is possible to put it back in the air at a reasonable cost but there is no trailer available. Unfortunately, the number of spares machines may well exceed the demand and, sadly, a few of the old workhorses will, one day, have to end up on the bonfire.

HISTOFILE ESPENLAUB

In order to complete this Histofile, the group is still looking for pictures of Espenlaub/ Schneider primaries (E 6) as

well as 3 views and specifications? What was the E 8? E 10, specifications and 3 views also needed. E 5 production quantity varies from different sources, so any further information will be welcomed as well as the relationship with Schneider.

ABOUT JAN SCOTT'S PRATT-READ

This is a sad story related to old instruments as described by Jan.

"A few years ago, someone, knowing my interest in aviation, showed me his large collection of old instruments well lined up on a shelf fixed about two feet from his bed. Six months later, this thirty year old fellow was told he had blood

cancer and he died shortly after. The family asked me to dispose of the instruments and I took them to La Ferte Allais where I kept a motor glider at the time. La Ferte is the French Mecca for old airplanes and I displayed the collection in front of those interested. At this point, one of the specialists said : " they are no longer allowed because of the radium content". Was there a relationship between the prolonged exposure to the radium and the cancer? Maybe this will remain a mystery.

So this is how I discovered the perceived danger of those instruments and I also assume that what Ian called the phosphorous dial could, in fact, have been one with radium content as old watches used to be as well fifty years ago."

On DAVE RASPET in SLOVANIA

UTVA built 48 Weihe, Vaja in local language, from 1952 were built without license. This was a Yugoslav habit at the time. Several have survived and one is in George Applebay's South-west Soaring Museum.

The Delfin, not Delpin, was a standard class glider of which about 30 were built in three versions.

The aerobatic glider, called Macka ('cat') is a local design, based on the Ilinedenka. It was based on the Ilindenka produced by 21.MAJ. At least one was built there in 1957 and SVC built another one. Span was 10.00 meters and a 21 L/D was claimed. One survived in a local museum and the one seen by Dave used to be registered to K B Lyubl-jana and was owned by J Locovsek.

Incidentally, Yugoslavia glider production is one of the few not yet completely resolved and we are still seeking a specialist on the subject.

HISTOFILE: DOMENJOZ STRANGE SAIL-GLIDER

This story started at the beginning of 2009 when VGCHG member Gabor Fekecs sent us a photo of the Domenjoz machine in flight asking if we knew about it. Yes, we did and we produced the French patent documents related to this most peculiar flying machine. As usual, Gabor was one up and produced the US patent, which in fact was just the translation of the French one with a few modifications in the various drawings. So, here we were with an identical patent filed in the nineteen twenties in two countries separated by the Atlantic Ocean as well as photos showing a similar flying machine combining a wing and a yacht sail. In an early Ogden's Amer-



ican museums guide, there was a photo of the American machine located at the Owl Head Transport Museum in Maine. The search was on. As we were planning to go to the Vintage Rally in Elmira in June 2009, by doing a small 1500 km detour, we could go and see this interesting museum piece and judge it for ourselves. Introducing us as reporters of *VGC News*, the famous international magazine, we asked to see the manager. Soon, the object of the visit was discussed and high hopes were set on gaining further information on the glider and its history. Well, said the manager, we only have a few photos and nothing else. In fact, over the past 20 years, you are only the second person to make an inquiry on this one.

Right: Domenjoz's sail-glider on display at Owl Head Transport Museum, Maine, May 2009

Below: also on display at Owl Head is this Mead Rhon Ranger Primary glider (photos Francis Humblet)



The first person to ask about it told us that, as a child, he had a ride in it or to be more specific, he stood on the undercarriage, held onto the fuselage and had a brief hop with Domenjoz. This was a most interesting piece of history but not sufficient to turn the Sail-Glider into a two-seater. Then, it was the manager's turn to ask us how we could contribute. In typical Obama fashion, we said: Yes, we can and described the French articles on hand and the patents available in two languages. Within minutes, we received a two-year free membership on the understanding that we provide the museum research staff with our archive content and a translation of the Domenjoz presentation of his machine to a French aviation magazine around 1925. Just for information, the museum aims are all about transport vehicles and their history. This covers aircraft, cars and horse drawn wagons, all displayed in a luxury environment. Most aircraft are airworthy and displayed throughout the year and the main museum patrons belong to the Rockefeller family.

So, as a start, here is the translation of the story as told by Domenjoz to the French aviation magazine editor A Frachet, with a copy of the photos published at the time.

Now, to find out more about Domenjoz, just go to Google and type John Domenjoz. On one of the sites, his life, in chronological order, will provide all the information needed about his prolific life. In 1925, the sail-glider and the hangar were destroyed during a storm. In 1928, Domenjoz was back in the USA and applied for a US patent for the sail-glider. A machine was built in 1929 and test flown at Old-Orchard beach in Maine. Testing continued during 1930. From 1932, Domenjoz moved onto other projects and eventually the machine found its way to the Old Head Transport Museum where it is currently on display in the aircraft workshop hangar in the company of a Mead Rhon Ranger Primary glider (not spelt Rhön)

Conclusions: Oral and photographic evidences confirm that the machine flew on several occasions. Maybe, due to his skill both as a pilot and as a yachtsman, Domenjoz said that he took off unaided on about 10 occasions. However, there is no record that he actually achieved a straight flight using his system. Had he done so, the whole of gliding would have been different, akin to perpetual motion and a round the world flight might have been completed by now? It is also surprising, that, as an experienced pilot, Domenjoz continued his experiments as late as 1930 when gliding had become a well established sport much different of the one he knew in 1924.

Finally, if in English our hobby is known as Gliding or Soaring, in French it is called Vol à Voile and in German Segelflug. So in two languages the name of the sport is related to sail flying but equally in English Sailplane is also used.....



Here is the translation of the story as told by Domenjoz to the French aviation magazine

IS AN AIRCRAFT WITH SAIL POSSIBLE ?

The strange experiences of pilot Domenjoz.

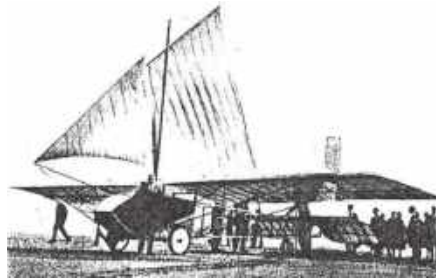
A few weeks ago we received the visit of Mr John Domenjoz.

A pilot from before the war (14-18), he started flying in 1910 on Bleriot, Me Domenjoz did not stop since then to travel over continents, the old and the new one, organizing aircraft meets. He was the first pilot to loop the loop in Spain. He was also successful in America and as such his reputation does not have to be queried.

So, when he came to tell us that he flew an aircraft with a sail, we listened to him with attention and here are the facts as he told us:

It was during the 1922 glider meet at Combegrasse (France) that I developed the idea to fly with a sail in the same way as a sailing boat does on water. As I was born in Geneva, as a youth, I spent a lot of time sailing on our magnificent lake. Most of my spare time was devot-

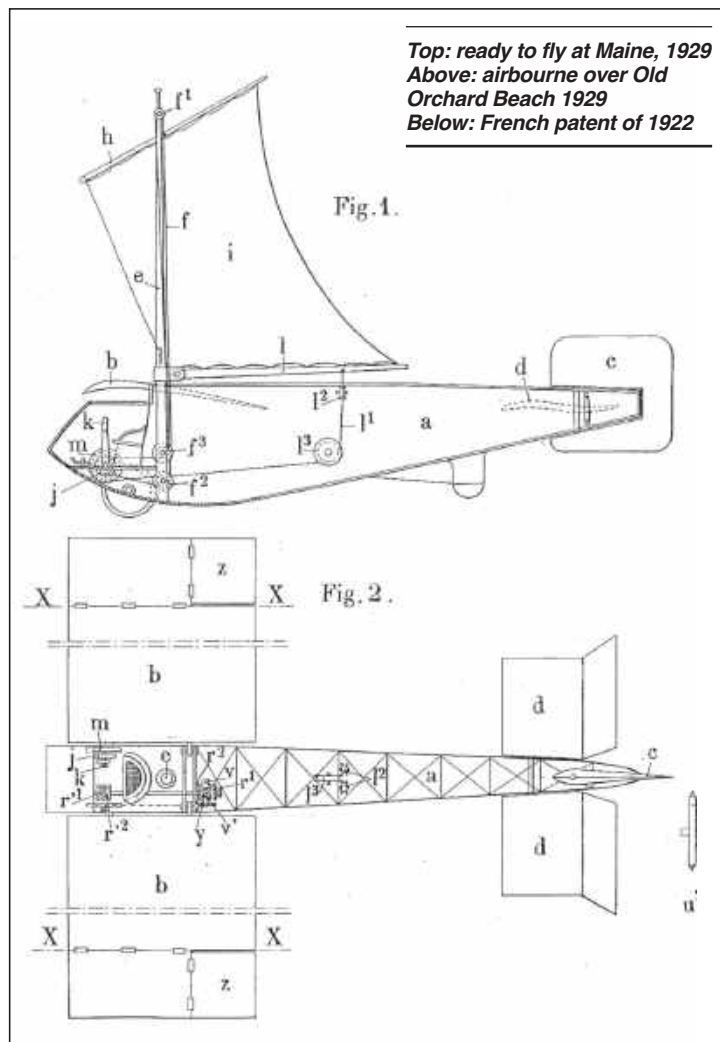
ed to water sports and this was helped by the fact that my father was a boat builder. Thus, I can claim a good knowledge of sailing. Combining this knowledge with the one in aviation gave me the conviction that my idea was feasible. During this time, I found investors to build a experimental machine. Enclosed are the photos of the machine built entirely by myself with the help from a mechanics.



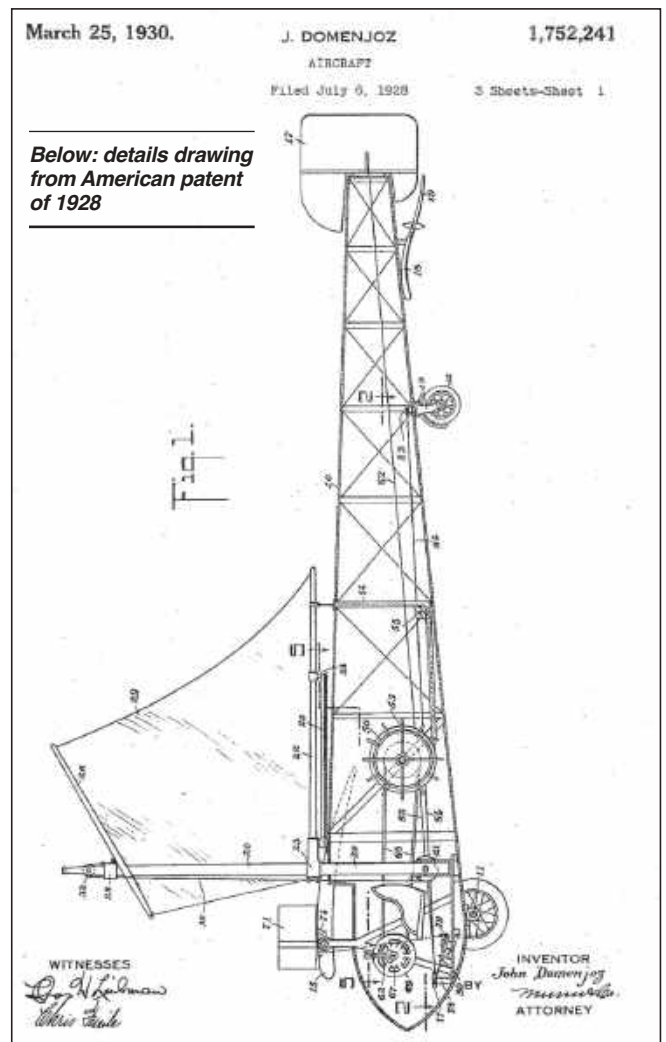
It is a monoplane with half thick strutted wing of 13.20 meters span for a length of 7.50 m. The wing area is 24.60 square meters and the empty weight is 210 kilos without the pilot. As you can see, the lightweight mast supporting the sail is set slightly forward of the centre of gravity of the aircraft.

The first flights took place at Crotoy (France) and I was hoping to carry more experiences until completely successful thus explaining the reason for the silence on my initial tests which were carried out between May and September last year. First of all, the sail area was reduced from 8.25 sq m down to 6.20 sq m. Other details took a lot of time to resolve. A small fore staysail had to be added to the sail. Sail control gear had to be developed in order to have a quick response whilst flying the machine at the same time. That system consists of two steering wheels, one to raise the sail or drop it instantly whilst the second controls the sail area. A rail forming a half circle and located above the sail is used for a small trolley controlling the sail angle.

At last, after many trials and tribulations, I was able to carry out several take-



Top: ready to fly at Maine, 1929 Above: airbourne over Old Orchard Beach 1929 Below: French patent of 1922



March 25, 1930.

J. DOMENJOZ AIRCRAFT Filed July 6, 1928

1,752,241

3 Sheets-Sheet 1

Below: details drawing from American patent of 1928

WITNESSES [Signatures]

INVENTOR John Domenjoz ATTORNEY



offs whilst being towed by a car. As these first attempts were successful, I felt able to climb up to 60 meters whilst still on tow. I then managed to take off alone by the sole mean of wind power. With wind oscillating around 55 km/h, I managed several flights. As a result, I had to modify the sail slightly and had to add a jib.

