



VGC News

No. 130 Summer 2010



Rally roundup

Modelling report

International news

Solo at nine in Lithuania

Kiwi Kookaburra project

Camping at Long Mynd in 1946



<http://www.vintagegliderclub.org>

Objectives of the Vintage Glider Club

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

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Front cover: The SALAMANDRA - IS-A; new on Polish civil register as **SP-8016**. The test flights took place at Jelenia Gora Aeroklub airfield 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. Full test flight report in next issue of VGC News. From Jan Szladowski

Back cover: Mike Armstrong's Slingsby Sky. One of the participants at the Camphill 75th Anniversary celebrations held between 18th and 26th June. Full report and pictures in next issue of VGC News! Photo via: Rob Faulkner.

Notice to all members

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

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

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Contents

Chairmans report	3
Book Review	4
VGC Historic Group	21
Model report	30
Snippets	40
Club shop	44
Obituaries	45
Letters	49

INTERNATIONAL NEWS

Britain,	9
Denmark, France, Germany	11
Lithuania, Netherlands,	12
New Zealand, Sweden, Switzerland	13
USA	15

FEATURES

Klemm light planes in the early 1920s	16
Replica Klemm L20 B1 motorglider	17
T31b in Ghana	20
Solo at 9 in Lithuania	26
Restoring a Zoegling in Italy	28
Polish W.W.S.3 Delfin	32
The Borea of Luigi Teichfuss	34
Russian gliders	36
Kiwi Kookaburra project	38
You don't always get what you expect	41
A two week camp at Long Mynd in 1946	42

RALLY ROUNDUP

Easter Bungeeing, Rana, Czech Republic	6
Upward Bound Trust	7
Wood Shadow South Germany	8

Chairman's Address

After a slow start, because of the weather, we have had some nice flying days. Some of the countries have had their National Rallies and there have also been some "type" rallies such as the Baby. Spatz and Ka-6. The Rendezvous and the International Rallies are now only a few weeks from now! In Tibenham they have at this moment; (mid June), over 100 pilots and more than 70 gliders registered. There are also 20 modelers and 40 models on the register, so that is also wonderful. Remembering the last rally in the UK, exactly ten years ago, the Rendezvous and the International will be in good hands.

Meetings and Rallies.

Klaus Schickling, our Rally Secretary NEEDS your input about your National Rallies and Meetings. It is good to know what is happening in your country, because we see more and more that members of different countries are visiting rallies as a result. Please keep Klaus informed, and why not make Klaus part of your mailing list when you plan your event, it is free publicity!

Website.

We are currently taking the first steps to update the website with the help of a professional web builder in order to let Robin Willgoss step back from the job as webmaster. We must also thank Peter Redshaw, who has digitized many of the early VGC News magazines. These will soon be included in the VGC website in the "members only section". You will find in these files the first news-letters, written mostly by Chris Wills, and I am sure that many of you will have not have seen them before. The files start at September 1973 and go up to "VGC News" no.109, Summer 2003. From this date onwards, all the subsequent VGC News magazines will be included on the web by the editor; Margaret Shrimpton.

International Council.

The International Council is composed of representatives from many different countries having VGC members. If the representative, represents 10 or more members from his or her country, then he/she is allowed to vote in the council meetings. If there are fewer than 10 national members, the representative cannot vote, but can take part of the discussions in the Council Meeting. We have 27 Countries and only 14 are represented. The other 13 Countries are invited to send representatives as well. Please contact me for more information.

AGM.

The AGM this year will as usual be held at the International Rally at Tibenham. You will have found an invitation included in VGC News no.129. This does not mean that you are unwelcome at the AGM because you are unable to attend the rally itself. As a member you are entitled to take part in the AGM, so please attend if you can.

Annual Dinner.

The Annual dinner is planned as always to be on the first Saturday of October; which this year is the 2nd. Please write it in your diary. The venue will be announced at the AGM.

I look forward to meeting you at one of the club events

Jan Forster, Chairman VGC

A shortened version in German can be found on page 5



**VGC booth at
AERO Exhibition
Friedrichshafen
April 2010**

by Peter Ocker

Thanks to the great job of some VGC members in South Germany living close to the exhibition venue we had the unique opportunity to present the VGC objectives at the 2010 AERO fair. Located at the shores of Lake Constance and formerly taking place every two years, Europe's largest business and sports aviation exhibition is now held on an annual

basis. The 2010 event was bigger than ever before presenting a fascinating range from business jets down to powered paragliders. Next year it will even grow further e.g. by having the German glider manufacturers attending again. Thus 2011 will be a challenge both for exhibitors and visitors to cover all booths and displays within the available time. This year we

presented a Mue 13E (forerunner of the famous Bergfalke) in a complete stripped down status. This specific aircraft will be restored in the future by Hartmut Sammet, Scheibe Aircraft at Heubach. In Friedrichshafen, it was displayed as a barn-find. As a contrast the VGC Restoration Prize winner Bergfalke II of Heinz Bauer was also on the booth. Our



Left: The VGC Booth at AERO Exhibition Friedrichshafen. Photos: Margaret Shrimpton



aim was to show that any old aircraft in sad condition can be turned into a wonderful vintage flying machine. Thanks to Gere Tischler who hosted most of the VGC staff during the exhibition at his house for free we welcomed hundreds of interested visitors on our exhibition booth. Among them were people telling us that currently they are about to restore Grunau Babies or Bergfalke and we gave advice on questions they asked. Other people came and offered gliders nobody is interested in any more. Old pilots walked in older days memories and told us about their beginnings in our fantastic sport. Overall, a total of 10 new VGC members could have been generated by this opportunity. Furthermore a lot of VGC members visited us and supported us at the booth. Also our Chairman Jan Forster and Rally Secretary Klaus Schickling were representing the VGC for almost the complete set of AERO exhibi-

tion days. New printed leaflets in German and English language were made by Stefanie Gester. The AERO 2010 exhibition was a big success. Not only new members and enthusiasts were found but also the idea of vintage gliding was spread into the audience. Lots of people asked us where old gliders can be seen in the air. Thus could be that some more people show up at future Rallies and events. And we hope to say "See you at the AERO VGC booth in 2011"...

Errata

In VGC 129 under British News we printed that the VGC committee had negotiated an agreement with the BGA for historical material including photographs, documents, plans etc, belonging to our members, to be stored at the BGA's premises. This is incorrect. Further we incorrectly gave Pete Stratten's position in the BGA as the Development Officer, when in

fact he is their Chief Executive. VGC-News apologises for these errors.

Also in VGC News, No 129, Page 36. In the upper photograph, the gentleman standing by the Rear of the RHOENSPERBER BGA 260 is FRED STICKLAND, who repaired and rebuilt the entire aircraft for RODI MORGAN, who is NOT in the photograph. Rodi paid for the restoration with profits from his business "Precision Pulleys".

Book review

German Schoolboy, British Commando. Churchill's Secret Soldier

By Helen Fry

Published by The History Press, ISBN: 9780752449968

A review by Inge Newton

Colin Anson has been a well-known, very respected and much loved member of the VGC since the earliest days of our club. For many years we have seen him at the international rallies providing German translation at the daily briefings, as well as during official speeches and other proceedings. In addition to flying his beloved 'Blue Brick' T 31 whenever possible, Colin and his wife, Alice, ran the VGC Sales for many years, both from home and from their stall at many of our Rallies. Speaking fluent English as well as German he has always been the perfect charming English gentleman!

Not many people - myself included - were aware of the other side of Colin's life story. He was born Claus Ascher in Germany and spent a happy childhood in Bad Homburg near Frankfurt. During the rise of the Nazi regime it became increasingly dangerous to be openly critical of the government. Colin's father was denounced following remarks he had made in a public place. His father was arrested and taken to the concentration camp Dachau, where he was murdered in 1937. For Colin it was no longer safe to remain in Germany and at the age of just under 17 he came to England in 1938 on one of the first 'Kindertransport'.

Initially he was taken to a 'Farm Colony' to be trained for a career in agriculture. At the beginning of the war, however, having been spared internment in England, he volunteered for the British Forces in 1940, wanting to fight, like so many Émigrés from Germany, against the Nazis on the side of his



newly adopted country. He was given a new identity and took on the name Colin Anson. After training in the Pioneer Corps he joined 3 Troop, which was a unique German-speaking British Commando Unit. Attached to the Royal Marines he saw action in Italy, Sicily, Yugoslavia, Albania and Corfu.

After the war the book recounts the search for his mother with whom he was reunited in Frankfurt, before returning to England where he met Alice, a fellow Émigré, from Austria and settled down to start a family in Watford.

The book is a result of many interviews and recording sessions made by Helen Fry who is a well-known historian. She had met Colin while doing research for a

previous book: Churchill's German Army. That book is an account of some of the 10,000 German and Austrian Émigrés who fought on the British side against the oppressive totalitarian regime of the Third Reich. They were known as the 'King's most Loyal Aliens'.

Helen felt that Colin's individual life story was worthy of a separate book so that it would be recorded for future generations. All of us, who were born after the war, have lived through 65 years of relative peace and security during which we have enjoyed increasing prosperity as well as freedom of speech. We cannot begin to understand and appreciate the sacrifices that many of Colin's generation have had to make.

This book gives an insight into the life of just one of such countless people who had to endure the hardships of leaving their own country, culture and language to start life afresh in a strange new environment. It presents a combination of Colin's personal memories as well as historical facts from the pre-war years in Germany, covering his time in active service and subsequent return to civilian life as an Englishman in the Country he has adopted.

I found reading the book very moving, and having known Colin and Alice for so many years made it all the more poignant. This is a book that many friends who have known Colin through his gliding activities in the VGC will want to read with great interest. □

Chairman's Address

(Kurzversion in Deutsch)

Treffen und Rallyes:

Klaus Schickling, unser Rallye-Sekretär braucht dringend Informationen von Euch über Eure nationalen Rallyes und Treffen. Es ist sinnvoll, wenn wir wissen, welche Veranstaltungen in den einzelnen Ländern stattfinden. Denn es hat sich gezeigt, dass durch unsere Publikationen mehr und mehr Mitglieder, auch aus anderen Ländern, an Rallyes und Treffen teilnehmen. Also bitte, informiert Klaus. Ihr könnt ihn der Einfachheit halber ja in den E-Mail-Verteiler aufnehmen, wenn Ihr solche Treffen plant – kostet ja nichts!

Webseite / Homepage:

Wir haben damit begonnen, unsere VGC-Homepage zu aktualisieren. Dies geschah mit Hilfe eines professionellen Web-Designers, um Robin Willgoss zu entlasten. In diesem Zusammenhang danken wir Peter Redshaw, der bereits viele der ersten VGC News Magazine digitalisiert hat. Sie werden in Kürze in die Homepage aufgenommen. Ihr findet Sie im internen Mitglieder-Bereich.

International Council:

Der International Council setzt sich aus Repräsentanten der jeweiligen Länder zusammen. Sollte der Repräsentant (oder die Repräsentantin!) aus einem Land stammen, das 10 oder mehr VGC-Mitglieder hat, ist er berechtigt, bei den Treffen des International Councils zu wählen. Repräsentiert er ein Land mit weniger als Mitgliedern, kann er zwar nicht mit abstimmen, jedoch an den Treffen teilnehmen und sich an den Diskussionen aktiv beteiligen. Wir haben 27 Mitgliedsländer, aber nur 14 Repräsentanten. Die übrigen 13 Länder sind herzlich eingeladen, Repräsentanten zu entsenden. Für mehr Informationen nehmt bitte Kontakt zu mir auf.

AGM (Jahreshauptversammlung):

Die Jahreshauptversammlung findet in diesem Jahr im Rahmen des Internationalen Treffens in Tibenham statt. Die Einladung war den VGC News Nr. 129 beigefügt. Alle Mitglieder sind herzlich eingeladen, auch wenn sie nicht an der Rallye selbst teilnehmen können.

Annual Dinner:

Das Annual Dinner findet, wie immer, am ersten Samstag im Oktober statt, also am 02.10.. Bitte notiert Euch dieses Datum im Kalender. Der diesjährige Veranstaltungsort wird bei der Jahreshauptversammlung bekannt gegeben.

Ich freue mich, Euch auf einem der Club-Events zu sehen.

Jan Forster, *Chairman des VGC*



David Underwood on the VGC Sales stand at Old Warden. A big thanks to Al Stacey for all his help, and Daniel Jamin for volunteering to help out in assisting in manning the sales stand at short notice.



Easter bungeeing

Easter Day and the opening of Czech old timer gliding season 2010

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

For really great interest of glider pilots for oldtimers, in the autumn at Rana we decided to organize as well as an "Autumn onhill gliding" some other spring old timer event. And we claimed at present that the Czech Republic has forgotten flying with only man power and elastic rope.