Another flight was attempted, the wind was particularly strong and gusty and upon landing and leaving the machine, the sail being at right angle to the wind court a strong gust and the machine turned over. Damages were slight but having ran out of funds, I had

to postpone any further trials until a later time. This was disappointing as I felt that success was not far away. My initial conviction about the project has now become a certainty. I have no doubts that I will be able to achieve long distance sailing flights.

So, here was the story as told by Mr Domenjoz. What conclusions can we draw out from these declarations? That the concept of an aircraft with sail is original and daring. That the results are positive as Domenjoz actually took off and flew the aircraft. However, more experimentation will be required before

such a solution becomes viable as a mean of flight without engine. In any case, something was gained from this concept and, as such, we hope that it will be followed.

Finally, as insufficient data were obtained from the experiments, it was difficult to form an valid opinion on the concept of the aircraft with sail. We can only wish that Mr Domenjoz will find the necessary backing to eventually prove without fail that navigating with sail will be possible in the air as it is on the sea. □

Just a Hop, Skip and a Jump for our Vintage History!

Report from Bruce Stephenson.

2009 saw the 70th anniversary of the very first soaring flight across the Channel by Geoffrey Stephenson.

Stephenson had taken off from Dunstable on the afternoon of 22nd of April, 1939, and having tentatively made his way to the south coast, he found himself drawn to the challenge of making what was then the first true soaring crossing of the Channel by a glider. Upon reaching the coast at a mere 1000 ft, Stephenson found a strong thermal, which took him up to 4500 ft, whereupon he entered cloud. Still climbing, he broke out of the cloud at 6000 ft, and with all lift now petering out, Stephenson was dismayed to find himself far out over the Channel! (He had calculated on needing at least 8000 ft to make the crossing safely). With the strong tailwind that had left him so far out over water, Stephenson knew there was little chance of reaching English shores again, and saw ahead the one and only other cloud over the Channel in the direction of France! Making a beeline for what he hoped would be salvation, Stephenson was dismayed only to find that upon reaching the cloud, that there was nothing but strong sink! With that feeling of a sinking heart that all glider pilots have experienced, it was clear that it was going to be a close run thing; was it either going to be the prospect of a watery touchdown, or the much preferred option of terra firma? Luckily at 2000 ft, and five miles to run, the sink had noticeably reduced; Stephenson had made it!

Although the Channel has been flown many a time since Stephenson's epic 1939 flight, 2009 was to see another Englishman, John Gilbert make the



Above: John Gilbert in his Skylark 3

crossing, appropriately mark that 70th anniversary, again in another Slingsby product, a Skylark 3. Ironically as John admits, it was far from planned, as he hadn't even thought of Stephenson's 1939 crossing, with the significance of the flight being all down to lady luck!

As John recalls, having conquered the Channel once before in 2005 in an LS3, it was a spur of the moment decision, besides as John puts it, "his wife had mentioned that she fancied a daytrip to France"! With the crew organised, and the weather looking favourable, the 29th of August 2009 the challenge looked to be on as John set off from a winch launch from his club site of Wormingfold in Essex.

John soon found lift, however as he made his way south, the first part of the flight was not all plain sailing, and very nearly saw him landing out shortly after

crossing the Thames Estuary. The rest of the flight down to Dover however, was uneventful, and upon reaching Dover, John found that the wind had a southerly component to it, which had resulted in a sea breeze effect.

Finding lift approximately 6 km inland, John climbed to 5,600 ft, and set off through heavy sink to cross the coast at a less than ideal height of 4,900 ft asl (he had set himself a minimum of 5250 ft to attempt the crossing), however with a comforting 15kt tailwind, he figured this would more than make up the shortfall, nevertheless, as John comments, "this is the part where the nerves play up!"

Once out over the sea, fortunately the nail-biting sink had become thankfully more encouraging, and John reports, that by the mid point of the flight, he was in zero sink for some time, which gave John a far more comfortable 1900 ft agl as he crossed the French coastline! (Luckily, as the tailwind component had by then completely disappeared!).

Having reached the coast, John could only find patchy and broken lift low down, so he eventually drifted at 5-600ft agl to St. Inglevert, (just to the south of Calais), where John was more than happy to put the Skylark down, rather than his previously declared destination of Abbeville which was another 60 miles to the south.

With his wife and his father assisting John in his retrieval, John reports that they arrived back home safe and sound at 5am the next morning...a whole 2 hours ahead of last time he flew the Channel!

We at the VGC wish to extend our congratulations for John's wonderful achievement, especially as he did it in a wood and fabric glider...well done John! □



Vintage Glider Rally in Bordertown



By Vincenzo Pedrielli

In the past few years I have been informed about the Vintage Sailplane Australia through Vintage Times, kindly sent to me by Dave and Jenne Goldsmith. I have long been dreaming to fly one day to Australia and attend to one of their Vintage Rally. I was in fact missing having flown in Australia in my "PASSENGER LOG BOOK". It was actually the only continent where I had not flown. I flew in fact many times in different places in Europe, I did it in



USA at Elmira and even in Japan. Well, around the end of last year I decided to stop dreaming and book my flight to Australia.

On January 12th I flew with MARCO, a good friend of mine, to Melbourne via Singapore. Quite a long flight, but it turned out to be worth while. We arrived to Melbourne next day in the evening, just in time to stretch our legs... and lay in bed. Next morning, we took a 7 hours trip by train and coach, to reach Bordertown, a small town of 1500 souls between Melbourne and Adelaide. All that we could see in these 7 hours journey, was huge farms and several cow and sheep herds.

At our arrival at Bordertown, Dave Goldsmith and Alan Patching met us and drove us to the airfield. Most of the pilots were in the air, so we joined Dave in his camper for a good glass of wine. Soon after, we met many participants, who gave us a very warm welcome. We also met, with great surprise, Ken Ueyama, coming from Japan with his Eon Olympia. Martin Simons also joined the Rally and took good care of us by driv-



Top: the city of Bordertown.
Left: Chilton Olympia.



Left: ES60 Boomerang.
Left centre and bottom: Kookabura



ing us back and forth to the motel, where we were lodged and driving us to Adelaide after the meeting was over. Dinners and breakfasts were available at the clubhouse for a very reasonable price, with a self service system. Lot of talks enjoying good friendly atmosphere with some glasses of good Australian wine. I first had the chance to fly with the motor glider Dimona, as I wanted to take air photographs of ES52 Kookabura and the next day I had a flight on the same sailplane. The cockpit was a bit too small, but the staggered seats did help. I was happy with both flights, as only in Australia I could have had the chance to see and fly an original ES 52 Kookabura. My friend Marco experienced his first glider flight with a Twin Astir and he was enthusiastic. Other typical Australian gliders which I never saw before, were the ES 60 Boomerang and the ES 60 B Super Arrow. Almost all other sailplanes were known to me and seen in other Vintage Meetings. It was a great Rally, the only regret is that we stayed only 3 days. A good reason to plan to return again to enjoy the excellent VSA hospitality. □



A Kranich snippet

from *Ingvar Hyllander*

I sent Chris some photos of the Swedish Kranich. I want to comment on that the one with the rudder painted blue-yellow blue belongs to a stored licence-built Kranich 2, built in Sweden for the Swedish AF as FV 8216. It was at wing F2 and F6 before it was given to KSAK, the Royal Swedish Aeroklub. It is now stored at Arlanda Flygsam-lingar Stockholm, Arlanda Airport. It clearly shows the 2 steel tubes fastened by a bracket to the rudder spar. At the tips of the tubes was bolted a bent a 30 mm steel tube as a 'partcirkel' (*semi-circle-? - ed*) filled with lead passing through the fuselage below the stabiliser on both sides. With bracket-tubes and bolts it weighed 3.5 kg. This is a static balancing of the rudder. The drawing says it is a static balance. I think it also have to do with the C/G position for all the licence built B2 built in Sweden. All together 35. □



VGC southern connection

Biberach aeroclub



Many vintage gliding enthusiasts (precisely, 22) followed the call of the “VGC southern connection” for the informal 6th VGC end of season meeting with or without gliders on the weekend of the 19th and 20th September. The catchment area went as far as Faßberg in the north (near Bremen) to Friedrichshafen at lake constance in the south and Munich in the east to Gagenau in the west. Some participants arrived on Friday, but most came on Saturday morning. Every-

body helped to rig the 8 gliders, Slingsby T21 and T31, Bergfalke II/Mü13, 2 x L-Spatz 55, Ka6e, Doppelraab and Breguet 905 Fauvette.

At the same time as our meeting took place, Biberach aeroclub “Luft-sportverein Biberach e.V. Abteilung Segelflug” held an air-experience week-end.

The weather conditions have become legendary by now – on Saturday with temperatures up to 25°C, 2/8 cumulus, thermals with lifts of 1,5-2,5m/s and a cloud base of 800m above the airfield in

the beginning and rising up to 1100m during the early afternoon the sky around Biberach was beset by a cloud of plywood. On Saturday 30 launches (28 winch launches and 2 aero tows) were completed. The total flying time was a fantastical 18:46h, the longest flight was 2:11h. Gliding ended at around 18:30. Some gliders could be hangared rigged, and everybody helped together to derig the rest and store them in their trailers. The participants of the air experience course were demonstrated aviation history in a vivid way – in its

*Below: Doppelraab
Right: Juergen Doppelbauer - Fauvette*





Top: T31 (XE807) Gere Tischler
Above: Klaus Schickling's T21
Below Erhard Pfrommer flying his L-Spatz

natural element under the clouds. Some could experience the fantastic opportunity of flying in an open cockpit. Whilst having concerns in the beginning, everybody carried a wide grin reaching up to the ears after landing. It would be nice if vintage gliding encouraged young people to pick up gliding. As in the years before, all participants except of 5 campers spent the night in the hotel. After dinner Alexander Gilles presented a slide show of this year's VGC Rally in Achmer and Manfred Herold showed an interesting documentary of the Baby meeting of 2004 in Grunau. After breakfast and check-out we went back to the airfield on Sunday morning. The weather wasn't on our side that day as usual. Obstinate, low clouds prevented flying. At 2 in the afternoon we decided to derig the hangared gliders. With such a big team derigging went in record time with a lot of fun. Even on days like this, vintage glider pilots don't lose their good humour. After having good-bye lunch and tea in the club restaurant the 6th end of season meeting ended in a good mood with the common wish to repeat it next year. We owe the Luftsportverein Biberach e.V. Abteilung Segelflug for providing infrastructure, a winch driver, an aero-tow pilot and for their hospitality. Without them, the event would not have been possible.

The date for the 7th VGC end of season rally will be the 18-19 September 2010. Organization and contact (also for 2010): Gere Tischler (mail: gere.margit@gmx.de) □

Late Belgian News

Henrard Firman reports

"A meeting of our vintage gliders is planned for 5th and 6th June 2010 at Sovet, on the estate of our President Roland d'Huant, if agreement can be reached with the Aeronautical Administration of Belgium. A wind farm is being installed but this should not interfere with the Rally. It is possible that the Rally dates may be changed to 12th – 14th June depending on the weather." (See diary dates for contact details, and keep a lookout on the web for any updates! – Ed). □

The Polish Salamandra



by Jan Szladowski (in England)

I am pleased to share with the readers of the VGC News some positive news from my good friends/contacts in Poland. As you will know I write this article sitting here in Manchester (England). So some of the news might be few weeks /months old, on the other hand the ink on the story about the Salamandra is hardly dry.

SALAMANDRA - IS-A; new on Polish civil register as SP-8016

It is over two years ago when you published my short note with photographs that I took of Salamandra nearing construction at the SZD Jezow workshop. For good reasons the full story of the construction of this airworthy glider is only now complete. The necessary test flights took place at Jelenia Gora Aeroklub airfield, that is located only few kilometres away from the SZD Jezow and the Grunau original glider workshops. The reception and the hospitality received at that airfield will be, no doubt, fondly remembered by many participants of the Rendez-vous a week prior to the 32nd International VGC Rally at Gliwice.

The test flights took place there on 28th August 2009 with Marcin Jaxa-Rozen at the controls; test pilot with thousands of hours in the air as glider

pilot, power pilot and parachutist and a well respected instructor and activist in the Jelenia Gora Aeroklub and Polish aviation scene. For the purposes of this article I can only summarise his test flight report that goes on to nearly three pages that was required by the Polish Civil Aviation Authorities, who earlier agreed a program of necessary assessments before sanctioning the airworthiness of the new construction. Two test flights were carried out, one on the aerotow and the second with the winch launch.

The conditions on the test day were good: SW 4m/sc wind, 735 mm Hg with 2/8 Cu and 1800ft cloud base that developed to 4/8 AS_t and 3000ft base and visibility better than 10km.

Aerotow: tow plane PZL-104 "Wilga" The short ground run of about 50m revealed that the glider is very sensitive to crosswind (about 300 from the left) and difficult in keeping directional stability even with full deflection of the stick. Glider becomes airborne at 45 km/h.

The tow flight, at 95-100 km/h, above the towplane wake required constant deflection of the stick with a minimal force of about 2kg. Maintaining the directional position is less demanding with glider path at the wake of the tow plane where aileron and rudder control is very effective.

On tow release the glider reacted correctly to all three axis controls. At the diving flight to 150 km/h there was

minimal flutter without the increase in the oscillating tendencies.

The testing of the airbrakes at 90 – 150 km/h revealed little need for abnormal force in controlling the stick. The breaks are very effective in controlling the vertical decent without appreciable impact on the air speed as well as they are at 70 km/h controlling the landing approach.

It is relatively easy to maintain the glider flying near the stall speed of 45 km/h.

At slightly below that speed the glider, without excessively noticeable stall flutter, very gently pitches nose down, and with the loss of 50 m accelerates to 70 km/h allowing exit from the stall in the normal way. No tendency to drop either wing at the stall was observed.

Spin – attempts were made to spin the glider in both directions. The spin entry can be initiated in a typical manner; however after half turn (in both directions) the glider enters into a tight spiral dive.

Trimmer – there is no trimmer installed. With control stick at neutral position glider flies at 80 km/h. With hands-off the stick the glider maintains well balanced flight without the need for rudder input.

Approach and landing – The approach speed 70 km/h with touch down at 50 km/h. The intended overshoot on approach was to test the effectiveness of the airbrakes in spot landing which were reasonably efficient for that

purpose. However, just before the touch down it is advisable to close the brakes a little to avoid hard landing.

Winch launching:

After only 30m ground run the glider easily rotates into climb. The first phase of the winch launch requires positive forward pressure on the stick. Maintaining the steady rate of climb does not require over excessive force in directional and lateral sense. Winch launch speed is 90 km/h which allows 300 m launch (the winch cable length at Jelenia Gora is 800 m)

Test pilot's notes:

- 1) The aerodynamic characteristics of this glider make the winch / bungee launching method preferable to the aerotowing
- 2) Glider responds correctly and proportionately to all control inputs
- 3) No unexpected airframe flutter was observed during both types of launches and the flights within the full range of air speeds

- 4) Landing, because of minimal in-build shock absorption in the airframe, needs to be well controlled with shallow approach angle and controlled by sensitive use of air brakes
- 5) The glider is fully capable of regular use with particular need for pilot briefing of its characteristic before the first flight, with emphasis on the differences with the modern gliders.

The epilogue

The story of the SP-8016 glider is only possible for the passion, vision, determination, and the management skills of one man: Henryk Mynarski, the present owner and director of SZD Jezow, who transform one of many state run workshops into a successful enterprise that beside producing modern gliders such as PW-5 and new two seat/trainer PW-6 is also well known for services to the "Vintage Glider" community in restoring, repairing, maintaining to a very high

quality, very many different types of historic gliders. Of course he does not do all that by himself but has a small group of highly skilled craftsman who can relate to the required tasks and deliver the finished gliders, by all accounts to everyone's satisfaction.

The Salamandra story would not be complete without the special mention of the people whose knowledge and skills, especially relevant to wood construction were involved in the construction and finishing of this glider. Whilst Salamandra was a "pet" project for everyone in the workshop it is Messer Smogacki and Rymarowicz who did most of the work finding it the best way to enjoyably pass days of their retirement. Like in every country in Europe or elsewhere in the world, working with the Civil Aviation Authorities takes patience and lot of time. Polish authorities were, in this case, also very sympathetic to the project agreeing a program of supervision at construction stages and test flying.



All involved well deserve big "Thank you" for their work and contribution to this glider's success in its ambassadorial role for the Vintage Glider Club.

The SALAMANDRA in Bezmiechowa

The choice of Bezmiechowa's historic glider airfield for the inaugural flight of the Salamandra SP-8016, like the Phoenix from the ashes, could not be bettered. The occasion was the official opening of the Rzeszow Polytechnic Centre for the Aviation Training at this airfield, on 13th September 2009. It is worth reminding here that the long association of the airfield with "academia" began in early 1920s when a group of students from, then Lwow University, inspired by Wacław Czerwiński (the designer of Salamandra) set out into Bieszczady Mountains in search of suitable terrain where they could experiment with, then the new phenomenon of human unpowered flight.

After the political system changes in Poland in 1990, there were many uncer-





tainties about the future for Bezmiechowa, the birthplace and cradle of deeply engraved memories of Polish gliding.

It was particularly befitting for the newly build Salamandra to be ready to fly in front of the assembled “big cheeses” from all the corners of Poland that came together to celebrate the open-

ing of the Rzeszow Polytechnic’ New Aviation Training Centre. It possibly heralds the Bezmiechowa’s renaissance providing the focus for “pilgrimage” for pilots not only from Poland but Europe and beyond.

That process has been already developing slowly. It is not only students from Rzeszow Polytechnic and Waraw Poly-

technic that organise expeditions to slopes at Bezmiechowa but also groups of pilots from regional clubs who regularly visit and fly from here. At times the slopes are positively crowded with paragliders, hang-gliders, and any other form of “gliders” that depend on the fantastic conditions, thermic, ridge and wave that “Gory Slonne” often provide. One group which is particularly fond of hospitality and the location are large scale modellers. They often can be seen organising rallies and competitions. I find particularly fascinating to look on the web at photographic reports from Bezmiechowa by the German group www.piotr.pd

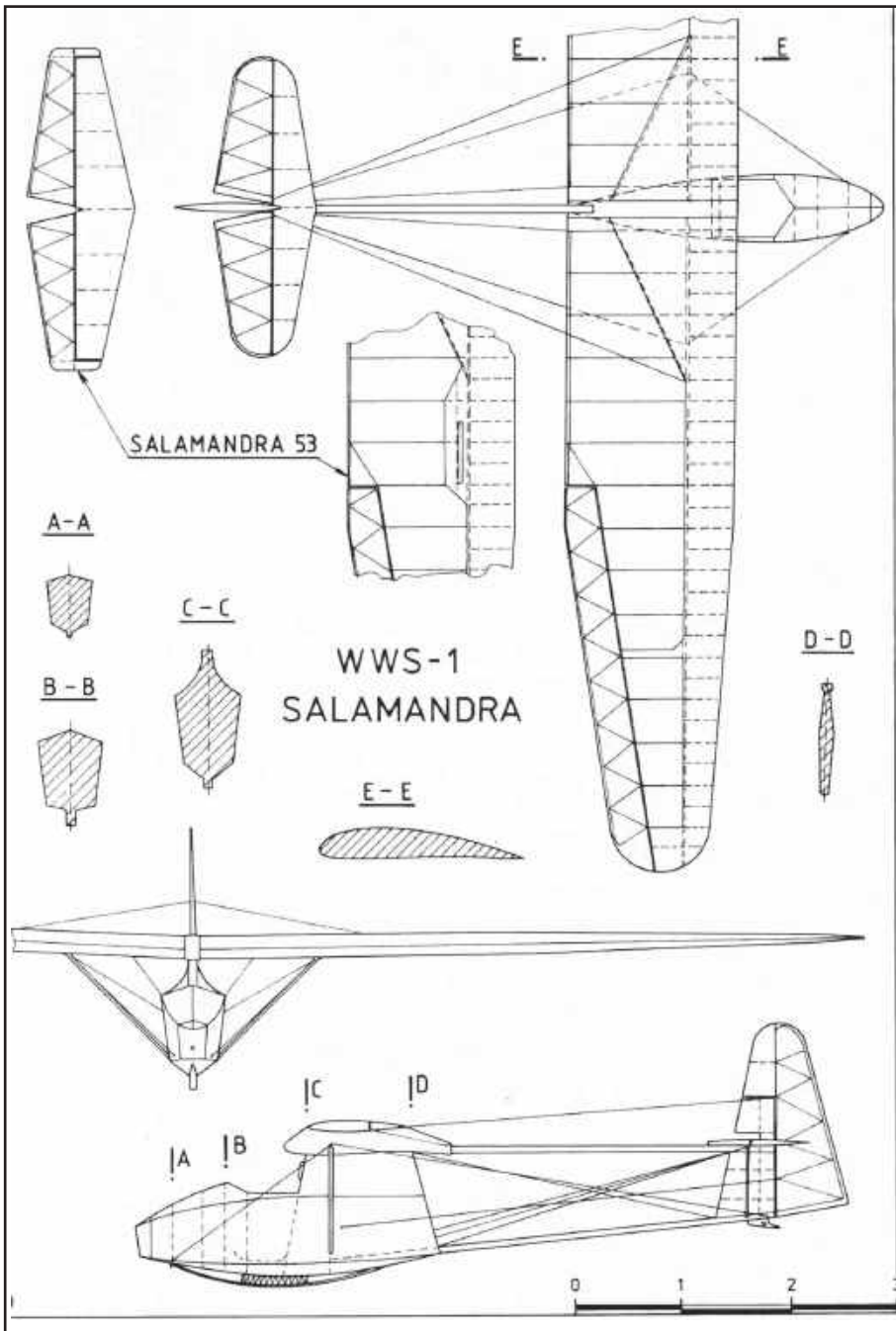
Tadeusz Gora – the first Lilienthal Medal

Less known is fact that Tadeusz Gora entrusted his Lilienthal Medal for the safekeeping by the Bezmiechowa primary school which is named after the Polish Glider Pilots. The medal is well looked after by the headmistress who on special request shows it to the interested visitors. One of the VGC Bydgoszcz members on such a visit was moved by the sense of occasion and the place. He also noticed that the school wall table that provides information about all Polish Lilienthal Medal holders is faded and poor in presentation such information deserves. On return to Bydgoszcz club and in discussions with Tomasz Szelagowski, the president of the Bydgoszcz group, decision was made to provide new, improved information table for the school. By subscription funding was raised and soon the table will be installed.

Bydgoszcz group are discussing the date for the expedition to Bezmiechowa to install the table, to enchant themselves with views of flying Salamandra and perhaps have some flight themselves.

There is a mountain of further information about the VGC Bydgoszcz group as well as their colleagues and rivals from Olsztyn and Torun clubs. It appears that the northern Polish clubs become a hotbed of VGC interest. I will try to provide fuller story in the next issues of VGC News.

photos taken by Ian Dunkley when he was in Jelenia Gora to collect the restored Av22 and by kind permission from Stanislaw Grodowski, whose collection can be found on <http://picasa-aweb.google.pl/r.mordak/Slamandra#> - and is well worth a look- Ed. □



History of Mr J. J. Bange and his primary glider



Article by Scott Williamson,
photos courtesy of Mr. Trevor Bange

INTRODUCTION by Dave Goldsmith:

In the late 1960's when I was attending the Queensland Championships over Easter, this sprightly old fella in a tennis cap flew in at treetop height in a pretty Ryan two-holer. John Bange was well known to the locals, and proudly gave me a photograph of the "Azure Star" primary. Here is the whole story...

It may not have the status The Wright Brothers first flight enjoys today, or the well documented flights of Sir Charles Kingsford-Smith, Amy Johnson, Bert Hinkler or the flight of the Vickers Vimy, which are all very significant events in our aviation history. However, this flight is a significant event in its own right.

What was this event? Well, we need to go back to the year 1932.....

On the property "Aviadell" approximately 5km west of Clifton, Queensland, a young man by the name of Mr John J Bange, on the 13th of March 1932, climbed into the open cockpit of a frail looking aircraft with a 12 mtr wingspan- The Primary Glider. 11am with Mr J Bange at the controls, being towed by a Chevrolet vehicle driven by Mr John Falconer the craft named the "Azure Star" made its maiden flight.

Out of the logs he made of all his flights, this is how he described the first flight in "Azure Star"

First Entry- March 13th 1932. (11am)
Test flight with J.J. Bange at the controls. Entirely successful. Quick Take-off, beautiful to handle. This was the pilots first solo. The landing as a stall and pancake from

10ft up. Max altitude 15ft. Distance of flight 100 yrds. She stood the pancake perfectly.

Wind 5m.p.h. landing speed 6m.p.h. Land speed nil-to 1m.p.h.

A young man from Clifton had a passion for aviation, flown as a passenger with the pioneer flyers Sir Charles Kingsford-Smith and Lester Brain respectively during the 'Barnstormer' days. He designed and built this machine in his spare time and test flew the "Azure Star" himself. He made many flights in the Primary Glider learning as he went and growing ever more confident with his aircraft. Many aircraft designs have the odd issue to overcome. However, from the first flight the glider was very successful.

1930 at the age of 22, when most of

his peers in the district were enjoying the more social aspects of their lives, Mr Bange committed himself and started to build the Primary Glider. So began the dream and long association of his aircraft. Even with his background in engineering, the project took him two years drawing, cutting and gluing. The glider was based on the design of the Zoegling glider flying in Germany at the time, a typical 'open skeleton' fuselage of timber and rag. Even then in the early years of flight, gliding in Germany was becoming a popular sport. Knowing the design of the original glider had some problems; he modified the design so those problems could be over come and make the aircraft more durable. Such modifications included enlarging the rudder section, increased the length of the wings and also increased the height of the centre mast, which was positioned behind the seat, so he could employ extra wire bracing. Attaching this extra bracing to the wing strengthened the wing, so it was able to handle a higher shock load put upon the aircraft during the stress of a landing. The original Zoegling design found that a short Kingpost caused the stress and fatigue to the wings. Ultimately the wings would fall off during an impact of a landing. The new design was not that much different, and could be comparable to the centre mast design and bracing on a Drifter. And he also modified the design of the landing skid. As the Gliders that were flying at the time would have a ten-

gency to run up on the nose during a landing and with the redesign the objective would be to eliminate that problem. Of recent times it has been discovered Mr Bange had been in contact with a University in Adelaide, South Australia during the construction period of the Primary Glider, gaining and collecting important engineering and technical information that he could use during the construction.

So in 1932 The Primary Glider, "Azure Star", 2 seater Model Z-B-1 was airborne.