'Easter bungeeing' was the April event by the Rana Old Timer Glider Team to open the vintage gliding season with bungee launches according to the historical exam "A". We flew with Rana's primary glider SG-38 "Erwin II" without nacelle.

Although the weather forecast was very poor (the snow blizzard ocured in the east of Czech at Friday), the Saturday morning was really spring-like, with good temperatures and moderate wind. After a proper preflight preparation led by instructor Jiri Lenik, the practical training began of this presently unused system of flying. The first sequel of launches was performed on flat grass

strip besides runway. The purpose of these first flights was to gain practice with open cockpit and for the co-ordination of participants. In the afternoon, we moved to the terrain suitable for "A" flights. It was moderate slope at front of RWY 22 Rana airfield. Weather was good and we flew (yes, really flew) till evening until all pilots became very tired! Our german friends supplied this traffic with their own UL winch and glider ULF-1. Together we made 45 bungee rope launches with the SG-38 and 7 flights with ULF-1 by UL winch on Saturday.

On Easter Sunday, we continued with bungee launches at our "A" terrain. All participants had five flights plus some helpers from home and surrounding aeroclubs had at least one flight. Amongst our visitors was the was most distinguished family of Jaroslav Spital-sky, because he was the first instructor of Louny MLL (Masaryk aviation league) at Rana 1932.

In the afternoon, the quickly moving cold front sent us to the hangars and clubroom, but in the evening we continued

with flights with UL winch, ULF-1 and SG-38 till darkness.

On Easter Day, the closing briefing was held in the historical training room of our old wooden building. We gave certificates and gliding "A" badges to





During this Easter weekend we carried out, with seventy years old glider SG-38, 74 bungee flights with 20 glider pilots. We finished frozen ourselves, but nevertheless we managed disassembling of all three gliders to trailers as a preparation for following vintage events for the summer of 2010. □

successful participants. Cold and windy weather did not discourage us from more flying. There was a good wind for Rana hill, so pilots flew with German ULF-1, Rana SG-38 and Hols' der Teufel, hill soaring by the winch together with hang-gilders and RC models. These flights were not so long, because the flying in open cockpits, in so cold winds was not comfortable, standard flight was about 20 minutes, the longest flight made Uwe Kern (2 hours).



Upward Bound Trust 2010

As usual this year, the Upward Bound Trust made ready to welcome us this year but the weather did not play fair as it traditionally has during preceding years. One and a half weeks before hand during the end of April, there was brilliant gliding weather which led to two 750 km and several 500 km flights from Lasham. During the Bank Holiday Weekend of the 1st -3rd May, the weather thrust us back to the eternal grey skies, rain and coldness of winter. It was not possible to rig the gliders, three of which had come from other clubs. However, on Saturday Evening Gayle Pierce put on her usual brilliant barbecue of roast chicken, sausages and gateaux for about 40 members.

The next day brought similar bad weather and there was no flying. This also was the same weather for the third day of the Rally, although it improved during the afternoon. There was also no flying by our gliders on this day. However, Al, Stacey and Richard Fretwell visited in a motorglider. We were also overjoyed to have Alice and Colin Anson with us, who has just had a book written about his life (see Book review on page 4"). Also present were Nick and Inga Newton, and John Dredge. On account of the bad weather, no vintage gliders flew, but there was extremely high morale and it was resolved to hold another Rally at Haddenham sometime during June or July this year. It goes without saying that the weather improved to good gliding conditions as soon as the Rally was over.

During the Rally, we heard the surprising news that BOB BOYD has sold his KITE 1 BGA 251 to someone (or people) at Portmoak, the Scottish Gliding Union, where there is thought to be a group of vintage glider enthusiasts. Could also the 1936 originally built, Fred Coleman, John Smoker GRUNAU BABY 2 and the prototype SKYLARK 2 be also here? VGC News would enjoy receiving news from them.

Vintage Gliders present were

SKYLARK 2B BGA 801. Brian Griffiths from far away Lincolnshire.

MU 13D-3. BGA 2267. Geoff Moore. Dunstable.

KA 6E EIR 127. Bob Playle and Ian Dunkley.

PETREL BGA 651. Graham Saw from Booker.

KA-8 HAB from Bicester.

KITE 1 BGA 400. in military colours owned at Haddenham.

KITE 2 BGA 689. Chris Rayne from Haddenham.

T.31. BGA 1376. "BLUE BRICK". □

Wood Shadow in South Germany



In the afternoon of June 12th, 2010 the sky finally offered its best of blue and cirrocumuli. Thus all of a sudden the vintage gliders coming together at Nortel airfield near Stuttgart that day marked thermals in a coloured shadow of wood. After having its premiere in 2009 it was the second issue of that meeting initiated by Ralf Schnirch and Stefanie Gester. This year weather conditions put a spoke in the wheel but the mood was nevertheless great. Amongst the local vintage planes Hartmut Sammet's Kranich III made its way to Nortel, also a Baby IIb (Hornberg) and two Slingsby T21. The latter were once again a highlight of passenger carry attraction. We hope to be hosted by Ralf's warm and friendly Nortel crew in 2011.

Sperrholzwolke am Albtrauf

Als der Himmel am Nachmittag des 12. Juni 2010 endlich zarte Schäfchenwolken und etwas Blau offenbarte, gab es auch für die Oldtimersegelflugzeuge auf dem Flugplatz Gruibingen-Nortel nahe Stuttgart kein Halten mehr. Rasch beförderten Winde und Schlepper die historischen Gleiter direkt in die heiß ersehnten Aufwinde, und eine vielfarbige Ther-

mik-Boje markierte fortan den östlichen Albtrauf. Das Kleine Holztreffen auf dem Nortel fand nach der Premiere 2009 auf Initiative von Ralf Schnirch und Stefanie Gester zum zweiten Mal statt. Meteorologisch stand die Angelegenheit leider unter keinem günstigen Stern, was der beherzten Stimmung aber keinerlei Abbruch tat. Zur lokalen Oldtimerflotte gesellten sich u.a. der Heubacher Kranich III, ein Baby IIb vom Hornberg sowie zwei Slingsby T21b. Besonders die englischen Freiluftdoppelsitzer ent-

puppten sich einmal mehr als wahre Passagierflugmagneten. 2011 heißt es hoffentlich wieder "Nortel, wir kommen!" (Stefanie Gester) □



BRITAIN

*BRITISH NEWS – and more on the
Weihs by CW*

German gliders in British military hands in 1945 were 1 AFH, 10 Hannoverers and one Stummelhabicht at Farnborough, though these were never flown. 1 WEIHE at Farnborough (BGA 448), 2 KRANICH 2s (at Farnborough), 14 WEIHES (in Germany), 2 MINIMOAS (in Germany), one CONDOR 2 with struts, 1 RHIOENBUSSARD, 2 RHOENADLERS, 2 WOLFS) and one glue failed REIHER which was also brought to England. There were a further 23 unidentified types which may have included MU 17, HABICHT, BERLIN B8, RHEINLAND, HORTEN 4A (LA-AD) HORTEN 4A (LA-AC) and GOEVIERS.

The total used by the British military was 291 gliders of which 269 were used in Germany and 16 were sent to the military in Britain. Some Danish GRUNAU BABIES were sent to Canada and helped to get Canadian gliding on to its feet. A MU 13D-3 was also sent to Canada and this one has been restored and is with Bob Gaines in the USA.

So we are particularly pleased to announce that the 1943 JS WEIHE BGA 448 has been advertised for a rebuild in S&G. It was one of a production run of 270 Weihs built by the firm of Schweyer under Hans Jacobs, in 1943. As C.Wills once saw the name Moebelfabrik Hans Sieg (Furniture factory of Hans Sieg), written on the plywood on the inside of its fuselage, one wonders if this is evidence of decentralised production after the firm was bombed during the war?

The third WEIHE that P.A.Wills

organised to Britain in July 1945 took far longer to repair and restore than BGA 448, at Slingsby Sailplanes and, in any case, it was no longer required at Farnborough. This became BGA 433 and was owned by P.A.Wills who broke records with it before (?) it had to have a further wing rebuild due to glue failure. There followed more records and National Championship wins and participation in the 1950 World Championships at Oerebro, Sweden, before it was sold to Dick Georgeson in New Zealand. Here it helped to start gliding in that country with further records. After being left outside in its 1946 built wooden Rice trailer for many years at new Plymouth, it sustained severe glue failure in its wings. It has now been rescued and its fuselage is on display at the Ashburton Museum near Christchurch. New stub wings have been built for it but full span wings can not be built for it as its display hangar is not wide enough! Of all these three WEIHES, this was the only one not to have a Werk Nr. Perhaps it was lost at Slingsbys?

Thus, it can be said that the three WEIHES that PAW organised to England in July 1945 still exist, but only that of Jim Byard at Tehachapi, Texas, is still airworthy. This was the machine for which PAW sawed out the metal fittings on the Wasserkuppe to fit into his ANSON. This act did not happen in the giant wooden Hermann Goering Halle as this building had been hit and burnt down, together with forty rigged gliders in it, by a single B.17 bomb in 1944. This was Werk Nr. 000078. It received its BGA C of A N.642 in August 1949. It had been repaired by Hawkridge Aircraft, Denham. It was given a test flight

by Bolton and was liked very much. It was then sold to the USA and had several owners there. On 1st August 1955, it was flown 536 kms from Dallas to Amarillo Texas in August 1955, giving H.C.N.Goodhart British Distance and Goal records. It was his 3rd Diamond. We have previously reported that this was the furthest distance flight ever flown by a WEIHE. However, it seems that on the 6th May 1957, Henri Lambert flew a WEIHE/MILAN 620 kms from Paris to the Mediterranean. The flight's duration was 8hrs 53 mins and its average speed was 70 kph. Does anyone know of any distance flights flown by WEIHES further than this?

There was also a FOURTH WEIHE in Britain, which gained its BGA Cof A in March 1947. This was Werk Nr. 000376 and became G-ALPL. It was Jacobs Schweyer built and was imported by Prince Birabongse of Thailand but where he got it from, we do not know. It was aerotowed over the channel. It was taken to France by its owner some time prior to September 1951. It is now stored un-airworthy at Fayence and it can not be made airworthy in France due to it being glued with Kaurite glue.

Finally, a Fifth WEIHE, originally flown by the BAFO organisation in Germany, was brought to England in about 1951 by Flt. Lt R.C. (Jock) Forbes. This aircraft was flown by the RAFGSA in England and wore the letters CRCF. These were Forbe's initials. This aircraft had been flown by Jock in the Swiss 1958 and the Swedish 1950 World Gliding Championships. Its Wrk No. was 000289 and was identified as BGA 650 sometime during the period June 1950, 1952 or 1953.

A RARE VINTAGE



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



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At that time, Forbes moved to the USA taking the Weihe with him. He had married an American girl. He did fly the Weihe in the US National Contest without an outstanding result. It was found relatively recently derelict in a church in a beaten up mining town out in Colorado by Bob Gaines who took its original canopy for his Weihe which is now with Jeff Byard.

More WEIHES did come to Britain but not until the early 1960s. There was BGA 1230. Werk Nr. 000358 from RAF Laarbruch. First BGA C of A was granted in May 1965. This was imported with other wartime German gliders for sale to British civilians.

1. WEIHE A-3. BGA 999. Ser.Nr. 233. SE-SNH. Fw 8314. Date of first BGA C of A. 1961. Fuselage used to rebuild the German BGA 1230. This is now in N.Z.

2. WEIHE A-3. BGA 1021. 231, ex SE-SNE. Fw 8312. First BGA C of A. April 1961. AB-Flyindustri, Sweden.

3. WEIHE A-3. BGA 1025. First BGA C of A Nov. 1962. Ser.Nr. 217, Remains burnt in 1966. It was crashed in Scotland.

4. WEIHE A-3. BGA 1093. SE-SHU. Ser. Nr.2 No.1. First BGA C of A. March 1963. Currently airworthy with Mark Wills at Lasham. This was the machine that was flown in to second place by Paul MacCready USA during the 1950 World Gliding Championships at Orebro, Sweden. It was finished during 1950 and was the only Series 2 Weihe built in Sweden.

5. WEIHE A-3. BGA 1297. 234. SE-STN. Once G-ASCV. First BGA C of A. March 1966.

The Swedish Weihes were originally built for the Flygvapnet Royal Swedish Air Force in 1943. (except for SE-SHU) but were soon sold to the Royal Swedish Aero Clubs. After the destruction of a Weihe, which had been allowed to get very wet, during aerobatics, the Swedish Airworthiness authority ordered that all wooden aircraft should be destroyed. Accordingly 50 Weihes, Kranich 2B-1s and Grunau Baby 2Bs were burnt. To avoid destruction of their beloved gliders, Swedish pilots sold some of them to Britain and America. The Swedish Weihe SE-SCM, which had won the 1948 and 1950 World Gliding Championships flown by Personn and Nilsson, at Samedan and Oerebro respectively, was sold to America and has disappeared.

There is the Fw WEIHE 50 that was imported after 1979 to replace the dam-

aged BGA 448. This one is currently for sale with its enclosed metal trailer.

Thus 2 Weihes came to Britain to be flown by civilians in 1946. Another two were exported shortly after that time. Another six Weihes came to Britain for civilians during the 1960s. Of this small fleet, only two Weihes are currently airworthy in Britain in 2010. SHU is at Lasham. Barry Briggs owns the second WEIHE BGA 1021 and keeps it at Cranwell. We hope that this small fleet will one day be joined by BGA 448, the ancient Surrey Gliding Club's flagship and by perhaps the Fw WEIHE 50.

CORRECTION. We have previously reported that we thought that that H.C.N. (Nick) Goodhart's flight of 536 kms from Dallas to Amarillo in Texas was the furthest distance ever flown by a WEIHE. This turns out not to have been true. As we have read in the new Czech book "VETRONE" (Gliders in Czechoslovakia and the Czech Republic) that on the 7th July 1956, Dr. Ladislav Haza, flew a WEIHE 594 kms from Vrchlabi to Debrecen averaging 72.7 kph. It is worth mentioning that on the 10th July 1946, a Weihe flew the Czech duration record of 14 hours.

As from mid APRIL, Andrew JARVIS has reported that his EoN OLYMPIA BGA 687 has come back from JEZOW restored and is at the East Sussex Club of Ringmer. This machine is coloured Silver and Red but now has white upper surfaces. During the 1950s, this machine was well known at Lasham as "SilvO" and was owned by Wally Kahn and his wife Margaret. Andrew has the intention of entering it, and his Replica 1909 Weiss Glider at our International Rally at Tibenham. He reports that work is quickly continuing at JEZSOW on the new MINIMOA that Bob Persyn was building new in the Netherlands although we have not yet an estimated completion date for it. He mentioned that there is now such a demand for the Polish PW-5s and PW-6s at JEZOW that a production line for them might be set up in CHINA. Perhaps we could get KITE 1s built there also!!?

TONY MAUFE has kindly presented the Underwoods with the fuselage of another KITE 1. It is now therefore possible that the Underwoods may be about to build two more KITE 1 wings besides the pair they are already building. Peter Underwood is presently restoring the main spars of the 1935 prototype Kite 1, We believe that there are currently four

KITE 1s airworthy in the UK. (Tony Maufe's, Bob Boyd's, the one in the Army Flying Museum and the one at Haddenham). The fuselage may have been from a Kite 1 which was owned by the London Gliding Club member Dudley Hiscox before he bought his GULL 1 in 1938/9.

PETER UNDERWOOD is making a great effort to finish his GRUNAU BABY 2B in time for the Tibenham International Rally. He is to paint it in the colours of a WL 1 unit for the rigid tow (Starschlepp) Training Kommando.

MORE NEWS FROM LASHAM. It seems that Glyn Bradney has restored the famous OLYMPIA 403 BGA 1278 to C of A standard and it should be flown soon. He has worked in often less than perfect conditions and we send him our congratulations. Only one OLYMPIA 403 was built and it flew first in 1957. It had laminar flow profiled wings (NACA 64,4. 201) and was a development of the 1954 OLYMPIA 415, OLYMPIA 401 and OLYMPIA 402. It is thought that there are more than 20 vintage gliders at Lasham. During the third week in April, there was very good gliding weather experienced over Lasham and two 750 km closed circuit flights were flown as well as two or three 500 km closed circuit flights. Our member Adrian Emck flew his KA 6E 520 kms. around several turning points, one of which was the Long Mynd. So far as we know this is the longest distance flight ever flown by one of distance flight. We send him our congratulations.

The Shenstone Czerwinski, wartime designed HARBINGER has some Aerolite glue failure, through the Aerolite not being used properly originally. The repair is going ahead and should be finished during 2011. It was built during the 1950s. The other HARBINGER, which was built and finished in Canada, is hidden somewhere in the Toronto museum but no one knows where it is. It was finished after the one in England. We can not think why this excellent sailplane, a unique example of Canadian/Polish design, had such a short flying life. Beverley Shenstone first worked for Lippisch on the Wasserkuppe, then for Heinkel and then for Supermarine where he was chief aerodynamicist on the SPITFIRE. Postwar, he became Chief Engineer for BEA and for BOAC. Wacław Czerwinski was Poland's No 1 glider designer, designing first the CW,



then the SALAMANDRA in 1936 and then the PWS 101, 102 and 103 sailplanes before escaping to Canada. In Canada he designed versions of his Salamandra before the Harbinger was entered in the 1947 BGA design contest, which it could not win because at that time since the BGA favoured side by side two seaters for training.

DENMARK

A second G-2 from 1949 has been Amade airworthy together with an SG.38.

Niels Ebbe Gjoerup has found the building plans for a Polish DELFIN which he is copying. One DELFIN was brought to Denmark from Poland during the war and was flown by the Wehrmacht Luft. It was broken by a Danish pilot after the war and not repaired, although it was very much liked. We believe that these plans may be going to be of interest to our Polish members.

The KRANICH 2B D-0031 is still awaiting painting after it repair by members of the Danish VGC led by Johannes Lyng. It has to be fitted in between other jobs. Many men are working on the rebuild of the MU 13D-2, OY-MUX (LY-KEVA) its finishing should not take too long now. It will be one of only two MU 13D-2 s airworthy in the world. The other one is owned by Francois Ragot at Saint Auban. Another one is displayed static in the Wasserkuppe Museum. It was once flown at our Rallies by Ernst Walther. (76 MU 13D-2s were built from 1936-1940. 82 MU 13D-3s were built from 1940 until the beginning of 1942. In 1942, the firm Schwarzwald Flugzeugbau at Donaueschingen had to transfer to bigger (higher) premises by Lake Constance (Bodensee) to build components (rudders) for the ME 321 (Gigants) and ME 323s. Thus, total production of MU 13Ds was 158.

FRANCE

DIDIER PATAILLE, the President of Dedale is now leading his club with a BOING STEARMAN in US ARMY Colours. We do not know if it can tow Dedale's gliders, because it is a large and powerful biplane. An accident because of a hangar roof collapsing through snow at Saint-Remy has damaged a JAVELOT and a KA-6.

GERMANY

Peter Ocker writes to us about the 'First flight of Rhoenbussard D-9027'.

On May 21, 2010 a brand-new Rhönbussard replica was seen in the air for the first time. The maiden flight of D-9027 was attended by few people only as the decision came quite fast. The glider was built by a group of aero modellers near Schwaebisch Hall in a fantastic and typical aero-modellers-style craftsmanship. It was finished by late 2009 and christened "Kaethchen von Heilbronn". It is covered with clear finish so the woodwork stays visible. Only the nose was painted red. As none of the builders has any flying experience the Rhönbussard was sold to the Oldtimerfreunde Stillberghof (Michael Diller group) who will operate the glider in Aalen-Elchingen.

LATE NEWS OF THE NEW HORTEN 4A. As of end May 2010. From Dr. Ing. Bernd Ewald. Final Assembly has started. Boris Maleschka is building its metal wing tips. Over a month ago, it came successfully through its LBA Inspection. Estimated completion date is the end of this year.

And VGC News has received these best wishes from Bernd Ewald who tells us "Dear friends, Unfortunately I will not come to the VGC meeting at Tibenham. The Horten will not be ready for



presentation there. **Please see the photo above, which shows the nearly completed wooden part of the wings."**

NEWS FROM THE WASSERKUPPE MUSEUM for GLIDING and AERO-MODELS. Visitors to the Museum for 2009 were as follows:- January- 564; February- 539, March-1,061; April:- 2,027; May- 2,780; June-3,551; July- 3,666; August- 4,580; September – 3,583; October- 3,518; November- 1,095, December-668.

It will be noticed how during the coldest winter months, there were fewer visitors owing to the snow and ice on the mountain. However, winter sports enthusiasts did visit the museum during those months. In 2008, the museum had 26,184 visitors. Thus with 27,638 visitors in 2009, the museum is becoming more popular having had 1,454 more visitors than during the previous year. The key to success seems to be to have more exciting items in the museum. Therefore, there is the possibility of exhibiting Harley Davidson Motorcycles there, although some members feel that it should not be forgotten that this is a gliding museum. There are now 53 glider exhibits rigged in the museum.

Even in the foulest weather conditions of thick fog (Knofe), a work team has been dismantling the last 950 metres long barbed wire fence around the former radar installations on the top of the mountain, so that the last vestige of the Cold War will be banished for ever. It has been decided to give the GEIER 1, recently imported to Bavaria from England, a considerable rebuild.

MRAZ BUILT KRANICH 2B-2 ex-BGA 1147 changes hands. This machine was imported in to Britain by the RAF in Germany and took its first BGA C of A in November 1963. Its Werk Nr. is 821. It was sold to owners at the Newcastle Club which was based on Carlton Moor. It was later bought by RUS-SAVIA and then was sold to MARIO SELLS who is presently at Aalen Elschingen. He has now sold it on. It is complete but is without fabric, which may be the condition in which it left England. It is only without its main wing pins.

Herbert Kersten, who lives in the Stuttgart Area, and friends are about to create a flying museum on the Hahneheide. They already have a Grunau Baby 3 and a Klemm L20 aeroplane. They have obtained the MRAZ built Kranich 2B-2, from Mario Sells from the Munich area. The woodwork and glue seem to be in good condition. It is less some details, such as control columns, rear canopy and name plate. They intend to make airworthy. It was ex RAF no 215.



WORLD GLIDING GRAND PRIX ON THE WASSERKUPPE. The FAI has decided that the next final of the Gliding Grand Prix series will take place on the Wasserkuppe during 2011. The contest will be the high point of celebrations to mark the 100 years anniversary of gliding when students from the Darmstadt Gymnasium carried out the first gliding experiments from the Wasserkuppe.

Honour for Joachim Kuettnner, Boulder, Colorado – for his pioneering research into atmospheric conditions and waves. He is over 100 years old and is now living in the USA. He was given this high award, the Service Cross Class1, of the Bundesrepublik, Germany at the National Centre for Atmospheric Research (originally founded by Kuettnner) on the 4th May. He was presented with this honour amid the circle of his old friends and glider pilots. Joachim Kuettnner still holds the German Absolute Height record of 13,015m, which he achieved in the USA during the 1950s.

LITHUANIA

Ivanauskas Benvenutas was so taken by this flight at Achmer in the Danish GRUNAU BABY 2B, by kind courtesy of Niels-Ebbe Gjoerup, that he went to Austria and bought another one to be flown in Lithuania.. His flight at Achmer during our International Rally there was a winch launch straight into thermal and was a grand sight to see. It was, we believe, his first flight in a Grunau Baby.

THE NETHERLANDS

From Eric Munk, some good news from The Netherlands.

The crew of Slingsby's over Salland (who already fly a Slingsby T.30 Prefect, Slingsby T.34 Sky and Slingsby T.38 Grasshopper), have taken on a new project. Last January we collected Slingsby T.21B Sedbergh BGA.646/ATL from Enstone for restoration. The aircraft is in a somewhat worse-for-wear condition but almost complete, having been in not the ideal storage conditions for 15 years. This T.21B has a very interesting history. It started out as the Type 28, was re-designated T.21B even before it was registered.

Right: shows T21 BGA.646/ATL in storage in The Netherlands awaiting completion of its trailer.



Above: Ivanauskas Benvenutas being briefed by Neils-Ebbe Gjoerup before his first flight in a Grunau Baby.

It is the oldest surviving example (1947!), and the third T.21 built. It flew at "Damphill" (*An affectionate name for Camphill – Ed*) for a long time, went through various clubs and private owners mainly in the Oxford area and Scotland.

It is also featured in the famous 1949 British Pathé film "Wings for Pauline". We are building the new trailer first, although work on the aircraft has slowly commenced in the meantime. The whole restoration is estimated to take some 5 years.

LATE NEWS FROM THE NETHERLANDS At last we can joyously report that BOB PERSYN'S new MINIMOA





is now almost finished at JEZOW (Grunau) in Poland. By the time this is in print, it may well have been delivered to Holland. The SZD works at Jezow (formerly Edmund Schneider's factory) has restored or built again:- SALAMANDRA, AV.22, SPALINGER S.16, EoN OLYMPIA. HUETTER H.17B, and now MINIMOA and perhaps more?). We thank its director HENRYK MYNARSKI, and EDWARD DANKOWSKI, for allowing their firm to achieve this work and we hope that it will not be long before we will see some of these gliders at our Rallies. The airworthy new 1936 SALAMANDRA is permanently based at the famous Bezmiechowa Gliding Centre in South eastern Poland.