Mr Bange also went on to design and build the Z-B-11. It incorporated much of the design features of the Z.B.1, however, it had an enclosed cockpit with a nacelle that could be removed. The Z.B.11 was designed to be a single seat model.

This is what Mr Bange wrote about the test flight-

Model Z.B.11. October 27th 1935
Single seater. First Test Flight. Nacelle now fitted and machine a secondary. Flight Okay. Everything seems splendid. Lands easily. Pilots first flight in a secondary glider

Mr Bange loved aviation, and wasted no time in wanting to share this experience with any that were willing. Soon after the testing period of the Primary Glider and becoming ever more proficient and comfortable with his aircraft flying higher and further, he got to the stage where he made the decision to share the experience of flight in the Primary Glider. So the Aviadell Gliding Club was formed where Mr Bange became both founder and Chief Flying Instructor. From that point, all of his work and that of the club was entirely for the benefit and advancement of gliding flight.

Mr Bange's first student was a Mr T.E Glasheen, as recorded in the Log of his first solo-

*April 22nd 1935(Easter Monday):
T.E Glasheen = Distance 40yds. =
Altitude 4ft. = landing poor. Skid. Wind 11mph. Remarks= A well controlled flight. A first solo. A severe skid at landing. A perfect settling. Instructor J.J Bange*

*April 22nd 1935: T.E Glasheen=
Distance 80yds. Altitude- 25ft.
landing- very good. Wind 0. A well controlled second solo. A steady climb and nice settling.*

I had the privilege of talking to a Mrs. Bernie Stewart who has been associated with the family for many years, and it would be remiss of me not to mention the help she has given me in providing

some of the information contained in this article. One thing she mentioned to me was that Mr John Bange was a great advocate for promoting Women in Aviation, giving of assistance to any women who had any interest in wanting to fly his aircraft or aviation in general. This was a refreshing change to the general opinions and perception of that era of Women Aviators. This would be no real surprise then that his second student who went solo in the Azure Star was none other than his dear wife Mrs. Mary Elizabeth Bange, who affectionately was known as Bessie. She became known by this name early in her life and it was by this name that everyone knew her by. Bessie stood by John throughout the whole process from the construction to

Distance 100yds. Height 80ft. *Landing good. Wind 10mph. Remarks- Testing cord and wind prior to a first solo being carried out - further cord and wind checks before first solo. The wind is west and very true to direction and generally all is excellent to carry out early solos.*

August 17th 1948- Pilot- Keith J.D Bange. Distance 30yds. Height 4ft. Landing Good. Wind 7mph. Remarks- A first solo.(instructor J.J Bange). Pupil aged 13yrs. Best first solo carried out on this ship to date. Very good handling.

The Azure Star Z.B.1 and Z.B.11 were at times quite a handful in the air under different conditions, even though his initial test flights and all the first solo



being part of, and many times, was the ground support as the operator of the launch vehicle to get the glider and Mr. Bange in the air. She also provided not just the physical, but emotional support and encouragement as well. Bessie Bange deserves the recognition for the contribution she made in the history of the Primary Glider and for the many successful flights the Glider made.

This was the Log entry of Bessie Bange's solo flight-
October 26th 1935. Pilot = Mrs. J.J Bange. Distance 42yds. Altitude 12ft. Landing good. Wind 5mph. Remarks = A first Solo. Excellent for first solo. Best done yet out of three first solos on this ship. A faint sideslip during flight. Highly commended flight. Instructor J.J Bange. Aviadell Gliding club Instructor.

His third student that went solo was John Bange's son Keith. He had previously been on flights with his father as a passenger, including one history making flight. Now at the age of 13 Keith was about to make his own piece of history-
August 17th 1948- Pilot J.J Bange.

flights were very successful. Throughout his logs he did report incidents that did occur and the conditions in which they occurred. These incidents though, failed to dampen his enthusiasm, he affected repairs and in some cases the down time also availed him the opportunity to make adjustments and make slight changes to the design to the craft. Nothing certainly remained a constant at Aviadell.

Out of his logs I have chosen a select few of the highlights of some of his flights. All flights conducted in the Z.B.1 unless specified-
May 7th 1939- J.J Bange. Distance 250 yds. Altitude 100ft. Landing wing down. Special Remarks- nice flight. Came in to land drifting. Banked over and failed to get wing up soon enough and hit wing tip skid on ground. Broke both spars.

This flight proved to be the last flight he made in a six year period. The duration of World War II.

August 19th 1945- Pilot J.J Bange (145th flight in this ship). Distance



200yds. Altitude 50ft. Landing perfect. Special Remarks- A nice flight. First time off the ground since above flight. Flying indicated lack of practice during past 6 ¼ years. All during the period of World War II. The first glider flight in Queensland since war.

September 12th 1946- Pilot J.J Bange. Distance 20yds. Altitude 5ft. Landing-heavy. Wind 6mph. Remarks- First night flight for pilot and ship. Believed first ever in Queensland and definitely first since WWII in Queensland by a glider/and/or glider pilot.

John and Bessie had a second son Raymond. This was the record flight with Raymond and his Father- September 15th 1946- Pilot J.J Bange. Distance 60 yds. Height 25 ft. Landing

Right: Trevor, son of J.J. & grandson James

good. Wind 25mph. Remarks- Wind now very strong. Machine nearly "kites". First passenger carried in this ship and in Queensland since WWII. Passengers name- Raymond Fabian Bange, aged 7 years. Weight 45lbs. First flight in his life

July 29th 1947. Pilot J.J Bange. Distance 50yds. Height 25 ft. Landing good. Wind 12mph. Remarks- Record. First time in Queensland that glider pilot wore parachute. The pilot thus creates new record. Owned his own 'chute'.

July 29th 1947. Pilot J.J Bange. Distance 50 yds. Height 30ft. landing perfect. Wind 16mph. Remarks- Another record flight. First lady passenger carried in any glider in Queensland since WWII and first in this ship. Passenger's name= Miss Rene Hornung. This pilot creates new record by carrying first lady passenger.

I mentioned earlier about Keith and a history making flight with his father John Bange. Here is the log of that flight-

September 26th 1947. Pilot J.J Bange. Distance 80yds. Height 20ft. landing good. Wind 12mph. Remarks- History making flight, Keith JD Bange, carried as passenger being the first passenger ever carried on the Darling Downs in a CLOSED machine and first in Queensland since WWII (in a closed machine).

This pilot also makes the historic first passenger carrying flight in a closed machine as set out above in the single seat Z.B.11 machine with the pair crammed in together.

September 7th 1948 proved to be the last flight for some period until the 13th of March 1957. This date marked the 25th Anniversary of the first flight conducted of the Primary Glider. The same date, same time, same place and being towed by the same car, Mr Bange did a re-enactment of the first flight. To also witness the event that were not there at the first flight was the young lad Keith, and also was John and Bessie's third son Trevor. Also present for this event was a representative of the Darling Downs Star, The regions local Newspaper, in fact the reporter headed the article "Hinkler would have loved it". How true. This is his log of that flight- March 13th 1957- Pilot J.J Bange. Distance 200yds. Height 150ft.

pilot who conceived, built the Primary Glider took to the air towed by the same Chevrolet vehicle, the same time from the same spot where he originally left the earth. On this day quite a number of people were present to witness this event.

This 50th Anniversary flight of the Azure Star was a tribute to one man's dedication to aviation. The Azure Star might be a far cry from the aerodynamic lines of today's gliders, but this is a true testament to a design and quality of craftsmanship that has stood the test of time.

The glider, after 1982 continued and a number of more flights were recorded. Mr John Bange's youngest son Trevor soloed in the machine, and Trevor's son



Landing perfect. Wind 3mph. Remarks: Silver Jubilee Flight. After nine years of being idle. Great event. All past pilots present. Pilot wore original flying suit in which he test flew the machine 25 years ago, and flew over the same track in the same field, at about the same hour of the day as he did in 1932.

This was a fantastic achievement. But a bigger achievement was yet to come. In 1982, and at the age of 75, Mr J.J Bange, possibly the oldest pilot in Australia at the time in the oldest flying glider in Australia took to the air to celebrate the 50th Anniversary of the initial flight. On the 13th of March the same

James also soloed in the Azure Star. In March of 1992, John, Trevor and James all flew the glider on the same day. Making three generations of the same family flying the same machine that was designed and built some 60yrs earlier by their father and Grandfather respectively, and which all occurred on the same property "Aviadell". That is a remarkable achievement indeed.

Unfortunately Mr J.J Bange is no longer with us. However, during his aviation career he also purchased and flew other types of powered aircraft. He purchased a Ryan STM, a DH 82a Tiger Moth and another was an aircraft that



had been previously owned by another great pioneer of flight and owner of his own very successful Airline Sir Reginald Ansett, the Porterfield aircraft. Today, Mr Bange's legacy remains, and continuing that Legacy is Mr Trevor Bange, the son of Mr John Bange, who has also dedicated his life to aviation, and has become a respected aviator and Chief Flying Instructor in his own right. And John's Grandson James is also continuing in his Grandfather's Footsteps flying both powered and glider aircraft.

The glider, which John Bange made 246 flights, carried 21 passengers and

soloed 3 students, was put on open static display during the Darling Downs Sport Aircraft Association and the Lone Eagle Flying School's Annual Clifton Fly-in on the 11th March 2007 to mark the 75th Anniversary of Mr J.J Bange and his glider's first flight. Even though the Glider did not fly at this event, it still was a fitting tribute to one man's dedication to aviation.

To those that knew Mr J.J Bange, and knew of him, knew a man who was a son, husband father a brother and a friend. But he will always be best known as the 'flying farmer', a designer, engi-

neer, and a dedicated, true pioneer of flight. He was an aviator.

It would be remiss of me not to make special mention of Mr Trevor Bange and his wife Janet. For without their kindness and generosity I would not have been able to put this information together. Freely giving of information and giving of permission to use this information, some of it up until now, has been quite privileged information. Allowing me to use extracts from the Logs of Mr J.J Bange and writing about the history of one man's dedication to aviation has been a privilege. □



Rhonsperber update

Craig Lowry, who many of you know is the Chairman of the Southdown Gliding Club and a good friend and supporter of the VGC, has sent VGC News a few pictures that were passed to him by Ian Symms, a member at Southdown. Craig tells us that in 1979, Ian was involved with the famous Rodi Morgan restoration of the Rhonsperber at Tangmere.



*Top and above: Ian in the cockpit
Left: Rodi Morgan in the cockpit with Ian on the tail. Photos: from 1979 were taken by David Nicholls
Below: The Rhonsperber today, at the Centenary Rally with 'Lofty' Russell, the owner.
Far left: Ian Symms now... posing in front of the Centenary Mustang! Photos: Craig Lowry*



The History of Skylark 2 BGA896 (BDX)



By Hugh Maddams

Keith Sowter

Skylark 2 BGA896 (serial number CH095/1, tail letters BDX) is now a unique glider, being the only remaining Skylark 2 built from a kit supplied by Slingsby. The other, Slingsby serial number 1089, was built from a kit supplied to F M Dunn in New Zealand, being registered as ZK-GBH, and later ZK-GCM. It was written off on 4th June 1966.

Unfortunately trying to discover BGA896's history is hampered by the fact the original logbook has gone missing; the present logbook runs from 1982 only. The glider was registered with the BGA in June 1959. However, a previous owner has found references to the glider in issues of *Sailplane* and *Gliding* in the late 1950s and early 60s.

The first reference found is in April 1959, where *Club News* from the Oxford Gliding Club mentions the completion of the fuselage of a "do-it-yourself" Skylark from a kit supplied by Slingsby, now awaiting its wings. The October 1959 edition notes that the glider has been completed and flown by "its owner/builder/syndicate, Messers Chris Hurst, John Smoker and Ken Harris." It was obviously well used, as the report notes its first 60 flights produced almost 20 hours flying time, including the duration to complete Chris's Silver C, awarded on 19th July 1959.

Club News for August 1960 records a number of flights, including Silver legs for other syndicate members. October 1960 records an amusing retrieve story concerning a Skylark 2, but it is not clear whether this was BGA896. That report also notes that Chris Hurst flew to Swanton Morley and reached 14,000ft to achieve a Gold leg.

October 1961 records a 300km triangle attempt made by Chris in the Skylark 2, in company with John Matheson in a Skylark 3B, abandoned after 4 hours.

October 1962 records a "Gold with Diamond" (actually "Diamond Goal") for Chris from Dunkeswell to Norwich, but it is not clear if it was in BGA896. According to the December 1962 issue, this was achieved on 5th

August 1962, which earned Chris his Gold Badge (by the August 1963 issue, Chris had become Oxford GC's CFI).

BGA896 was advertised for sale by Chris Hurst in the *Classified Adverts* of October 1962, for £1,000 including instruments and trailer. It was bought by Gordon Pearson of the Dumfries and District Club, where his first flight contacted wave, giving him his 'C'; this is reported in *S&G* of February 1963. There is a brief mention in August 1963 of "the Skylark syndicate (having an) enjoyable Easter at Swanton Morley in spite of the Competition being scrubbed." There is also a brief mention in the October 1963 issue of a Skylark being used by the Dumfries & District Club for some aerotowing practice.

At some stage BGA896 gained the competition number 219, but it is not known if it was used, by whom, or how successful it was.

The known history begins again with the glider being sold by Peterborough Sailplanes in June 1982, after a 'landing incident', to Gary Coppin of the Essex Gliding Club. He repaired it over the next two years, with it being test flown and a new C of A issued in June 1984. It was during this repair that it was fitted with its current Dart canopy. The logbook records it having further major repairs after an unknown incident in July 1988.