The DUTCH GRUNAU 8 PH-70 restoration project is progressing but there remains still much to do. This Grunau 8 was built by NV Vliegtuigbouw Deventer in 1937, although the original Grunau 8 may have been built in Grunau in 1932

NEW ZEALAND

See below

SWEDEN

It seems that KRANICH 2B-1 ex-IBGA 964 and now SE-STN is owned by the Swedish Gliding Museum at Alleberg. It is now in excellent condition and restored in its original registration as when it entered Civilian ownership, after it had been owned by the Swedish Air Force (Flygvapnet). Pilots of the Swedish Vintage Gliding Club are allowed to fly it. It seems that its Museum owners do not want to risk its safety by allowing it to take part in our International Rallies any more. This is sad because it has taken part in a great many of our Rallies and has become known in a great many countries including the USA at Elmira. Its trailer has been partially immobilised by having two of its wheels removed. SE-STN does seem to be often flown and Alleberg is a beautiful hill site.

The Swedish Gliding Museum is a very good gliding museum with some rare gliders including a STANAVO, an Edmund Schneider creation from before the GRUNAU BABY!

SWITZERLAND

from Willi Schwarzensbach
Glider restorations in Switzerland

Hütter 17 HB-399 Some years ago we reported about the discovery of a Hütter 17 registered HB-399. That was in 2002. The glider had been built by individuals in la Chaux-de-Fonds and Tramelan from 1944-1948 and was, nearly - but never finished just left. Later, René Steulet, having some gliding experience bought it, however as he was not in a position to continue the work, stored it under the roof of his brothers barn at Rossemaison near Porrentruy (JU) where it was kept finally as a family souvenir. In 2005 René was willing to sell the Hütter and our VGC member Beat Huber bought it straight away.

At that time we imagined that once cobwebs and dust properly removed, a thorough look at the woodwork and the fittings would do and the FOCA (Federal Office Civil Aviation) inspector would give clearance for finishing the glider which meant covering of the wings and rudders and applying dope



T21 Landing at Ashmole Field UK East from VGC News

In our second issue we concentrate on "International Vintage" activities. It is now nearly 40 years since the first International Rally was held and this of course means that there were already vintage enthusiasts in many countries with aircraft to bring. New Zealand arrived very late on the scene so it is interesting to see what others are doing now. "Vintage Kiwi" is similar to many overseas clubs, with membership spread over the national glider pilots, modelers, historians etc. although our "Young VK" initiative is we believe unique. Our "collection" of old gliders for display in museums fills a vacuum for many countries have separate Gliding Museum Operations

Over 100 gliders and many more pilots from all over Europe, the USA, New Zealand, Australia will be at Tibenham. Should you be in Europe in August you will find the best parties, good flying, British weather, and gliders you have only read about. Should you be unable to attend the event will be covered in VK News No 12.



Part of the 'Australian Gliding Museum's' stock of future work, a Cherokee and Schneider ES49, now joined by a ES49 Wallaby, ES59 Arrow. We have a long way to catch up.

Old Photos. Can I suggest, that, if you have not done so already, you ask someone in the club to become "Photo Archivist" and the start collecting and scanning. Copies to "VK" please.



From Hungary we have the Gobe R-26 SU, some Goulash.



Perhaps not what you expect, not an open cockpit in sight, for this was a classic rally. Olympia, Ka6's Ka16's, Cherokee, Duster plus in glass, Libella, Cirrus and a shy DG300



4th Great Plains Meet ph Neal Pfeiffer from Bungee Co. Ed



If you have ever wondered what the view was like from a primary now you know. A view of Nitra, Slovakia, from the front seat of the Danish 2g at over 3000ft. (A disadvantage of two seats is that if the front pilots nose starts turning....

Vintage Web links of the Month.

Vintage Gliders at an Air Show <http://forum.keypublishing.co.uk/showthread.php?t=99929>
 Covering a Glider Wing: a time lapse video <http://www.youtube.com/watch?v=FRSPq6xmanw>
 If you don't like the instructor, change planes <http://www.youtube.com/watch?v=58L3m0dqVDY&feature>
 Australian Vintage Rally- an Italian's view http://www.vincenzopedrielli.it/Australiato_eng.html
 Fauvel Flying Wings-read all about them http://www.nurflugel.com/Nurflugel/Fauvel/e_machines.htm



"VK News" No 11, all 24 colour pages, is at the printers and will soon be on the way to you. Providing of course you are a member, this is of course our "soft sell" of the month.

**No 2
May 2010**



For membership details www.gliding.co.nz/vintagekiwi/ \$35 pa. and you get a CD with back issues.



and paintwork. And then the Hütter 17 would be ready for getting the Certificate of Airworthiness. Obviously our imagination went too far !

The inspector, after examination had to refer to his superiors who communicated after several months of reflection that the Hütter was worth to be restored, provided a physical load test proving the wings to withstand the prescribed load factors should be carried out. Beat went in touch with a specialist in statics-again many months passed - and finally a procedure for the load test was worked out. Eager to go ahead Beat faced the challenge: Either the wing broke into



Top: Hütter 17 rigged hanging upside down ready for wing-loading test. The wooden struts, showing woodworm-holes will be replaced later by perfectly fitting metallic Slingsby-struts.

Above: Load test of the Hütter 17 wing. Load =252 kgs Photos: Beat Huber

pieces under the load and the “renaissance-story” for his glider was simply out – or the wings resisted and then the restoring work could be undertaken.

Early last year he arranged and carried out the tests in his own workshop. The wings were checked individually. Loaded progressively up to the required load factor, fortunately no sinister noise, cracks or distortion of plywood occurred, just some yielding was observed. A second check, glider rigged, suspended upside down and wings loaded was also positive. The results were duly recorded and forwarded to the FOCA. Now Beat has green light to go ahead with the restoration ! Good luck.

Twenty “Hütter 17” had been registered in Switzerland, the HB-399 is the only one surviving and we are eager to see it once in the air, and why not, at one of the next VGC-Rallies.

Moswey 3 HB-380 Norbert Schäfli, owner of the Moswey HB-380 crossed up at the OSV-Treffen, Bellechasse. He reported that in these hard times priority had to be given to his own business and there was hardly time left for the finishing (just dope and paint to do) of the now becoming “long term” restoration of his Moswey. No doubt he will succeed in a not too far future and then bring the



Above: Moswey 3 HB-380 in 2007

fleet of airworthy Mosweys in Switzerland from 6 to 7 units.

Spyr 4 HB-336 The Spyr 4 is a performance glider designed 1939 by August Hug, built 1943 by Segelflugzeugbau Zürich and then regularly flown until 1970. It took part with Fredy Gulz at the VGC Rally 1974 on the Wasserkuppe and 1975 in Gruyères and left there great impression.

Later (1978) a new owner did a long term overhaul and stored then the glider, reasonably secured in its enclosed trailer, outside. However in 1999 a thunderstorm called “Lothar” crossed Switzerland from West to East, leaving much disaster to trees and forests behind and managed by the way to smash the trailer into the meadow. A first inspection showed, fortunately, only minor damage to the glider.

When Thomas Fessler bought the Spyr in 2005 he was quite aware that some repair was required. Detailed inspection revealed that out of the thunderstorm-damage there was a serious problem with the paint cracking off the fuselage. Consequently the glider was removed, some time ago, to Willy Fahrnis workshop where Willy, known as expert in this field started the repair work which is in good progress today. As the

wings have survived the thunderstorm undamaged and only need normal maintenance, Thomas expects to get the Spyr airworthy for late autumn. The Spyr 4, will be again one of the best showpieces of the Swiss glider patrimony!

HB-396 The OC Schänis is planning the restoration of the **Spalinger S18 III**, built 1943 by Lemp Flugzeugbau Wynau and stored in the barn of their former président, Werner Rüegg. This S-18 was initially in the hands of the Geneva GC who considered it finally as “out of fashion” and left it in the seventies, as marketing attraction, in the entry-hall of the Migros-Supercenter Crissier VD. It was moved after one or two years to Ecuwillens-Fribourg and later from there to Schänis.

A recent inspection by an official reports that the HB-396, casein-glued, is still in surprisingly fair condition and worth to be restored. So we only can encourage our friends to get into action and bring to life this marvellous glider!

A **Spalinger “S-Kranich”** Lilly Grundbacher, well known for her regular presence at our Rallies with their “Elfe”, owns among their wide collection of vintage gliders the Spalinger “S-Kranich” HB-330. Optimistic as ever, Lilly thinks to undertake the restoration of this glider next year.

The S-Kranich was designed 1932 as basic trainer for winch launch. 7 of them were built between 1934 and 1947. The original version was fitted with a nacelled canopy, strutted wings and wooden tail and showed a certain similitude with the “Hols der Teufel” and the hungarian “Vöcsök”. On later models the wooden fuselage was replaced by a steel-tube construction as seen on the photo in Lilly’s workshop. If this version was considered as solid and heavy, it must be said that the flight performance of the “S-Kranich” was rather poor.

Willy Wälty who has rather good advance in restoring his elegant **V-tail 1964 Standard Austria S HB-1299** stopped working on it some time ago fearing that in respect of the newly introduced EASA regulations by the FOCA he was no more legally entitled to carry out this work. The clear up of the situation, with the final autorisation to continue the work took at least 4 months!

HB-612 At last there is the **1967 built Scheibe L Spatz**, transferred out of late Fritz Fahmi’s heritage to René Stierli



who is already working on the full restoration in his new workshop at Grusch (Gr).

Other restoration projects are on the way but not listed in this report. It is a pity to say, that due to different reasons, most of them are idling this time, but there is hope that some will come to life again.

USA

For most of the last ten years Lynn Ericksen has been building a Grunau Baby type ship and it is now ready to assemble and fly. I say most for several reasons, firstly he has found time to rebuild a Schweizer 1-19 and 2-22E. He also found the plans he started with were not complete. When he finally found

plans with the brakes he had to undo some of his earlier work to fit them. We expect to hear any day that the newest Grunau Baby in the U. S. A. has flown. *Lee Cowie.*

We have received news that a WACO (known in Britain as "HADRIAN") is being built to fly and carry passengers.

This was known as a very good troop carrier. Construction of this replica is well advanced... It was rather quicker, cheaper and smaller to build than a HORSAs.

Bob Gaines sends us the latest pictures of his beautifully restored Kite 1, see below. □





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Klemm light planes in the early 1920s

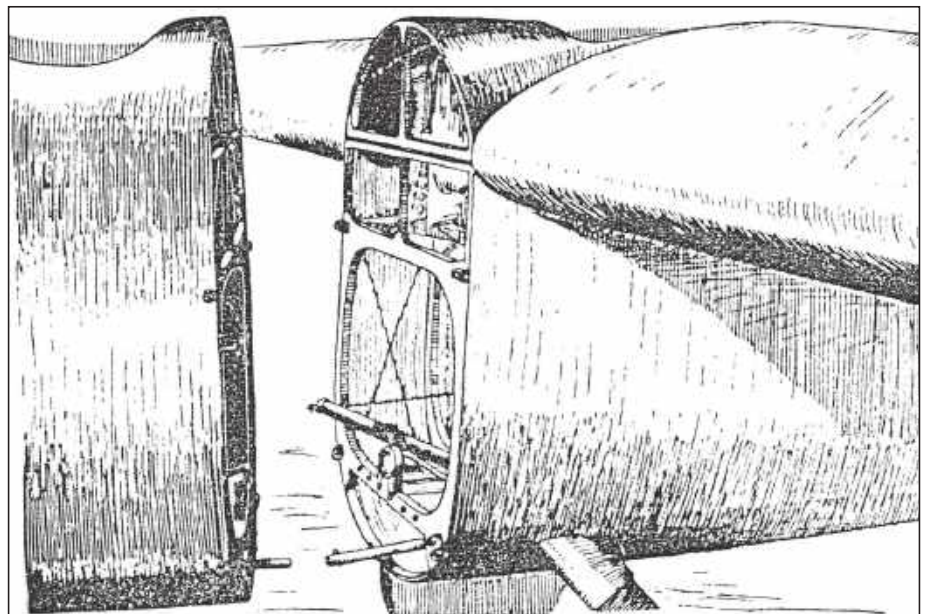
Glider and powered versions

By Martin Konermann

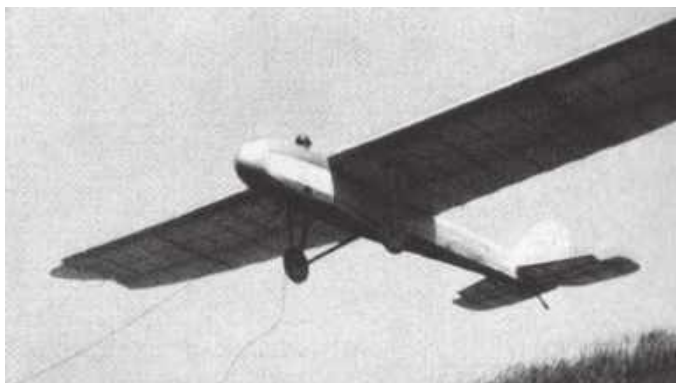
During World War I Hans Klemm gained experience in designing airplanes at Dornier and Heinkel and developed at Daimler his first own aircraft designs, the fighter plane L11 and the reconnaissance plane L14. After WWI serial production of aircraft in Germany was forbidden by the victorious allied powers and so Klemm furthermore worked as car body construction director at Daimler factory. Although the tight regulations in the Versailles Treaty forbade the Germans any flying with engine driven aircraft, there was no mentioning of an engine giving as little horsepower as under 20. So Klemm created the idea of a light plane for everybody with very low engine power. With assistance of Daimler, Hans Klemm succeeded in building the L15 two seater. It was equipped with a detachable front of the

fuselage. So it could be operated as a glider or as a powered aircraft with 12.5hp Harley Davidson engine. Klemm travelled to the Wasserkuppe in the Rhön to exchange experience with other

experts. Klemm met Oskar Orsinus, Professor Georgii and Martin Schrenk who in 1922 made flights with the L15 glider version of more than 10 minutes over a distance of more than 5km. In 1924 with



Top: the L17 glider and inset, the powered version
Right: the detachable front of the L15



the powered version and one passenger they managed a distance of 120km. Also Klemm worked on the one seater L17 as glider and motor plane. In 1924 finally from the L15 Hanns Klemm developed the famous Klemm L20 two seater equipped with a 20hp Mercedes two cylinder flat engine (F7502). It was the first Daimler-Klemm light plane in serial

Above: L15 glider and the powered version

production. In 1926 there was a fusion between the Works of Daimler and Benz. This automobile company was less interested in aviation activities. Hans Klemm finally agreed with Daimler that he would take over the aircraft building and avia-

tion activities, and started his own business. They also agreed that Daimler would leave the workshops and employees to his new company. So in December 1926 the "Leichtflugzeugbau Klemm" in Böblingen near Stuttgart was founded. Totally about 120 L20 airplanes were built and won many national and international prizes.

The replica project of the famous Klemm L20 B1 motorglider with original Mercedes engine

By Martin Konermann

In 2001 I read the book of the incredible around the world flight of Baron von König Warthausen in his little Klemm L20 in 1928. He started his famous journey with a 10 hours non-stop flight from Berlin to Moskow. I tried to imagine to master this long distance flights in a tiny light plane with only 20hp. So I became more and more fascinated of this airplane and began to collect all informations and data of the

L20. Unfortunately it was quite hard to find any documents, pictures etc. I succeeded in infecting a small group of members in my flying club with the Klemm virus and finally we decided to build a Klemm L20 replica.

We needed another 4 years to collect enough information for building up an authentic L20 in flying condition. We found out all over the world there are only 3 part originals known in Argen-

Below: Klemm L20

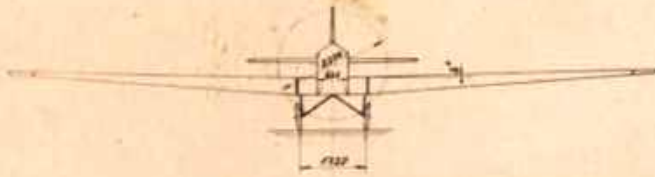
tine, Austria and Germany but all 3 are neither complete nor airworthy. Worldwide no construction drawings are known. We got the chance to measure the Austrian part original. It has original wings, center section with landing gear, elevator and fragments of the fuselage with many fittings. It was luck that all parts are not covered and from the wings partly plywood was removed. With a professional 3D camera system from Daimler we digitized the whole surface and many inside details of all original parts. From this data and inumerous fac-



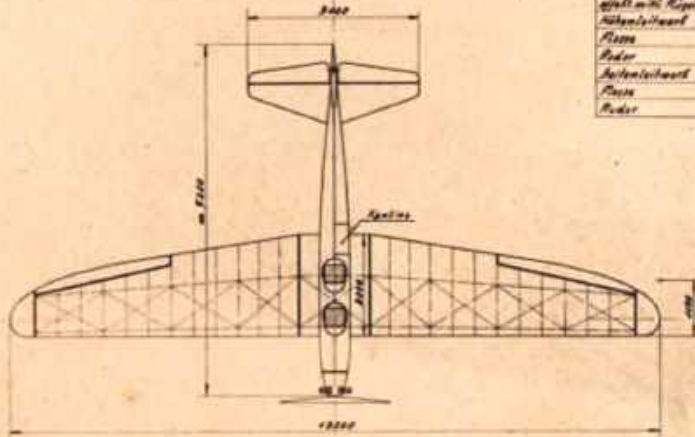
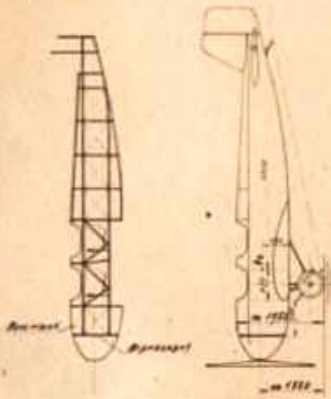


Spannweite: 13 m
 Flügelfläche: 20 m²
 Rüstgewicht: 265 kg
 Zuladung: 185 kg
 Fluggewicht: 450 kg
 Höchstgeschwindigkeit: 105 km/h
 Reisegeschwindigkeit: 95 km/h
 Landegeschwindigkeit: 50 km/h
 Dienstgipfelhöhe: 4100 m
 Gleitzahl: 1:13
 Reichweite: 480 km
 Motor: Mercedes F7502 20 PS
 Baujahr: ab 1924

Klemm L20 B1



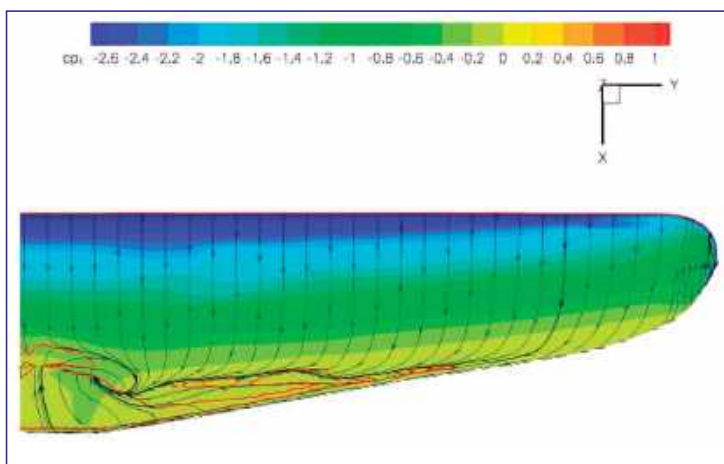
Tragflügel insgesamt	20 m ²
Querflügel	4,0 m ²
Flügelabsender	2,66 m ²
Spitze mit Ripplage	4,86 m ²
Stützflächent	2,6 m ²
Flügel	1,67 m ²
Ruder	2,88 m ²
Auftriebflächent	4,86 m ²
Flügel	2,8 m ²
Ruder	2,88 m ²



M. 4180. Daimler-Mercedes
Leichtflugzeug L. 20. 5.11.18.2
 DAIMLER MOTOREN GESELLSCHAFT
 02413
 WITTE, SPOHLFÄHNCHEN + AGT, FLUGZEUG-BAU

Above: L20 technical data
 Below: the completed fuselage of the replica L20



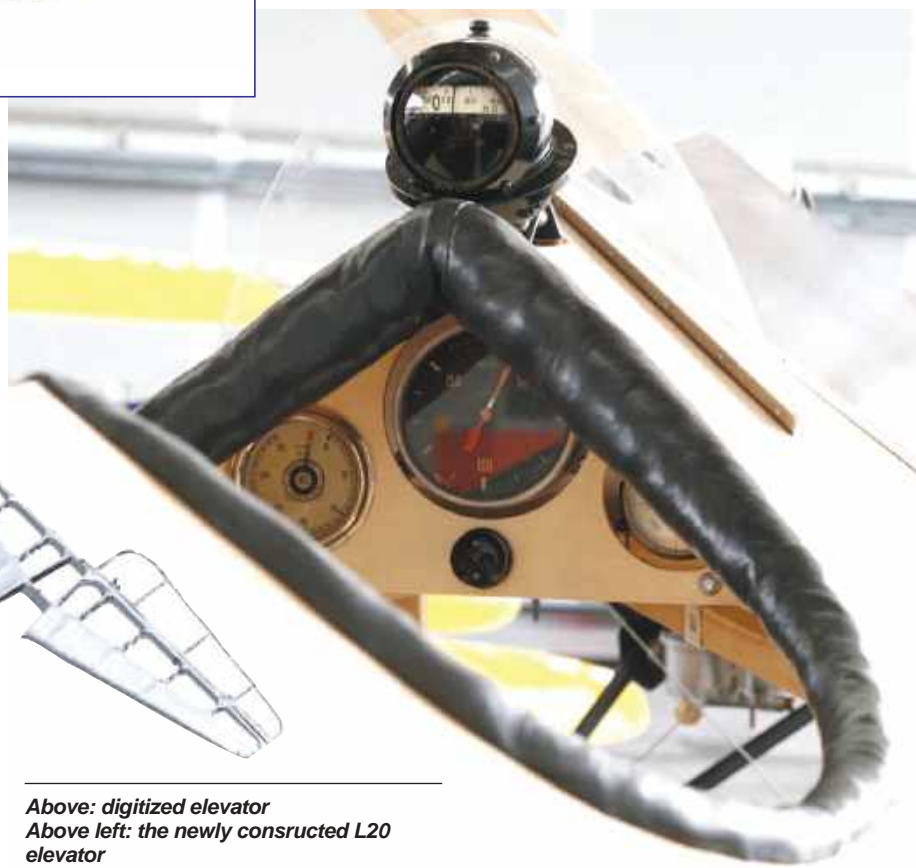


Above: the rig for the replica fuselage
Left: Aeronautical Institute of Stuttgart University helped with replica L20 wing CFD calculation
Below: the replica cockpit

bought a F7502 at ebay from Finland. This engine originally worked in a very early Klemm L25. We carried on negotiations for half a year. Then the guy decided to sell us the engine. Yeah!!! We were very excited when it arrived in Germany. Outside condition was not very good. A rocker lever was broken and a valve plunger was missing. Much rust all over. But inside it looks like new. On the crankshaft we could read the balancing date: 12.1927. From old documents we know a weakness of this Mercedes engine was breaking rocker levers. So our engine had low mileage. Now it is under restoration and we hope it should run again still in 2009. The rocker levers are now stronger by little modification. The Mercedes Museum in Stuttgart supported us with an original L20 engine bearer and borrowed us an original airscrew for duplicating. After a long struggle we also found the original instruments, partly from WW I.

In the mean time the prototype of the fuselage, centersection with landing gear and elevator of this famous motorglider are nearly ready. We also started to build some ribs for the wings. It's just yet a long way to get airborne but we are on the way.

Pictures: Martin Konermann, Wolfgang Kizler □



tory and crash photographs we reconstructed the drawings. It is now nearly done. The Aeronautical Institute of Stuttgart University helped us making CFD calculations of the wing-strak to make sure it will be save for flying.

For a long time we looked around for a suitable engine. We never thought of finding an original Mercedes F7502 engine. But meanwhile our network grew and totally unexpected we got the incredible news that an American guy

Above: digitized elevator
Above left: the newly constructed L20 elevator



T-31b in Ghana 2

By Jan Forster

In VGC News 125, I told you that I was looking for the story of the T-31b, registration 9G-AAP that flew in Ghana. I did receive one reply, a good one, from one of our long time member; Werner Roth from Switzerland. He wrote me that in 1962, Dr.Kwame Nkrumah, the then new and first President of Ghana, invited Hanna Reitsch to start a gliding school. The intention was to introduce gliding and aviation in general into Ghana. As a start, it was to train Air Cadets from the Ghanaian Air Force and later also, young civilian men. Hanna established, in May 1963, the school at an Airfield at Afiénya (North of Tema). Werner Roth was working for a Swiss Company (1965/68) and did hear of the school and went to visit Hanna and met her.