The syndicate, although based at the Essex Gliding Club at North Weald, kept the glider at Bidford for a time. While here it was involved in a mid-air collision (fortunately without injury to either pilot involved) on 3rd July 1989, yet was repaired and flown again by 28th August 1989.

BGA896 was damaged yet again when its trailer was blown over onto an empty open (uncovered) glider trailer during the storms of 25th January 1990. The side of the trailer was punctured, damaging the centre section, and the fuselage broke free, damaging one wing tip. It was not flown again until April 1990.

I hired a share in BGA896 in May 1997 when my own Skylark 2B (BGA814, tail let-

ters BAM) was damaged at the beginning of the summer, and I needed something to fly. I formed a syndicate to buy BGA896 in August 1998, the then syndicate 'trading up' to shares in an ASW20.

Since then, the number of hours BGA896 flies has reduced considerably, as the syndicate members, including myself, had shares in higher performance gliders (my other glider is an Open Cirrus). In addition its wooden trailer (originally for a Swallow) made rigging awkward and time consuming; the new Shirenewton trailer is a vast improvement. However, it still fun to fly, especially on weak days, when its design as an exploiter of the typical British summer comes to the fore.

Oh, all right then. In an effort to improve the Skylark's performance on the winch, I had a 'C of G' belly hook fitted. My CFI flew it twice, and pronounced it an excellent addition, and told me to go and fly. I did, but for reasons never truly discovered, part way up the launch there was a loud bang as the launch failed. I believed the weak link had broken, so simply landed ahead without any difficulty. While bending over to remove my 'chute I was horrified to notice the bottom half of the forward fuselage had been largely pulled off, and obviously had only remained attached because the angle of the CofG hook eventually caused the cable to back release.

BGA814 was returned to the installer of the hook with some strong words, and he refitted it with a design that would have held a battleship. Disappointingly, I never got to experience the full advantage of the belly hook, as the mounting needed to be tried at different angles to discover the ideal position. While it was fairly easy to reposition the hook, it had to be cleared by an Inspector each time, and so it proved too time consuming to experiment with.

BGA814 eventually required major work to re-cover the fuselage, which was going to cost more than the glider would be worth. It was eventually sold as a restoration project, but it is not known if it has been done. □



The Snellen V-20 is airborne again!



From: Neelco Osinga

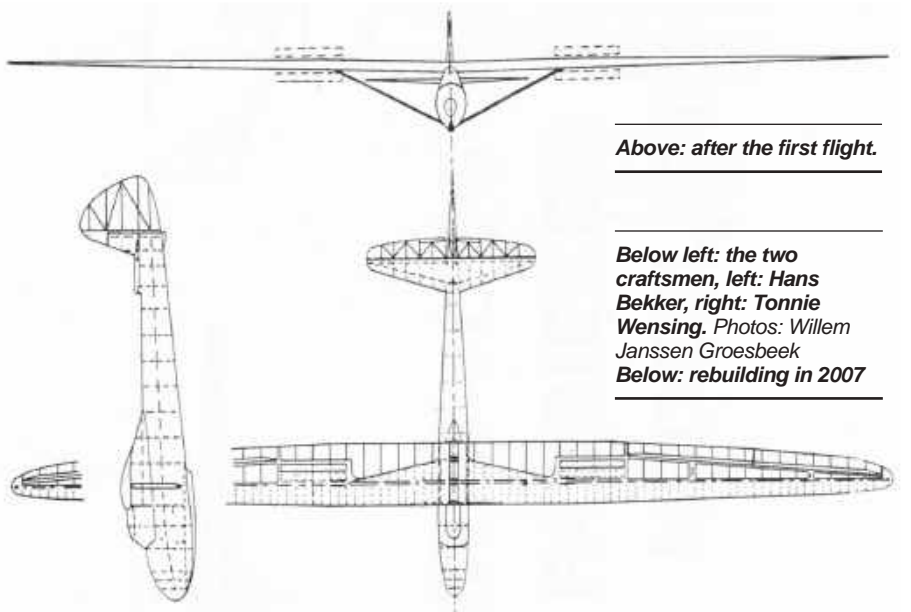
Maiden flight ceremony

Sunday August 30th was a feast-day at Twenthe air base. The V-20 of the late Roeland J. Snellen was consecrated as a glider. Very many interested people and members of the Twentsche Zweefvlieg Club were present. I think about 100 people.

After a short ceremony in the hangar the crowd went to the airstrip to see Tonnie Wensing make the maiden flight in this splendid glider.

It is a strange sensation to see a plane flying for the first time after nearly 40 years.

Tonnie was very excited. The sister Suzze of the late Jan Heerink baptised the



Above: after the first flight.

*Below left: the two craftsmen, left: Hans Bekker, right: Tonnie Wensing. Photos: Willem Janssen Groesbeek
Below: rebuilding in 2007*





glider and called it Roeland Jan, after the names of Roeland Snellen, the constructor and Jan Heerink, who restored the glider in the sixties and saved the glider for the future. Jan died in 1998.

Hans Bekker was supervisor of the five years restoration. He was the second pilot to fly this pre-war high performance glider. The restoration was in many sights a complete rebuilding.

I was so lucky to be the third pilot and to get some thermals. I thought that is was a false indication of the variometer. All manoeuvres went so smoothly and easily. If there was a clock on board I should have heard the ticking of this instrument. The silence of the glider is a proof of the fine restoration. The canopy is made after the original drawings and is a masterpiece. In fact the whole glider is such a masterpiece.

Some guests got the opportunity to make a flight in the club DG 500 or in the other glider of Tonnie, the Ka 2, also a masterpiece of restoration skills.

After the flying ceremonies people got a fine meal, a barbecue, made by Tonnie and his wife Rietje, of course helped by friends, like the whole restoration.

Roeland J. Snellen

Roeland Snellen had been born in 1909 in The Hague. He became constructor at the Vliegtuigbouw Deventer, with Bauling as the director. He developed this glider. Wijkens, head of the construction department, made a first raw sketch. It is a high performance glider like the Meise



Above: Roeland Snellen

Olympia, but this one has wing struts. In 1939 the V-20 made the first test flights as PH-90, only nine flights, caused by the outbreak of WW II

During the war the plane was hidden in the textile factories of Ankersmit at Deventer.

As a student Snellen suffered from typhus during a sailing trip on board of a boat of Lloyds. His health became weak after this illness.

During the war he was an employee at Fokker's and he made a study-tour to Germany to Messerschmidt. In these factories he got many drawings of the huge troop-carrying glider Gigant.

During a half-yearly meeting of glider pilots in Vianen, he distributed these

drawings. The Sicherheitsdienst (SD) got a hint and made a raid. All friends were interrogated during many hours. Some days later Roeland Snellen was arrested in his bureau at Fokker's in Amsterdam. He was condemned for espionage and was deported to the concentration camp Neuengamme near Hamburg. His feeble health could not withstand the privations and Roeland died, suffering from diphtheritis. The drawings have been brought to England by Jan Thijsen, one of the gliding friends, who was in the Dutch resistance.

The post-war life of PH-90

The post-war life of the glider was turbulent, as it suffered from three big crashes. Jan Heerink bought with Jan Hartkamp the poor fragments in 1962 and restored the wreck. After 1969 they made about 100 flights. Some years later they estimated the plane to be too old to fly and the V-20 went into the air museum at Schiphol. But unfortunately the glider was put in stock and rotted away. The owners took the glider back to Twenthe. Jan Heerink en Jan Hartkamp's widow donated the wreck to Tonnie Wensing.

On August 30th the world could see the result of five years restoration. This day was a good promotion day for gliding and the threatened airfield Twenthe.

Some information:

Span: 15.4 m,

Length: 7.36 m,

Gliding angle: 1:23.

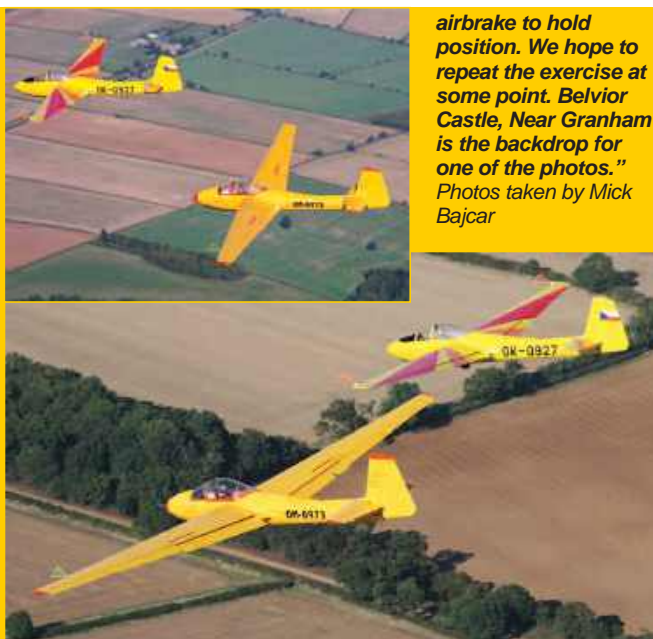
Numbers built: 1

SNIPPETS



The UK Lunak Formation

David-John Gibbs has sent VGCNews some photographs of the UK's 2 flying LUNAK's in formation taken during the Saltby Open Aerobatic Contest, Sept 2009. David-John Gibbs tells us that he is flying OM-0973, with Graham Saw flying OK-0927. He says "Flown negative radio! (although well briefed), our station was maintained by the lead having the 1st stage of flap set, with myself using flap and the occasional dab of



airbrake to hold position. We hope to repeat the exercise at some point. Belvior Castle, Near Granham is the backdrop for one of the photos." Photos taken by Mick Bajcar



I attach a picture of Phil Lazenby introducing a special briefing during Slingsby Rally 2009 week at Yorkshire Gliding Club. Don't miss the 2010 Slingsby rally – It's what vintage gliding and rallies are all about! Geoff Moore



The T21c “Top D’rop”

by Gerard Rijerse



The one and only Slingsby T21c, BGA 1030, was built in 1957 by Fred Slingsby. The glider was flown for many years in England both as a club owned glider and with the Air Cadets, until 1991. In that year the plane was sold by the owner, Colin Street, to a group of Dutch glider pilots.

In 1995, the glider made a crash landing in the Kennemer sand dunes in the Netherlands and was badly dam-



aged. The cockpit was completely destroyed and three metres of the left wing were obliterated. The owners chose not to restore the plane and the wreckage was stored in its trailer for several years. In 2000, a group of old

*Top: “Top D’rop” comes over the fence Saturday December 12 2009
Left: after the crash
Below. T21c progress as of July 2005*





Left: forward fuselage as of October 2004
Lower left: work in progress

we had to make them ourselves. In October 2003, we started the job and every Wednesday evening we gathered in the workshop at Martijn's house in Loosdrecht. By July 2005, we finished repairing the fuselage and rebuilding the cockpit and then began restoring the left wing. It was extremely complicated and took much more time than we had originally planned, but we soldiered on and in October 2007, we completed the left wing.

timer pilots, the Hi5 Group, were searching for a trailer to transport their Bergfalke glider. They discovered the T21c trailer and asked us, the Zweefvliegroepe Hilversum, if we were interested in restoring its cargo: the

T21c glider. We answered positively with youthful enthusiasm and thus embarked on our journey of restoration - we anticipated that it would take five years to complete.

There were no existing blueprints so

We originally planned our first flight to be in 2008, however we were also busy working on the new workshop and hangar for our gliding club on the Hilversum airfield, so we did not achieve this goal. We had more time in 2009, and during the Summer months we covered the fuselage and wings with Ceconite, installed the controls and instruments, painted using high gloss silicon-based paint in beautiful colors, placed the registration PH 110 on the fuselage and the wing and named the glider "Top D'rop".

We submitted an application for airworthiness and were successful within two weeks. Then all we had to do was wait for a nice day, which happened to be Saturday December 12 2009. Six years after we began the restoration, we made our first flight! You can see pictures of this historic moment on our website:

www.zweefvliegroepehilversum.nl.

The "Zweefvliegroepe Hilversum" has the following members:

Peter Deege
 Jan Forster
 Jan Gründemann
 Martijn Hoogenbosch
 Astrid van Lieshout
 Gerard Rijerse

We are looking forward to joining many VGC rallies with this exceptional glider! □



Who's building what for 2010?



by *Chris Williams*

Ever since Belair undertook to produce a short kit (all the cut pieces) for my 1:3.5 scale Slingsby Type 13 Petrel plan, examples have been popping up all over the place. The latest to undertake its maiden flight was the model built by Alan Boyles, West Country aeromodeller doyen. After a long wait caused by snow, ice, hail and every other goody that winter provides, a window of opportunity opened up and we foregathered one January Sunday morn at White Sheet Hill in Wiltshire, just a stone's throw from the stately home of Stourhead. Given that only three of these fine machines were ever built, and one lost almost immediately, there is a paucity of choice when it come to choosing a colour scheme for such a model. Add to this the fact that there will now be four in the UK model fleet, with a fifth due shortly, it's probably just as well that their builders have come out with their own individual schemes when they all inevitably meet up at an aerotow somewhere! I'm glad to be able to report that Alan's Petrel flew well, straight from launch, with only a minor CG adjustment needed. To add to the occasion, the presence of ex-White Sheet Club chairman Roy Proctor was especially fitting, as he used to be one of the owners of BGA 418, now under restoration by Bob Gaines.