After a coup against Nkrumah, Hanna and the German staff was enforced to leave Ghana (03.03.1966) There was a Zugvogel, privately owned by the German staff, who were allowed to take it back to Germany (I am wondering which one this was and if it still flies). All the other equipment; gliders and launch



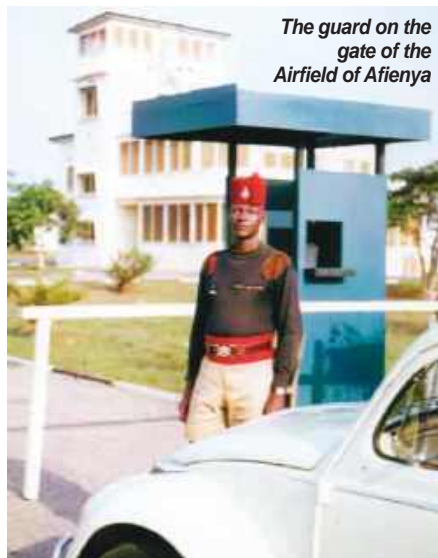
Above: Dr.Kwame Nkrumah, President of Ghana (r) and Hanna Reitsch on his visit by the 1st anniversary of the School in Afiénya



Above: Hanna (l) the staff and cadets, with right; Tave Lohr one of the German staff members.

took over the Airfield and founded the Accra Gliding Club, using the airfield, buildings and gliders still on Afiénya. Reading the book; "Ich flog fur Kwama Nkrumah" written by "flugkapitan Hanna Reitsch", I understand what happened in the time that Hanna was there. Hanna wrote also in the book that the British were not happy with "her" school, nor were most of the leading people in Ghana, because Ghana was a poor, young country and spending so much time and money on a gliding school was considered a waste of tax money. Maybe that is one of the reasons that the British could start the Club, because they paid for what it cost, and it's not Tax money any more!

But as a conclusion I still do not know the story of the 9G-AAP. Who is next with a good solution? □



The guard on the gate of the Airfield of Afiénya

facilities had to be left on the Airfield.

Later on, Werner found an advertisement in the Ghana Daily Graphic (02.05.1966) from the Accra Gliding Club, they were looking for instructors. Werner volunteered and flew at the weekends as an instructor (1966/67). During the time Werner flew there, the school used 2 Aero-tow planes, a Tost Winch and flew with 2 Slingsby T-21's and one Swallow, Bergfalke, Ka-7 and Ka-8. But still no T-31b!

So far, I now know that the British



Above: Instruction on the Tost winch.

The Black and white pictures (1-2) are from the book: Hanna Reitsch "Ich flog in Afrika fur Nkrumah's Ghana" (ISBN 3-7766-0929-X). The colour pictures are from Werner Roth.

Below left: In the cockpit Werner Roth, he wrote on the backside of this picture: Passenger flight: German Glider, Swiss "Driver", Ghanees Passenger, Nieuwseland start help



A flying day at Afiénya



VGC HISTORIC GROUP

By Francis Humblet

Winter months are always more productive when glider pilots fly their PC and concentrate on history rather than roaming the sky in their favorite mounts. As usual, interesting new facts and glider related stories came to light. However, no one came with any suggestions regarding the UFO's listed in the last issue. Surely, some of our German readers must have an answer somewhere in their archives! Group members concentrated on Japanese gliders and Japan production was analyzed. In view of the large number of primaries built by many different sources, an accurate list will never be possible. The pre-war Japanese register is available on Golden Wings of Aviation but we do not seem to be able to obtain the post war register. Could our Japanese readers please help on this matter?

WATER BALLAST

US Lady historian, Simine Short asks: Which glider was first to use water ballast in the wing? The Schweizer 1-21 had it when built in 1947 and asks if anyone thought of this before Ernie Schweizer incorporated it in the 1-21 wing? Group members do not know of an earlier application but Martin Simmons stated that fuselage water ballast was used as early as 1933 in Hirth

Right: diagram of
R-22s Junius18 water ballast system
Below: Mg-19 at Mandeville (photo FH)

Moatzagotl and that the original Weihe of 1938 had a water tank behind the cockpit but that he never heard of anyone using it. Gábor Fekecs sent us an early diagram of the system used on the Hungarian R-22S Junius 18 in 1954. Can anyone come up with an earlier application? The 1-21 was the first production glider advertised with water ballast. Unfortunately, the advantage was not recognized at the time when only two gliders were sold. Both are still flying today. Jim Short owns one and Peter Smith from NSM has just acquired the second one and it is worth recording that his father Stan Smith had flown the 1-21 in the Worlds Championship in Spain in 1952. That is making history and what Vintage gliding is all about!

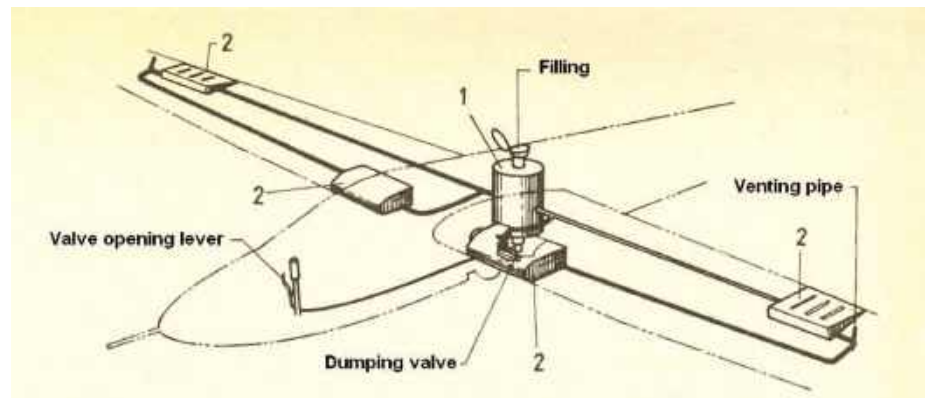
SPOT THE INTRUDER

Well, this is an easy one but it also depends whether you are a "Ahhhh De Havilland" type or a Vintage Glider fan! The superb hangar is located at Mandeville airstrip in South Island, New

Zealand. A beautiful Musger Mg-19 is all lonely amongst better than new Tiger Moths, Fox Moths and a Dragon Rapide. All that we could find out about this glider, in excellent condition, was that it was part of an exchange deal with Austria. Subsequently, the owner was contacted but did not reply.

T 21 and T 31 CONVERTED INTO MOTOR-GLIDERS

Neil Armstrong would like to build a model of a T 21 with engine as converted by The Over T 21 Club and called Spruce Goose. Photos from the archives were sent. Neil is currently building a model of a T 31M based on a full scale conversion of a Mk III T 31 and registered G-BZLK converted by Ivan Manley. Neil continued saying that the present owner has a rather fanciful but not very respectful mock up of a WW I fighter color scheme which could be seen on web site. Having pursued the matter of T 31 going astray, it looks as if between 15 to 20 such conversions could





Top: T 21 Spruce Goose Blue
Above: T 31 motor-glider G-BZLK
 Photo: Neil Armstrong



be taking place. A review of Vintage motor-gliders will appear in a forthcoming issue and any relevant material will be gladly accepted.

1940 UK RADAR EXPERIMENTS GLIDERS

Ron Davidson, who wrote Lou Glover obituary in the precedent VGC News wrote to say that he went to the Bovingdon Tank Museum with Lou's photo album. Lou visited Normandy and the Low Countries during 1944-45 as a crew of one of His Majesty's Sherman tank! On his way back, Ron stopped at the Swanage Town museum. One of the displays was about war time radar research in the area and, surprise, there was a photo of Lou's Viking glider amongst the exhibits. One recipient of Ron's messages replied that: Three Vikings were built purposely for the Radar Trials ! Well, it is difficult to comment on such a ridiculous statement but it shows how history can easily be distorted. The Vikings story was published in VGC News no 105. For those unaware of the 1940 Radar trials, here is a brief summary of what happened:

In late summer 1940, an impending invasion of the UK by German forces using troop carrying gliders was considered as a distinct possibility by HM



Radar trials Slingsby Kite. Photo taken at Husbands Bosworth around 1970.
 Photo: Bob Boyd

Government. One question to resolve at the time was to establish the radar signature or radar return of a glider where metal parts were minimal. Phillip Wills and other civilian glider pilots were co-opted on the project using incorporated civilian gliders. Some were modified to reduce the metal content and replace it by wood where possible. Part of this interesting period has appeared in books and articles. However, a full story does not seem to be available and, in order to establish all the facts for posterity, the Historic Group suggest to produce a Histofile on the subject. The different aspects should all be considered as well as a Then and Now chapter whilst it is still possible to do so. Items to be included would be: places, people, gliders, tugs and operational results. Some of our readers, like Chris Wills, may have been involved either first hand or at least very close to second one. Londoners readers would have a good excuse to go and spent a couple of days at the Public records Office in Kew. Some of the gliders used are still in existence and their full history, spanning 75 years would be included. Over to you and awaiting your contribution.

THE LOST GLIDERS....

Martynas Lendraitis, the leader of the Lithuanian Gliding Historians sent a email to say: In 1940, when the USSR invaded Lithuania for the first time, all gliders and planes from Kaunas were taken to Aukstagiris (near Vilnius) where they were kept until the German occupation in 1941. It is said that the German took all the German gliders away and left the other ones to be subsequently destroyed by the Soviets. Only one glider, the Mu-13d LY-KEVA has been traced to its present owner in Denmark. The search is now on for the others and more details and nice drawings of these gliders can be found on the web site: *Retroplane.net*. Any clues to be routed to Martynas.



Above: UFO D-?????

UFO

This photo was probably taken at Wassekuppe during an annual meet from 1933. That is when the new fashion was to name the gliders, as an example, as D-STORMARN or D-MARABU. What is the glider on the photo, who was the pilot and what was the purpose of the rig seen behind the gliders?

JET AND ROCKET POWERED GLIDERS

Jet powered gliders have now entered the production stage and the Shark from HPS in Slovakia is available off the shelf for aspiring jet pilots. Our friend Cassius has flown it and from his writing, we can deduce that he was quite pleased with the flight test.

However, as you well know, there is never anything new under the sun. Jet and rocket powered gliders have now been part of the Vintage glider scene for almost 72 years and, in view of the new units now available, there is no reason why they could not be used again. With more than 80% of new glider production being either self-launching or turbo equipped, maintaining a glider tug is becoming increasingly expensive. Small clubs will no longer be able to provide reasonable facilities and add-on jet units could fulfill a need when no other means of launching are available. In a few older gliders, installing a retractable unit may just be possible but will need to be approved and consequently expensive in relation to the glider value. So, at present the following warning may be appropriate: Jet flying can damage your wealth!

So, when did it all start?

In 1928, at the Wasserkuppe (where else?), Fritz Stamer made history by flying the Ente, a Canard type glider, designed by Alexander Lippisch, using rocket propulsion. The first flight, assisted by a bungee launch, lasted for over one minute and covered 1500



Top: Espenlaub EA-1
Above: Espenlaub EA-1 during take-off
Below: Espenlaub E-15 Flying wing
 (All: Col FH)



meters. The second flight ended up in disaster when a rocket exploded, luckily without harming the pilot but the machine was a total loss. In 1929, the German glider pilot and manufacturer Espenlaub modified one of his gliders by installing two rockets above the wing. Metal plates were also fitted in order not to set fire to the airframe due to the high exhaust temperatures. A couple of flights with the EA-1 were attempted before the tail caught fire. In 1929, he had another go, with the E-15, a purpose built flying wing. The resulting crash landing during an early flight finally convinced Espenlaub not to pursue the experiment. Also, earlier in 1929, Fritz von Opel, related to the Opel car manufacturer had shown interest in the previous rocket experiments. He wanted to pursue the project both for cars and aircraft. He ordered a glider known as the Opel Sander RAK 1 from Hatry Flugzeugbau. Based on the previous results, a twin boom layout was pro-



Above: Von Opel RAK-1
 (Col FH –Public domain)

duced and the rockets were placed at the back of the short fuselage. Take off procedure was by mean of a trolley running on rails. With a power/weight ratio exceeding one, the machine took off on the third attempt. At an average speed of 170 kph, von Opel covered about two kilometers and got slightly hurt in the following heavy landing and, as a result, decided to concentrate on the rocket car.