I received an update recently from Ray Rogers of the Sandhays group who, upon my visit to their annual event up north last year, confided to me that he was

building a version of the Minimoa from my plan, but scaled up to one half full-size. The photos show that he is progressing well and I would expect to see it in action some time this year. On the home front, things have been progressing apace in my tiny, but centrally heated workshop. (En suite too!) Finished just before the Festive Season, and now ready for action in the coming one, the HW-4 Flamingo represents a small and unregarded footnote in gliding history. I came across it in Martin Simons' excellent tome 'Sailplanes 1945-65' and was struck immediately by the sailplane's elegant lines. Alas, information is hard to come by, even though the original is reputed to be under restoration in Brazil, so the little grey cells of imagination had to be fired up and forced to work for a living. The model is built to 1:3.5 scale, a tad smaller than is rapidly becoming the norm these days, but a very handy size for chucking off the hill, whilst still large enough to have a convincing scale presence in the air. Once again the maiden flight took place at White Sheet Hill, home of many of my maidens over the years, and the Flamingo proved to be a very nice aeroplane indeed. (For those with a need for something creative to do next Winter, a plan and short-kit will be available from the publisher's, Traplet, by the time this issue goes into print.) No sooner had the Flamingo's paint dried that we were off and running on a new project.

It is indeed strange how we deal in aero-

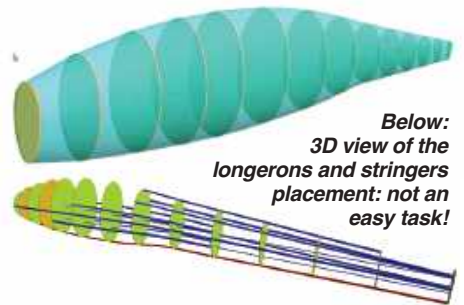


Top: Alan Boyles shortly before his Petrel's maiden flight
Above: the Petrel in action at White Sheet Hill

planes created exclusively in the past, built using old-fashioned draughting and construction techniques, yet now the same machines can be created more and more by using programmes on the good old personal computer. I have for some years now been lofting the wing ribs in my designs using a programme called Profili, which allows you to blend different airfoil sections throughout the length of a wing, a very useful tool when trying to optimise a wing's performance at model sizes, yet try to keep the original scale appearance. Now, the same company have produced a similar programme to do the much more difficult task of blending the formers in a fuselage. To test it's capabilities, I unwisely chose the Loravia Topaze, the



Left: Ray Roger's half-scale Minimoa makes good progress. His son James gives some idea of the model's size
Below: 3D view of the Topaze blended formers



Below: 3D view of the longerons and stringers placement: not an easy task!

French licensed version of the Scheibe SF27. This, of course, has a composite glass shell at the front end which is attached to a tubular steel frame at the rear, and the business of blending the formers into these two different shapes was a daunting one. I bent to the task with a will, however, and those free days off work over Christmas passed in a blur. Of special interest (and delight) are the 3-D

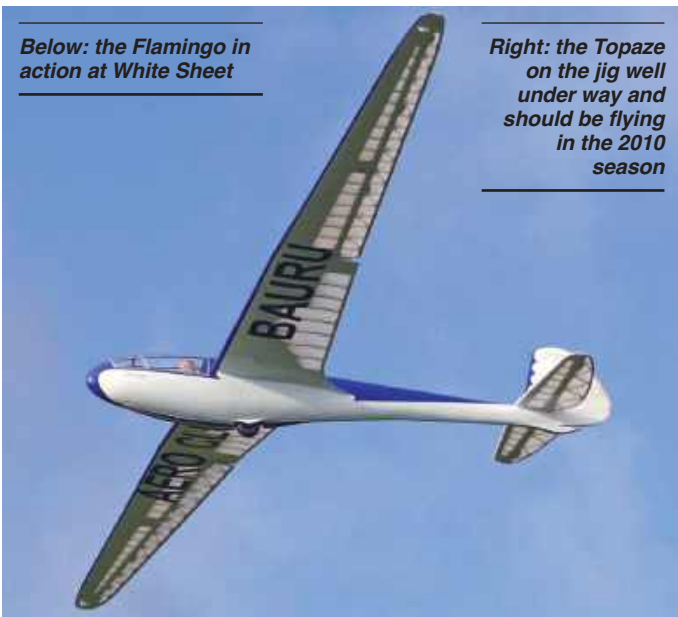
views you can look at during the various stages of data inputting. Spinning and flipping your virtual fuselage with the mouse is something special, but don't take my word for it, you can download a free trial version from the website: *DevCad.com*

So, a busy winter period, and now the 2010 flying and event season to look forward too...Life is good!

ADDENDUM: The Flamingo's performance can be judged by the video I have put up on YouTube. Just log on to the website and put: THE FLAMINGO FLIES AGAIN into the search box .

Also I have put a video up on youtube of the VGC rally at Gransden Lodge. Go to youtube and put vintage glider club rally 2009 in the search box.

c_williams30@sky.com



Below: the Flamingo in action at White Sheet

Right: the Topaze on the jig well under way and should be flying in the 2010 season



Above: author with the 1:3.5 scale HW-4 Flamingo
Right: close-up of the Flamingo's wing/fuselage junction



Gliding in Flanders - A fascinating adventure in silence

Author: Bert Sr Schmelzer
Ca 352 pages, Published by: Hangar Flying www.hangarflying.be

Together with about ten experts, author Bert Sr Schmelzer has written a book about gliding in Flanders. For the first time the rich history of gliding in our regions is told in a complete and competent way. Several writers are bringing the authentic and thrilling history of "their"

with glider-pilots of the first hour resulted in an attractive book of about 352 pages.

Before 1940 gliding was a trough Belgian story, but after the Second World War the political landscape and the society of the country polarised, and also the gliding-community couldn't escape this trend. After the federalisation of Belgium a French-spoken and a Flemish-spoken gliding community arose. Only the competition-pilots maintained close contact with each-other. The Belgian story became so complex that the author decided to bring the story of the Flemish gliding-community in Dutch. Of course, regularly he had to refer to the French-spoken friends. Indeed, the Flemish story should be incomplete without the many French-spoken pioneers.

The author wishes to donate any profit resulting from the sale of this book to

the League of Flemish Gliding Clubs. This should enable to realise funds to support the Flemish junior glider-pilots who are defending the colours of our country at international FAI-gliding competitions.

Author Bert Sr Schmelzer is a well-known and respected face in the Flemish gliding-scene. Descendant of a gliding-family, he collected already more than 4000 flying-hours during his 44 years lasting gliding-career. Because of his intensive participation at competitions he knows the (inter-)national gliding-scene like no other. One can intensively feel his fascination for the "silent adventure" with thermals on every page.

Jorn Hanssens

You can order this book by transcribing to account-nr BE72 0015 9844 5216 the sum of 39.50 euro plus shipping-costs. Please mention your name and "zweefvliegboek".

For info: contact *Bert.Schmelzer@Belgacom.net* or *boeken@hangarflying.be*

Indication of shipping-costs: (please contact author or publisher for exact rates if your European country isn't mentioned)

- The Netherlands, Luxemburg: add 16.00 euro
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- Albania, Andorra, Bello-Russia, Bosnia-Herzegovina, Guernsey, Jersey, Iceland, Croatia, Norway, Ukrain, Russia, Turkey, Switzerland : add 19.20 euro
- United States of America and all other non-European countries : add 32.00 euro

For British readers it is available through The Aviation Bookshop of Simon Watson, <http://www.aviation-bookshop.com/hub.htm>



gliding-clubs in their own style.

The author was especially seeking for never before published photo's and obtained access to archives like those from the family of Suzanne "Suzy" Lippens and Albert Massaux. Never before such handy lists about the results of gliding-competitions have been published. Many hours of interviews

Pioneers to Partners - British Aircraft since 1945

by Christopher Foyle
ISBN 978 0 9548 89616. 292 x 216mm. Published by Christopher Publishing, 113-119 Charing Cross Road, London WC2H 0EB

Thanks to Wally Kahn for the following Review:

A wonderful copiously illustrated 'coffee table' book "Pioneers to Partners - British Aircraft since 1945" written by Christopher Foyle - the owner of the famous bookshops and a Silver C pilot has just been published. Spread over 224 pages and apart from the 400 photos of aeroplanes, the excitement for VGC members is the appendix headed "Gliders and Sailplanes".

Francis Humblet and Wally Kahn are thanked by Foyle for "invaluable advice and information regarding

British gliders.." No less than 76 types are listed, though regretfully no photos accompany the text. Some of the types are obscure to say the least but fascinating nevertheless. □



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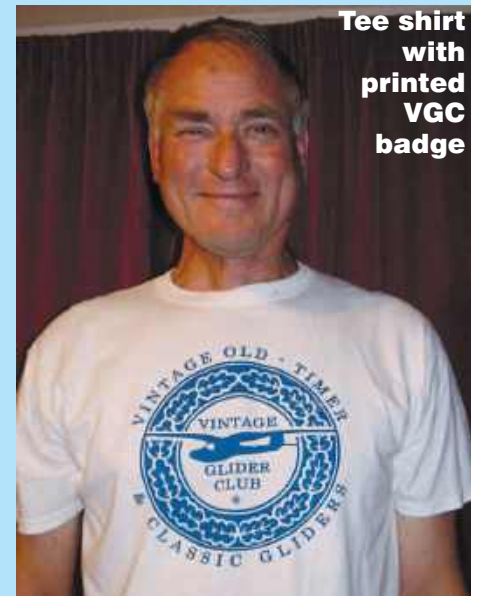
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Sailplanes 1920 - 45 Martin Simons	<i>still at</i> 35.00	7.00	11.00
Sailplanes 1945 - 65 Martin Simons	35.00	7.00	11.00
Sailplanes 1965 - 2000 Martin Simons	35.00	7.00	11.00
German Air Attache - Martin Simons	12.00	3.00	6.00
A Glider Pilot Bold - Wally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

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Note:- Where possible post & packing for more than one item will be charged at actual cost.

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RALLY ROUNDUP

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

FOR SALE

Wally Kahn tells us that "Very scarce back numbers of *"Sailplane and Glider"* from 1930 to 1954 as well as various many other gliding magazines and books are available for sale from Brian Cocks, 18 Woodgate, Helpston, Peterborough, PE6 7ED. Tel 01733 252791, e-mail briane@uku.co.uk."

1968 Slingsby T49B "Capstan" S/N 1664, 630 hrs TT, 2-Place side by side, 479 lb payload, 30:1 L/D, laminar wing, April 2009 Annual, basic instruments, US standard airworthiness certificate, mild aerobatics approved, terminal velocity dive brakes, world's largest Cobra trailer (2000), true one man



rigging system (20-30 minutes), great dual cross county trainer. Lots of fun to fly. \$24,000.00 USD Shane Neitzey 571-259-0042 cell shanessigns@mindspring.com Manassas, Virginia, USA

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HISTORIC GLIDER Glider LG-130

"Kmotr"; Reg. OK-1260; S/N: 31 Producer: Moravan Otrokovice – Czechoslovakia. Year of manufacture: 1951. Last overhaul: 1995. TTSN: 900, 25 Hrs Landings: 2704; TSO: 247, 58 Hrs, Landings: 495; One of last two LG-130 Gliders around the world. Price: 8 500 EUR.



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OLY 460 prototype G-APWL BGA No. 1172 Complete aircraft. Prototype needs a good home. Aircraft in good condition. - aluminium trailer in poor shape.

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MIECHTA 7 (Dream No.7) or **RUSSIYA 2**, Ultra Light, small, fibre glass Soviet sailplane. Offers to Ted Hull. 30 Bramley Close, Southgate, London N.14 4HJ.

FW WEIHE 50 and metal closed trailer. Both need some restoration. Offers to Francis Russell, 2. Greenway, Letchworth Herts. Tel:- 01468 6762532.

1943 German built **JS.WEIHE** needing extensive overhaul. 516 Haslocks Green Road, Shirley, Solihull, West Midlands. B90 1DN. Tel:- (0) 121430-3777. (This was one of the three JS Weihe's which Philip Wills, rescued from the Wasserkuppe in July 1945. This is BGA 448, the record breaking Weihe of the Surrey Gliding Club that was once flown from Redhill to Brussels by Lorne Welch, and to 30,000 ft by John Williamson. It should be saved.- CW)

ELFE PM-3. This historic sailplane was designed by Dr. Werner Pfenninger at Zurich University and built by Ruedi Saegesser in 1954. It is the third of a remarkable series of sailplanes designed by Saegesser using his experimental laminar flow wing profiles. Its max. L/D of 40-1 is probably the best ever achieved by an all wood sailplane, whilst linked flaps and aileron 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 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, Eagle's Brow, Lynim, Cheshire, UK. Tel: (0) 1295 752 722. Mobile:- 07590 132 456. E-mail:- macandsuemclean @ binkind.com

GRUNAU BABY 2B. Good condition. For more information, please contact sven.hohlfeld@gmx.de

Mike Powell thanks the last *VGC News* for publishing his ad for his spare **T.21b fuselage** but the e-mail address is wrong. It should be :- ecc.con@which.net.

SLINGSBY SKYLARK 2. Built 1956. Serial no. 1003. C of A until April 2009. In good condition and fitted with additional C of G hook for improved winch launches. Panel with :- compass, mechanical vario. TM61 radio and new ASI, radio, altimeter, and Borgelt electric vario. Turn & Slip included but not fitted. Sound purpose built metal trailer, Price:- £1,500. Contact:- John Salvin on 0115 9652986 or e-mail:- johnsalvin@plus.com.

SCHEIBE SPECHT:- 1954. SE-SVS. Production No. 808. With EASA Type Certificate. Certificate Holder. Scheibe Aircraft GMBH. Equipped with Hooks for aertows, winch launches and Bungee launches. General Overhaul happened within the time span 2001-2003. A/C is in very good condition and is airworthy until Dec. 2009. Ingvar Hyllander. Kappelgatan 4, 27131 Ystad, Sweden. Tel:- 0046 4111 5651. Email:i.hyllander@telia.com . Tel no:+4641115651.

KA-6E. No. 4307 BGA 4519. GCJHD. An exceptional example of this classic glider in beautiful condition. All flying surfaces were recovered in 2005. Panel includes artificial horizon, T/S etc. Restoration and all EASA documentation completed. Custom built aluminium trailer. Parachute, GPS, flight recorder and tow out gear all included. Always hangared during winter months. Aircraft can be viewed at Gransden Lodge. Cambridge Gliding Club. £4,000 due to retirement of owner.. Contact Mike King. On 01954-201518 or e-mail: -michaelking 2@ntlworld.com

SIEBERT KA-6CR SPECIAL. First flight in 1961 in Nordrhein-Westfalen, Germany. Registration D-4830. Modified in 1952. Fuselage enlargement by 30 cms. specially for tall pilots. Recently designed Phoebus Canopy. Flown in Holland since 1990. About 3,600 flights. 2,600 flying hours. Sailplane with instruments. C of A conforms to EASA requirements. Further information from w.adriaansen@planet.nl.

RHOENLERCHE 4 PH-247. Built in 1956. In excellent flying condition. 3,400 flying hours. Valid C of A. Trailer included. Contact:- George Slot. The Netherlands e-mailgeorgeslot@home.netherlands.

KRANICH 3 D-7002 built in 1952. Overhauled in 2003. Basic instruments including radio (Quartz). New canopy. Open trailer. With valid technical certificate. Cost negotiable. Currently based near Weinheim Airfield, Germany. Contact:- Susanne Schoedel e-mail:- s.schoedel@arcor.de.,

Skylark 3B. Very nice condition, Annex 2, no EASA transition needed, very low time, 1079 hours, 2011 launches, always hangared. Full basic instruments, inc electric vario, new main tyre, streamlined canopy installed, nice white paintwork. A delight to fly. £1700 ono. Call David Wilson, 01890 820 365 (anytime).

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Wasmer Squale 26P with trailer. Contact: Mahieu Guy (+32) 71 301493 or (+32) 477 590770.

WA30 Bijave. Under restoration, fuselage still to do. 3000 Euros Alland.m@hotmail.com tel: (+32) 477 371930

Foka SZD-24C. 1962. 4000 Euros. Francoise.slienet@vcb.com. Tel: (+32) 494 578447 or (+32) 71 588591 (day).



Derek Phillips 1930-2009

Sadly, Derek passed away on 21st December following a prolonged illness.

A very keen pilot, Derek started gliding when he learned to fly on SG8 primary gliders on a course at Nymphsfield in 1955. An ex-Aircraft Rigger and Engineer in the RAF during his national service, he was later trained as a BGA inspector in the mid 1960s by Eric Rolph at Moreton-in-Marsh.

During his gliding career, Derek flew as a member of several clubs including the Midland Gliding Club, the Worcestershire Gliding Club at Bidford - the predecessor of Stratford on Avon Gliding Club - and at Enstone.

Following the Worcestershire's club's re-formation as Stratford-on-Avon GC in 1972, he re-joined and has remained a member ever since.

Also a keen and well respected member of The Vintage Gliding Club, Derek attended rallies at various sites over many years. He spent hours soaring Camphill and Sutton Bank in the Eagle he had rebuilt, sharing his flights with others. Later, he flew the Oly 463, CAT, which he found easier to rig. Derek was also a member of a Standard Cirrus syndicate based at Stratford on Avon's Snitterfield site.

During a large part of his 37 or so years at Stratford he provided an invaluable service when C of A time came around, charging little or nothing for his services. In addition he served as Technical Officer at Stratford for many years. Derek's work as an Inspector, and later as a Senior Inspector, on behalf of Stratford members and many others in the gliding movement, especially the Vintage Glid-

ing Club, probably has no equal. Derek always had time to help solve problems with gliders, or give good advice, as well as frequently providing access to his workshop for club members.

His efforts on behalf of Stratford on Avon Gliding Club were acknowledged by the club when he was awarded life membership in the late 1980s. He also received a BGA Diploma in 2007 as recognition of his contribution to gliding. Derek had many friends in gliding and will be sadly missed by all. Our deepest sympathies go to his wife, Pat, and to his son Richard.

Tony Edlin - Stratford on Avon Gliding Club and Jan Forster - Vintage Gliding Club

Jacques Lerat

WE ARE VERY SAD TO HAVE TO ANNOUNCE THE DEATH through cerebral hemorage during the night of 20-21st October 2009 of JACQUES LERAT, a great gliding personality. He was born in 1924 and was engaged with light aviation for half a century. At first he built many models but became involved with gliding and directed the Chartres gliding centre, which was his creation, from the 25th of January 1951 until 1972. With August Mudry, he was founder member of the Aeronautical Association of the Paris Region. He was its secretary from 1957-1971. He was also founder member of the French Gliding Federation of which he was also Secretary, Vice President and President from March 1975 until October 1980. He remained its secretary until 1985 and it was he who initiated the movement to preserve French Aviation Heritage. It was therefore natural that he

should be President of the Historical Federation. He brought to life the Historical Congress which held an annual meeting at the Musee de l'Air et de l'Espace at le Bourget. It produced the Le Bris Cup and the reviews *Vielles Plumes* which described in detail French Gliding History. CW found that the *Vielles Plumes* describing French Gliding in text, drawings, photographs and statistics during the years 1940 to 1943 of particular interest. Jacques Lerat received the Gold Medal of the FFVV in 1986, the Silver Medal of the French Aero Club in 1993, and became Chevalier of the National Order of Merit .

Efforts will be made to preserve his historical archives, but we do not know whether his Annual Historical Congress Meetings will be continued. We hope that they will. CW

Lou Glover

(Lou the Glue) Husbands Bosworth

Lou Glover who has just passed away at the age of 86 was an amazing man of many talents. Above all, he was a master in the art of woodwork and his skills and knowledge went far beyond the repairing of gliders.

I first met him when I joined the then Coventry Gliding Club at Husbands Bosworth airfield in 1968 and to a new comer to the world of aviation, he was an absolute mine of information.

His little workshop (which was also his home at that time) was an Aladdins Cave of bits and pieces of just about anything one could imagine in terms of timber; odd pieces of broken glider, musical instruments, a wooden astronomic telescope, a set of wooden wheels for a veteran Rolls Royce motor. Plus stock timber of many kinds and species of tree as well as sheets of aircraft quality plywood. Lou never threw anything out!

Above all though, Lou would have the answer to almost any question a tyro like myself could put to him. Books on aviation, astronomy, photography, birds, canals, railways, but above all, stacks of magazines and books on soaring flight.

Two or three years later, now a solo pilot and looking for an aircraft I could afford to manage on my own, I took an advert for an aircraft I had never heard of; a Petrel, which was for sale at Dunstable at a price I could afford, to ask Lou about it.

His eyes glittered and reaching into a dusty bookcase, he brought out a slim volume in which the writer, Terence

Horsley, compared his favourite power plane, the Spitfire, with his magical glider, the Petrel! 'Read that first' said Lou 'and then tell me if you are still interested and if you are I'll come to Dunstable and look it over for you'. It was the start of a love affair which lasted for thirty years!

A year or so later, Lou and I drove down with my Petrel and his Viking, to Firlie Beacon on the South Downs for the 50th anniversary of the first British Glider Meet of 1922. Twelve months later we stood in line at Husbands Bosworth to sign up as founder members of the Vintage Gliding Club at the First International Vintage Glider Rally.

Lou was also a founder member of the Coventry Gliding Club when it was formed at Baginton (Coventry Airport) in 1953 and became in turn after soloing there an instructor, ground engineer and then Chief Flying Instructor. He was for many years on the clubs committee.

Born in the small village of Ruyton, just outside Coventry, Lou was called up into the army for military service not long after leaving school and became a gunner in the Tank Corps. His unit landed in France in June 1944 on D-Day +6 and fought across Northern France into the Rhineland as part of a group called the Sherwood Rangers. Lou had many photos of this campaign.

Back home after VE-Day, Lou worked at the Rootes Motor Works near his home at Coventry on the assembly line but in between operations, grinding himself a mirror lens for a wooden telescope he was building!

In 1953, the Coventry Gliding Club was formed by a small group of enthusiasts at Baginton Airport, Coventry and Lou went along and joined them. He soon became a skilled pilot and eventually an instructor. In between times he helped repairing broken gliders and became an approved BGA glider inspector. When the club moved to its present site at Husbands Bosworth, Lou moved his equipment and started up his small repair business, 'Gliderwork' in a small workshop that had been a pre-fabricated house. He also lived there with his cats, aircraft, tape to tape hi-fi along with his eclectic collection of books and fascinating bric-a-brac.

Above all, Lou Glover was known and loved for his ever-willing aid to those in trouble with aircraft or trailers as many of those at his recent funeral said with affection. The many E-mails received from all over the world following the announcement of his death also made

those very same points.

Lou's many friends and fellow pilots will miss him greatly.

Ron Davidson, The Gliding Centre, Husbands Bosworth.

Manfred Hermeling

Together with his relatives, we are grieving for Manfred Hermeling who recently and all of a sudden passed away at the age of 71. Manfred has been VGC member since 2001. In 1954 at the age of 16 he made his first SG38 hops with the Osnabrücker Verein für Luftfahrt. Since 1963 he taught young pilots as a flight instructor. Between 1974 and 1981 Manfred was the Chairman of the Osnabrücker Verein für Luftfahrt. Within these years the club headed for its prosperous future by completing its own buildings and maintaining a wide-range fleet. Furthermore Manfred was engaged in the Niedersachsen Airsports Federation being its Vice-President from 1996 through 2008. He was awarded the golden Daedalus Medal for his achievements as an always friendly and helpful companion. Over the years, Manfred's efforts for gliding in general and his club at Achmer airfield have been tremendous. He also deserves special credits for creating a huge archive gathering publications



Photo: Ulf Ewert

about historical airsports all over the world and in the Osnabrück area. His great passion finally led into the 2009 publication of his book "100 Years of Airsports in Osnabrück". In a model way Manfred also made his remarkable contributions to the *VGC News Magazine*. His close contact to the VGC President Chris Wills were very helpful at this point. With Manfred Hermeling we have lost an exemplary mate and friend we will always commemorate. (Ulf Ewert)

Bernd Diekmann also writes:

Manfred was one of the chief-organizers of the Achmer Meeting last year. Also he has also good connections to glider-pilots and historians in Eng-

land. He made a book about private aviation at Osnabrück, which was presented at the meeting. Also he made a big work about the Achmer Airfield.

He was the leading historian in our area, not only for his work - he was a networker. He made contacts between the groups to help their work. He supported my different works with much help. Also I used his own archive. And - he made the contact to Manfred Krieg for the Kronfeld project. For Manfred Krieg and I he was a close friend.

Tadeusz Gora

The recipient of the first FAI Lilienthal Medal passed away on 4th January 2010 in Swidnik, Poland, just two weeks before his 92nd birthday.

Born in Krakow on 19th January 1918, Tadeusz, together with the rest of his family, followed the postings of his father, a military officer in the border guard service, to a variety of places, mainly in the south-eastern territories of the newly independent Poland. Young Tadeusz moved schools as his father's postings required. It was while attending a sports aircraft rally in 1933, at Nowy Targ that, at the age of 15, he was taken up by his father's friend for his very first flight. That same year, his father retired and the family settled in Wilno (Wilnius Lithuania). He quickly joined the Wilno Aero Club and trained on the primaries "Wrona" and "CWJ" quickly gaining his "A" and "B" badges. Spending a disproportionate amount of time at the airfield resulted in Tadeusz having to repeat the final year of the grammar school. He was heard also saying at the time "Flying is more important than school".

As the Wilno Club had no instructor licensed to train young pilots to "C" badge level, early in the spring of 1935, Tadeusz enrolled at Bezmiechowa, then one of the four premier glider training sites in Poland. He soon gained his "C" badge devoting all available time to flying gliders and also making progress to fly powered aeroplanes. In 1936, he gained a sports pilot's licence in a place named Lucko. The "magic" of Bezmiechowa, caught, Tadeusz's imagination and this became his "home" airfield. Whilst there, he attempted a number of challenges including, on 13th of May 1937, a duration flight of just over 18 hours. In September of the same year, flying an SG-3, he won the 5th National Gliding Championships, that took place at Innowroclaw in northern Poland.