Above: RAK-1 replica La Ferte (Col FH)

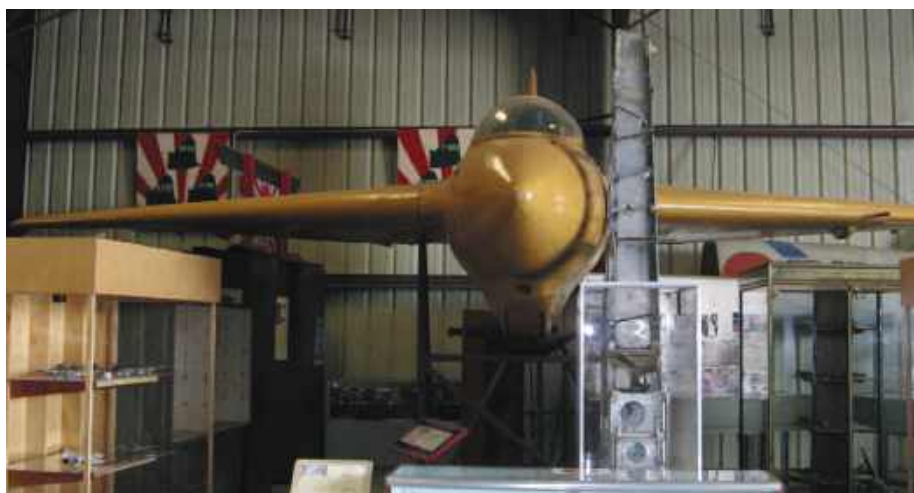
A replica of the RAK I was built, in the late sixties, for film work, by Jean Salis at La Ferte Allais. A Castel 310 was extensively modified to represent the rocket glider. It flew once trailing smoke in lieu of rockets. It can still be seen today hanging from the ceiling of the museum at La Ferte. From 1938, Lipisch and his team, then employed by DFS, the German Gliding Research Institute, were involved in the development of the Me 163 Komet based on the DFS 194. The airframe was initially tested as a pure glider and modified accordingly as flying data was obtained. In order to train the new breed of pilots having to land at high speed and heavy wing loading on a skid undercarriage, a number of Habichts were modified with 8 and 6m spans for the initial training before moving onto the engineless Messerschmidt. Eventually, in a small

way, the Me 163 became operational. Heini Dittmar, the gliding champion was probably the first person to exceed 1000kph on this rocket powered aircraft which should not be called a motor glider simply because a propulsion system had been added on to the glider version. In Japan, about 60 copies of the Me 163 were built as MXY 8 Akigusa by Yokosuka and others. The powered version, Mitsubishi J8M, was flight tested but never became operational. An engineless airframe can be seen at the Planes of Fame Air Museum in Chino. In Germany, Heinkel also built a glider version of the Heinkel 162 Salamander called He 162S. The idea behind the design concept was that the future pilots would come directly from the gliding schools and follow a short course before becoming fighter pilots. It did not quite work out as intended.

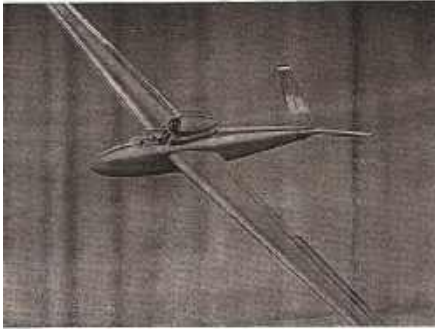
With the end of the war in 1945 soon followed by the advent of the cold war, aircraft companies went all out for new designs using improved jet engines. Tailless designs, often based on German captured documents and German scientists contribution, were developed on both sides of the Iron curtain. Gliders were used in the flight testing prior to installing the engines in the powered version. In UK, there was the Armstrong Whitworth AW.52G (G for Glider). In the USA, Northrop test flew 3 MX-324 whilst in Russia Antonov was working on the E-153 glider due to become the fighter Masha.

During that time, France was slowly rebuilding its devastated aircraft industry and undertook the development of a great number of aircraft projects, few of which eventually reached the production stage and commercial success. One

Below: copies of the Me 163 were built as MXY 8 Akigusa by Yokosuka and others. This engineless airframe is on display at the Planes of Fame Air Museum in Chino (photo FH)



LES ÉTABLISSEMENTS
FOUGA & C^{IE}
présentent
LE SYLPHES (CM.8-R.13)
LE PREMIER AVION LÉGER À RÉACTION



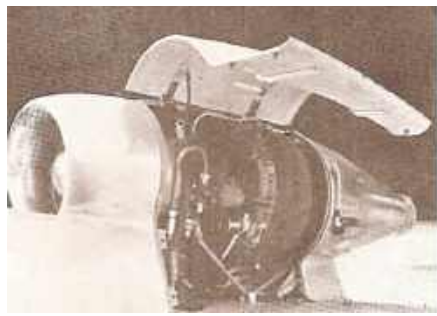
PROGRAMME
L'objectif principal est de développer par divers organismes officiels français et étrangers des performances possibles d'un type de cet avion léger propulsé par un turbo-moteur TURBOMECA.
A ce service de tel à tel le CM.8.R.13 a été conçu pour être à réaction sports la solution proposée de montage et de la motorisation ainsi que la possibilité d'installer un stabilisateur, les zones de montage et de vol d'essai.
D'un point de vue technique le SYLPHES est un moyen expérimental nouveau pour les recherches aérodynamiques dans les régimes élevés de l'atmosphère.
Il est prévu la prise en compte de la mise à jour pour le sportif un appareil d'entraînement à l'acrobatie présentant des qualités acceptables de vitesse, de manœuvrabilité et de flexibilité de pilotage.
Cette approche à terme des avions sans divers résultats de niveau élevé des performances comparables à ceux obtenus par le CYCLONE grâce à l'emploi de la propulsion à réaction.

Above: Publicity for the Fouga (Col FH)
Below: Sylphe in flight (Col FH)



exception was the CM-170 Fouga Magister which was derived from the first jet motor-glider and here is the story.
On the 14th of July 1949, the Fouga CM-8-R-13 Cyclone took off using a small jet engine, a world first. C for Castello, M for Mauboussin and R for réacteur (French for jet engine). The birth of this success story was the chance meeting between Pierre Mauboussin, an aircraft constructor and Joseph Syzdlowski who was managing director of Turbomeca, a concern involved in turbo machinery for the aircraft industry.

Mauboussin, associated with Robert Castello, a well known glider designer and father of the mass produced Castel gliders, suggested to Syzdlowski that a small jet engine derived from existing turbo machines would transform their latest glider, the CM-8 into a self launching aircraft. The small jet engine was born and developed into the Marboré line of which thousands of engines would be sold worldwide. All efforts were directed towards improving the engine performances and several air-



Above: Sylphe engine (Col FH)
Below: Sylphe III in flight (P Bezard)



frames were built to accommodate more powerful engines. In the meantime, at the request of the US Wright engine company, the name Cyclone had to be changed to Sylphe. One smaller span machine was called Cyclop and was lost in a crash, the pilot having baled out successfully. For the larger engine, Castello suggested linking two Sylphe fuselages, each with an engine to be fol-

Below left: CM-8-13 in the Alps
Below right: CM-8-13 F-CROI at Gap
(both JP Weiss)



lowed by a more powerful engine standing on the narrow centre section. These development aircraft were called Gemeaux.

In 1952, the Service de l'Aviation Légère (S.A.L.S.), a government concern, ordered four Sylphe III to be based at the Saint Yan Pilots School and registered as aircraft: F-BFDH/DI/DJ/DK. Mixed construction of wood and metal was used. The V tail was retained. The undercarriage consisted of a main wheel, a small front wheel and a tail skid just like some gliders today. Wing span was 13.00m and empty weight 435 kg. With the Turbomeca Pimene giving a thrust of 90kp, a cruise speed of 300kph was obtained. The program was soon discontinued and the four machines were sold to a company called Hemet who converted them into gliders! One was destroyed in an accident, one used by JP Weiss was kept in Gap for many years and now resides in the A.P.P.A.R.A.T museum at La Montagne Noire. Charles Bezard owns two complete machines, one of which was put back into the jet configuration under the registration F-PNKU /F-CRKY and was known to be airworthy until recently. A short film of the machine operating from Persan-Beaumont is available on Google by punching Fouga CM8 R13 – Sylphe III or Old jet glider at Persan.

Another French experiment was called the Emouchet Escopette. Escopette was the name of the SNECMA 3340 pulse jet unit weighing 4.8kg for a length of 2.85m giving a thrust of 10kp. Pulse jets are usually associated with the V-1 flying bomb. In this instance, contrary to the V-1, there were no moving parts. Three Emouchet gliders were used as test vehicles. First flight took place in November 1950, initially with two units and this was gradually raised to six. Witnesses working on the project said that the main problem was environmental! The screeching noise was incredible and was unpleasant in a two kilometers radius around the airfield of Melun-



Senard. Otherwise no flight problems were encountered and eventually, self launching was possible without the initial tug assistance. The project was abandoned during 1953 when rockets became more reliable. A replica Escopette can be seen at the SNECMA museum located next to the engine factory at Melun-Senard.

Soviet Russia also had a go at Jet propulsion when they installed a jet engine, on a perfectly good glider, the Antonov metal glider A-13. In the process, the A-13, looking very much like the French Sylphe described previously, must have gone through a phase of identity crisis. Although de facto a motor-glider, the A-13M was used as a record breaker in the under 500kilos jet category. In 1966(?), a world speed record was achieved on 3 and 15 kilometers distances. Span was 12.10m and thrust 55kp. This machine is now on display at the Central Russian Air Force museum in Monino.

Later, during 1972, classic gliders were also modified to take a small jet engine. In Italy, Caproni was advertising a self launching version of their metal two-seater Calif as the Calif-21SJ . The problem was the long take-off run and only 3 machines were sold to customers. In Switzerland, EFF was created for the purpose of producing a two-seater jet glider. Part of the development was first to modify a Diamant 18 using a French 80kp Microturbo Éclair mounted cen-



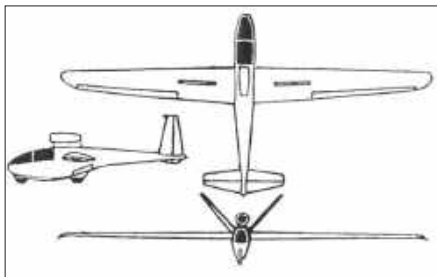
Above and right: Escopette with six engines
(Col FH or public domain)



trally above the wing. Test flying of the Prometheus I was successful and the project continued. Prometheus II was registered in 1978 as HB-YBI and this time the propulsion was by two Éclairs, each of 90kp. The span was either 19.40m for gliding or 13.57 for cruising flight. This remarkable motor-glider was also used for wing research before finding its final home, once again, in the A.P.P.A.R.A.T. museum at La Montagne Noire where Chief Gabolde was

hoping to restore it to flying status. Unfortunately, the revision and repair cost of the turbines exceed the funds available. Any takers ? □

Below: Prometheus I, a modified Diamant 18 (Col FH)
Bottom: Prometheus II (via A.P.P.A.R.A.T.)



Above: Antonov A-13M 3 views
Below: A-13M in Central Russian Air Force museum in Monino (via G Fekecs)



Look, I am flying!



By *Thorsten Fridlitzius*

“It is not more difficult to fly than to use a bicycle” say the children who study at the unique Bronius Oskinis Flying Schools in Lithuania. In the wintertime, they learn to fly virtually by being taught theory of flight in a very playful way, and in summertime they fly in reality.

In the summer of 2009 there were 23 students, plus 8 children from nearby clubs, in a camp at the airfield Vilainiai by town Kedainiai, north of Kaunas. We were there and experienced the very nice and happy atmosphere of the camp. We also met up with Inga and Edmundas in order to hear about their plans for the future and how they felt about the camp.

Edmundas, 9, said that he wanted to become a fighter pilot. No doubt about that. He thought that all participants helped pulling back the gliders. He had no problems with the girls either; “everything was OK”. It was great to be

able to wake up to music too.

Inga thought that the food was good. Inga too enjoyed waking up to the sound of music however, she missed the morning gymnastics which she was used to at home as she was taking ballet lessons.

Inga was of the opinion that she did not need a best friend. Everyone at the camp was nice and good friends, although the boys could be a little bit of a nuisance at times. She was particularly happy as she had just come second in a competition with model planes. Of course I am going to be a pilot, Inga declared, but she has not yet made up her mind as to what type of pilot she wants to be. Inga is 11 years old and is already a competent glider pilot, the reason for this is that she is participating in the camp for the third year in a row.

Martynas Lendraitis 18 years old, was our guide. He himself is a veteran Oskinis-student and had started flying when he was 11. Recently he has participated in VGC Rallies flying a Bergfalke

3 in Wels and Achmer. The glider was a gift from Stockholm Gliding Club which had no use of the plane any more. Alongside his studies, Martynas together with two friends, also restores a KP1-3 “Gintaras”(Amber), a small glider with a Hütter 17 fuselage.