On 18th of May 1938, Tadeusz Gora and Bezmiechowa forever entered the history pages of gliding. Earlier that day, the club instructor Dziurzynski, returned from a short flight reporting excellent weather conditions. "What are your intentions today?" he asked Gora. Having snatched some toast and a cup of tea for breakfast earlier " I am off to Wilno!!!" shouted Tadeusz. "That is more than 500 kms!!!" replied Dziurzynski. "Yes, I know." came the answer, "that's where my parents live". The 20 year old Tadeusz strapped himself in to the PWS 101 (SP-1004) flew north, landing several hours later in Male Soleczniki, just 30 kms short of Wilno but 577.8 kms away from Bezmiechowa. This flight was soon recognised by the FAI as a phenomenal achievement, awarding Tadeusz Gora the newly established "Lilienthal Medal" in January 1939. Together with the rest of the elite Polish Glider Pilots, he began the 1939 season training for the Olympic Games that were going to take place in Helsinki in 1940. For the first time gliding was going to be included as a competition event. Early that year, flying a PWS101, he came second in the international glider rally, organised in Lwow during the ISTUS International Conference. Later on, he flew 304 kms to a declared goal from Policho in the Swietokrzyskie Mountains, to Bydgoszcz, in northern Poland. Having a sports pilots' licence, Tadeusz also helped to train others by flying tugs at Policho airfield.

At the outbreak of war hostilities in September 1939, Tadeusz headed back to his family in Wilno. He flew an RDW-8 but landed short at Lucko and was arrested by Soviet forces invading from the east. He managed to escape. In the first days of confusion that followed, he did manage to obtain travel documents at Wilno and travelled to Sweden via Latvia. Once in Sweden, his intention was to join the Polish Airforce Detachment that was established from the re-figured remnants of the Polish Army in France. Early in 1940, via Scotland, he reached Lyon in France and commenced training. Soon after, however, with the fall of France, he was evacuated on the 26th of August 1940 back to England.

He joined the RAF and fought in the Polish squadrons Nos 306, 315 and 316. He totalled 883 flights (1062 hours 20 minutes) on Hurricanes, Spitfire Vs, and Mustangs. These included 160 operational (52 combat) flights. He was decorated with several British and Polish medals that include Poland's highest awards, the Cross of Virtuti Militari and



the Cross of Valour. It was only in 1945, whilst still in England, that he was able at last to collect his FAI Lilienthal Medal. He returned to Poland in 1948. At first, he worked as an instructor at the Zar Mountain Flying School, a premier facility for advanced glider training, and soon became CFI there. In addition to the two legs achieved in pre war flights, the height gain of 3,602 metres in wave over Jelenia Gora, the third leg (on the 1st November 1948) gave him the 3rd Gold in Poland, awarded on the 25th March 1949. On the 23rd of June, 1950, after a gain of height of 5038 m. over the Zar, Tadeusz gained his 3rd diamond which was awarded by the FAI on the 15th of November 1950. He was the first Pole, and the second in the World, to win the FAI Badge with three Diamonds. At the end of 1953, he qualified with a glider test pilot's licence and moved to Bielsko Biala joining the SZD test pilots' elite there. He also joined the Bielsko Biala AERO CLUB as CFI where he was active until 1957. Only in 1957, following the considerable political thaw in the Soviet Block countries after Stalin's death in 1953, the once western alliance pilot was accepted to fly with the Polish Air Force in the Warsaw Pact's coalition. He took every opportunity however to continue his passion for flying gliders. In 1962, now with the Air Force rank of Major, he won the 17th National Championships at Leszno flying a "Mucha Standard". Two years later, on 4th July 1964, he surpassed his best open distance record flight since 1938, with a new, personal best distance of 630 kms, team flying Fokas with Adela Dankowska. The injuries that he suffered whilst crash landing his Mig 19 with engine failure soon after take off in June 1960, plagued

his health and brought forward his early retirement from the Air Force in 1972 with the rank of Lieutenant Colonel. In civilian life he settled in Swidnik, a major centre of helicopter production in Poland, where from 1979 to 1981 he trained helicopter pilots, even going to Libya as part of the PZL- Swidnik after sale contract with that country.

Commencing with the Lilienthal Medal and throughout the rest of his long and distinguished career in aviation, he was honoured with several military medals and distinctions. On his 88th birthday, in January 2006, he was promoted to the rank of Brigadier General in retirement. His civilian honours and awards were equally numerous and include the freedom of the town of



Swidnik in 1998.

In reminiscing about his early days in aviation, his fondest memories were those of his flying at Bezmiechowa, preparing and training for his 18 hour duration flight to Male Soleczniki. Following his retirement, in 1972, he engaged much of his time and energy to re-establishing the old flying school there. He was not alone. The historical significance of Polish Aviation traditions that were honed at Bezmiechowa in the early 1920s, the ideal terrain for soaring, as well as being picturesque, laid the foundations for the idea that the flying school, like Phoenix, should be rebuilt. With strong interest and support from the Rzeszow and Warsaw Technical Universities, the school is now a reality. Built in a local style and on the spot of the old school, the new Rzeszow Technical University's Academic Flying Centre was named after, and opened by Tadeusz Gora on the 21st August 2004. The new Flying Centre building set on the top of the

Slonne Mountain range also provided the backdrop for the biographical film about the life of Tadeusz Gora – “The Diary of Pilot Gora” that was premiered in Warsaw’s King’s Castle in February 2007. It is in Bezmiechowa that the brand new replica of “SALAMANDRA”, an open cockpit replica built at SZD Jezow, flew in the summer 2009 and where it will be permanently hangared. The new centre, its location and now also the SALAMANDRA attract growing attention from vintage glider enthusiasts from numerous polish gliding clubs as well as many other visitors to this, not as yet well known corner of the Carpathian Mountain range. Tadeusz was looking forward to seeing it soar again there and

meeting the variety of “flyers” that visit the airfield each year. On a number of occasions that he visited the centre, the instructors felt privileged to take the “old master” up and talk about times when it all began. Even before his death in January, a rally was planned in Bezmiechowa in May 2010, to celebrate Tadeusz’s “1938 Lilienthal flight” by setting the main task to fly again North, 577.8 kms to Male Soleczniki, now in Lithuania (perhaps?). Tadeusz’s life long aviation achievements have gained a legendary status not only among Poland’s aviation community, but also captured the hearts of the local people around Bezmiechowa and its region with whom he has kept close contacts. Tadeusz has entrusted his

Lilienthal Medal to the Bezmiechowa Primary School as a shining inspiration to young people and the celebration of the sport of gliding in the very place where he began. The medal can be seen and appreciated on request to the headmistress (as it is normally safeguarded in a dedicated strong vault). It is also worth noting that the school is named after “Polish Glider Pilots”, and on their school uniforms the pupils wear a school badge that incorporates the “three gulls” motif). Tadeusz Gora was buried with full military honours on the 8th January 2010 in Swidnik Cemetery’s Avenue of Distinguished citizens. *Prepared from Archival and Internet information by Jan Sladowski. January 2010.* □

LETTERS

The Chanute Glider – Info please.

My husband Jim and I went to West Hollywood, CA and took many high resolution photos of a "Chanute Glider" that the owner of the Pacific Design Center had recently purchased from a dealer (?) in England. I am attaching two images; my husband and I believe that this is not an original machine, built by E. W. Twining in 1911/12. In its cur-



rent configuration, I do not think it would fly over 200 yards, as the wing ribs are open to the airflow on the top and bottom of the wings.

However, this glider looks very spectacular and I would really like to find out the true history of that glider. Could these images please be included in an upcoming issue with the request for help

who may have built this machine and why? Thanks for helping with the detective work. *Simine Short. email: simine13@comcast.net*

Frustrated buyer

Am I too late for comment to go into the next VGC News? Anyway here is my comment with reference to item's and Gliders for sale (*on the web – Ed*).

Having made several inquiries about Gliders for sale I find that some of the aircraft have been sold some time ago but are still on the For Sale list. A bit annoying if you have found one you would like!!! only to discover two or three days later it has gone.

Secondly some advertisers do not reply to emails asking specific questions (but) most answer with-in 24hrs and are very helpful.

Now I am new to the VGC so I may be being a little impatient in waiting for a reply, if so do forgive me and no doubt I will learn as I become more involved. I do not want to jump in and buy the first thing that comes available, hence my many emails to different owners. I have had excellent help and advice from Ian Patterdale, Rick Fretwell and David Weekes. Subject to my progression this coming season from complete novice to solo my heart is set on a Skylark 4. Kind regards, *Sydney Emmerson, 5037*

(From the Editor – “We regret that the Classified Ads are sometimes out-of-date and how disappointing that can be to prospective buyers. All I can ask is that if sellers do sell there goods via the ‘News’ or the ‘Web’, that you let me and/or the web-master know so that we can ensure that any adverts are updated accordingly.)

Dear editor

I have emailed you on a previous occasion, Ref For Sale items. I belong to several aircraft type web sites, each with excellent, active forums but I find the VGC forums, Uninspiring, Lethargic and boring! What is wrong with people? Many do not answer requests for information, in fact it would seem people just do not look on the forums at all. Browsing the forums today I found one had not been used since 2007!!! I have looked up the word LETHARGIC in the dictionary then went on to look at the THESAURUS, everything in the latter relates to the VGC forums. We have a committee who work hard, give of their time free of charge, put themselves out at unknown expense to their own private lives and yet, it would appear, many members have this, Apathetic, Indolent, almost indifferent attitude to their (the committees) personal sacrifices.

I am a new member and live in the South of England, I do not know anything about Gliding but have lived long enough to learn the meaning of the words, APPRECIATION and SACRIFICE. So let us all show we understand those words and make full and efficient use of the services these people, including the magazine staff, provide for us.

It goes without saying. If I, in my lack of knowledge, can help, I have only to be asked. I think even at 80 years of age I can still guide a car driver to a parking spot!!! I also make a darn good cup of TEA.

I hope this MOAN proves a bit controversial, I don't care, as long as it wakes some of you up.

Sydney Emmerson 5037. □



JAPANESE OLYMPIA MEISES

By Ken Ueyama, taken from Australia Times No 117

My OLYMPIA restoration work is finally finished. Mike Burns and Ingo Renner did a fantastic job restoring it just like they did for the CONDOR IV a year ago. This EoN OLYMPIA 2B was first registered in 1958 by the RAFGSA (246), BGA 1386. When Mike and Ingo were working on it, they discovered that its wings and fuselage were built in 1947. I guess that this was one of those 100 built in 1947 that could not find a buyer for 10 years even though it was offered for a mere £425.

In 1966, it was sold to a syndicate in



Rufforth. It stayed at Rufforth until 2004. I was in York till 2004 as a contestant for the World electric model glider Championships. After the Championships I went to the nearby glider field which was at Rufforth to see if there were any interesting gliders. When I found the OLYMPIA, it had been in its trailer for the past three years. For Japanese Glider maniacs, the OLYMPIA MEISE is a very special glider. Not many Europeans know about

OLYMPIAS in Japan but we actually built six of them. The 1940 Olympics were scheduled to take place in Tokyo but the Japanese invasion of China upset countries around the world and the Olympics were moved to Helsinki in Finland. Japan was allied with Germany in those days.

The Japanese Imperial Aviation Association ordered from the German DFS one complete MEISE and the plans to build more of them. The plans came immediately, so they ordered six different domestic aircraft companies to build



one OLYMPIA each from the DFS plans. By the time the German built MEISE arrived in Japan in March 1940, the Japanese had completed six OLYMPIAS.

They were built by the following firms:- Nippon Light AIRCRAFT

OLYMPIA; Fukudo light aircraft OLYMPIA; Akashia Glider OLYMPIA; Mizuno Glider OLYMPIA; Dai Nippon Aircraft OLYMPIA; and Ito Aircraft built OLYMPIA. Ken wanted his OLYMPIA to look like a Japanese entry sailplane for the 1940 Olympic Games.

He is sure that the Japanese Flag would have been on the fin, just as the Swiss and French ones had, in some other photos. The Japanese Meise photos are all black & White, but he assumes that the red stripe would have been on a white background as these are the Japanese National Colours. He has added the Olympic Rings Logo just like the one on display in the National Soaring Museum at Elmira, N.Y.

All Japanese Built OLYMPIAS did not have landing wheels or bubble canopies since they were copies of the OLYMPIA MEISES. I like a landing wheel on my EoN OLYMPIA as it facilitates ground

handling but considering the canopy, I like the look of the original German ones. It has very authentic vintage looks. Mike Burns is building one for me at the moment. I hope that it will be ready by the time we meet at the next Bordertown Vintage Rally. □

Bureaucracy or how tall people fit into a small Spatz

After Emil Solbrig passed away last winter it is time to report the following story. During the 1950's Emil Aran a repair shop for the Hamburg Aeroclub before he later on worked for the Federal Office of Civil Aeronautics (LBA Nord). At our Oldenburg club we operate an A-Spatz in original condition registered under D-3214. This very smooth glider was built by Emil Solbrig in Hamburg in line with a series of in total three Spatz planes completed in 1955. Baptismal name of our A-Spatz is "Piep" whilst his brother was named "Matz". When going through the original shell acceptance report one learns that the shear force rod has been trimmed 10 mm longer than foreseen in the construction plan. This circumstance gave the Spatz a slight sweep backwards. The report of the following day states that the centre of gravity position can be kept within constraints by moving the seat 30 mm backwards. One hazards a guess that someone struggled to calculate back and forth wiping out the mishap subsequently. Some years ago Emil opened his photo album for me as I was looking for original details when renovating the Spatz. At this occasion I asked Emil about the sweep. He immediately got the point. His comment was: "This was the only way making "The Tall" [note from the author: "The Tall" was Heinz Huth] fit into the cockpit!" One way to avoid bureaucratic problems – still nowadays...? By Burkhard Wittje

photos show a Spatz under restoration in 2006





HRD

SEIBERGH



BGA 4135