Bronius Oskinis, 1913-1985, was the first person in Lithuania who was awarded a C-badge in the famous Nida gliding school in 1932. He constructed one of the first gliders in the world for aerobatics.

The glider BrO-4 “Ruta”(Ruth) participated, together with a Göppingen-3 Minimoa “Birzietis” built in Lithuania, in the Elmira competitions in the USA in 1937.

Oskinis spent a short period in a Russian prison camp after the war. However, he continued constructing planes a fact that was noticed by Moscow. His glider made of wood and canvas, BrO-12, was manufactured in Simferopol, Crimea, in a total number of 120 whereof two were exported to



A short history of BrO gliders can be found in VGC News No. 127 Summer 2009

Cuba. His primary glider, BrO-11, "Pioneer", was even more successful and was manufactured for the communist youth movement, in a total number of more than 2000. (See VGC News No. 127 Summer 2009 page 28, 30-31).

Oskinis' speciality came to be small Primaries to be used by children and young people.

Between 1952 and 1984 he constructed no less than 14 different models. In these models he tried different types of slotted wings in order to achieve a greater lifting capacity, different types of rudder systems etc. Among them there were the world's smallest primary glider, with a wing span of 4.9 m.



Bronius Gliding Schools in Lithuania can be considered as active clubs with active, enthusiastic leaders. Their primaries – LAK-16 - are safe and sturdy. The winches are built by simple components.

And to keep all this going the Clubs also get some contributions from the Government. Flying is totally free of charge for these young children.

Sweden has chosen a different path. The student – from the age of 14 is immediately placed in an advanced glider in order to be taught what real flying is all about. The price is however high: the student must pay a very expensive "entrance ticket" in the form of a medical examination, registration fee etc. Also pay membership fees and help finance the cost of running the

Nine year old Edmundas flies past the mostly disinterested vegetable pickers

club. No wonder the gliding clubs have problems recruiting new members among young people who today have a great variety of cheaper recreational activities to choose from.

But no one is able to turn back the clock. We flew primaries in the 40s and 50s. Teenagers today are probably interested in more challenging "glassfibre" gliders. To my mind the Oskinis method, however, seems more harmonious and pedagogical if you want to inspire young people to become deeply involved in gliding (and flying). A good sign of this are the many Oskini children today flying advanced gliders as well as civil and military aircraft.

I get sentimental when I think about my first "Bronius Oskinis start" in a Schulgleiter SG-38 three meters up in the air. One of the finest moments of my life. Without that experience I might never have written this article. □



Restoration of a Zoegling

by Vincenzo Pedrielli

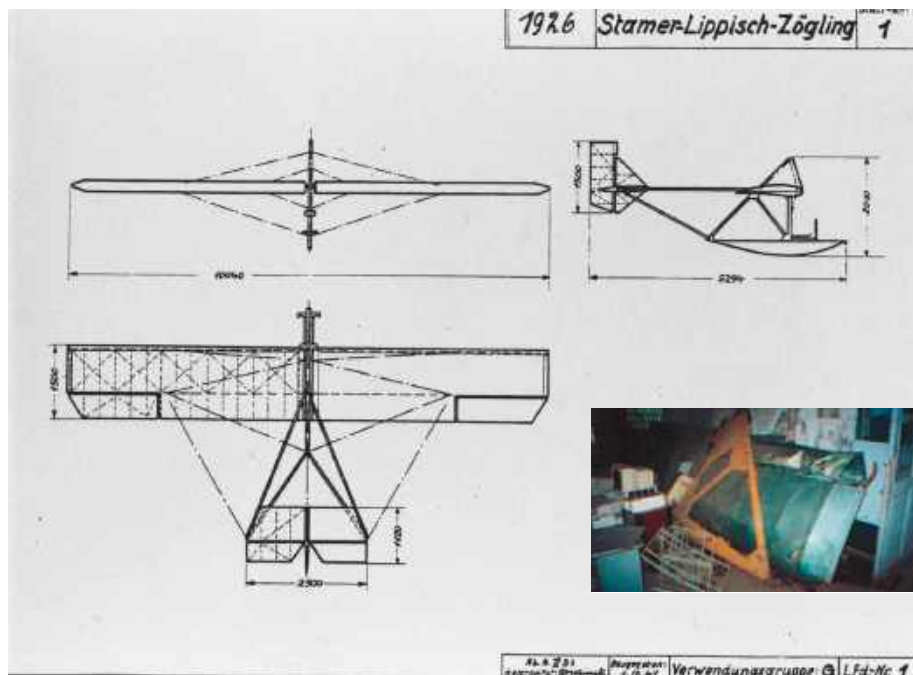
Stored in the warehouse of the Museo Nazionale della Scienza e della Tecnologia "Leonardo da Vinci" in Milano there was a Zoegling in dreadful condition and probably forgotten for more than 30 years. Because of lack of space, the Museum Management thought to get rid of it, but luckily a consultant of the Museum saw the wreck and suggested restoring it, as he said it was important to Italian gliding history. Good point, but who could do that? The idea came out just after we restored the Urendo and so we were considered the perfect candidates for the project.

I was contacted by the Museum Curator and we agreed to challenge the restoration project, but because of the bad condition of this primary, we decided to restore it for display only and not for flying. Just to give you

an idea, the fuselage was heavily damaged in the lower part and the skid was almost non-existent. The tail planes were the best part of the machine, say 70% recoverable. The big disaster was the wings. The D-Box was no longer there and not even a single rib was saved. The spars were almost OK but all metal parts were heavily rusted. Difficult in fact to find the enthusiasm to start this project, but we decided to do it and so we moved the wreck by truck to Calcinate, near



Varese, at the Centro Studi Volo a Vela Alpino. The first step was to recover the original drawings and put together the history of that flying machine. Lino Del Pio, our project leader, did a great job and he dug into the different primaries used by all gliding Clubs in Italy and identified the one we were going to restore: a Zoegling with 4 tube steel struts to support the tail, identified with the number 435 and originally built by an Aero Model Group based in Rovereto, near Trento, between the end of 1940 and 1950. During this period a series of 4 or 5 primaries of that type were built and given to different Gliding Clubs. The 435 was acquired by the Aero Club of Bolzano, where it flew for quite a few years, until 1970, when it was taken by the Associazione Volovelistica Alta Lombardia di Calcinate. Quite shortly, the Zoegling 435 lost its interest to new pilots, as most of the gliding Clubs





adopted the two-seaters. From Calcinate it ended up at Museo Leonardo Da Vinci, where it slept-for over 30 years and, funny enough, came back again to Calcinate to be restored. Five persons formed the restoration team, headed by Lino Del Pio, not new to this type of activity, as he was deeply involved in the restoration of the Urendo. We split the project in several tasks and each of us took responsibility for some of them. Lino first built stocks on which to assemble the wing and I took care of remaking all ribs and noses for the D-Box as well as repairing the tail planes. Roberto Martignoni took care of all metal parts, while Gilberto Rama and Andrea Tursini worked on restoring the fuselage. The recipe adopted was at least one day/week, but finally, because of too hot or too cold conditions, we could not follow completely this schedule.

Anyway, we started in early 2007 and 3 years later where are we standing?

- The fuselage has been completed.
- Tail planes are ready to be covered with fabric.

Below: Lino del Pio - a 75 year old retired surgeon who when he was young, took part in the construction of a similar primary, so he knows what to do. Without him the restoration project would not move forward.
All Photos – Vincenzo Pedrielli

- One wing completed and just lacking coverage.

We only have to build the second wing and put the whole thing together. We need at least another two years to complete the project. We do believe that it is important to save this primary glider. There are not too many left in our territory and, as I said before, it is an important witness of how the new pilots were trained in the past. In Italy, after 1933, as gliding was becoming more and more popular, Many Zoeglings were built,



sometimes as single units and other times as small series, ordered by the Royal Aeroclub of Italy to be given to the gliding schools spread all over the territory. Looking at the photo archive of Calcinate, you can see that most of those primary gliders were slightly different one to the other. During the investigation of our Zoegling 435 I realized how many pieces of history have been lost so far, so we have now to save what is still available to maintain a link with the past. □





The Season begins...



Left: Mike Seale with his 1/6th scale Bergfalke
Above: author's HW-4 Flamingo at Middle Wallop

by Chris Williams

As has become traditional, the 2010 season kicked off at the TVSA organisation's home base of Siege Cross Farm, near Thatcham in Berkshire. This full-size strip, hidden behind a line of trees, and now featuring a new hazard in the form of some kind of antennae farm, is nonetheless a grand place for the art of scale aerotow. Although the trend in scale soaring is for ever-larger models, Mike Seale's new diminutive 1/6th scale Bergfalke served to remind us that, with a prudent wing section choice, Small can be Beautiful too. Seen for the first time, at least by myself, John Greenfield's deceptively small 'Ampley' electric tug, although not of a scale appearance, shows just how far the science of electric flight has progressed in just a few short years. Fitted with a 5000MaH battery, this model is capable of towing up a 12Kg sailplane (that's 26lbs in old money) to 1000 feet in one minute, with the battery holding enough charge for five tows. Needless to say it's a heck of a lot quieter than your more usual petrol-gulper and provides a viable alternative for those with noise-sensitive sites.

From here, the action soon moved to Middle Wallop for the first of the three events to be held here during the season, once again under the aegis of the TVSA boys. Last year saw the premiere of John Greenfield's 1/2 scale Orlik, and this time around we prepared ourselves for the sim-

ilar appearance of Darren Maple's version, built from the same plan. After a long delay, lasting most of the day, whilst the Gremlins played their mischief with the model's control system, it was late afternoon before the mighty Orlik found itself lined up behind a tug on Middle Wallop's renowned billiard-table grass. After that, it was pretty much all anti-climax as the maiden flight went off with little fuss, culminating in one of those long, floaty landings that become ever more realistic with the increase in model size.

Steve Fraquet could have wished for a little more in the way of an anti-climax for the maiden flight of his new Fauvette,

built to 1/4 scale and still with the smell of fresh paint about it. All seemed well during the tow, but the model became wildly divergent in pitch upon release, and Mr Gravity exacted a heavy toll when it came to reunite model with Terra-Firma. However, the hapless pilot announced that the model was still repairable, so the post-flight analysis will no doubt rumble on for a while. If I can squeeze it past the VGC sensors, I would like to mention in passing another milestone for electric flight. Last year we became used to the sight of the half-scale DG 1000's from the Paritech concern in Germany. This year a couple of them have



Right: Darren Maple prior to the maiden flight of his 1/2 scale Orlik and the mighty Orlik in action



*Left: Kevin Beale's 1:3.5 scale Dart 15 at Siege Cross
Below: Steve Fraquet displays his ill-fated Fauvette
Lower left: hardly Vintage, but maybe of interest: John Greenfield's electric powered 1/2 scale DG 1000*



*This photo: Andy Anderson's 1/4 scale MU13D at Siege Cross farm
Below: author's near 3rd scale Minimoa in action at the 1st event of the year*

that I have been admiring for some years now.

So, less rain that we have come to expect over the last few years, and the rest of the season ahead of us:

What could be better...? ☐



now been electrified with some very complicated-looking up-and-go systems, and their performance is almost totally realistic. Not Vintage, I know, but how about this...? A similarly-sized electrified Wien? Watch this space...!

PROJECT CONCLUSION

I mentioned briefly last time around the construction of my Topaze, the French-licensed version of the Scheibe SF27. I am pleased to be able to report that this particular model has been completed and flown and has lived up to, if not exceeded, expectation. Both on tow and off the slope, the model is stable and vice-free and has now joined the ever-expanding fleet of sailplanes that live in my garage. After a short break, I have now embarked on the building of a Rhonsperber to 1/3rd scale, based on the Rodi Morgan example



*Above: Ian Davis' fine 1/4 scale Schweizer 1-22 flies again
Left: author with the 1:3.5 scale Topaze
Below: the Topaze in action*





W.W.S. 3 "DELFIN" (Dolphin) POLAND



Envisaged as the KOMAR'S successor, the W.W.S.3 Delfin Intermediate sailplane was the last of the trio of Waclaw Czerwinski's trainers. The sailplane was very rigid and adapted for high speeds, displayed exceptional clean and pleasant lines, its final shape being the outcome of wind tunnel tests which were carried out by the Aerodynamic Institute of Lwow Technical University. The Delfin prototype began tests in the autumn of 1936 at Krakow- Rakowice Aerodrome and then went to I.B.T.L. for airworthiness trials, which were completed in 1937. Two versions of horizontal tail surfaces, one conventional and the other all-flying, were tried, the latter being adopted for the production version. In 1938/39, the sailplane was built in quantity by W.W.S., which delivered some 20 examples, and by L.W.L., which completed a similar number before the war. The Delfin was extensively used by W.O.S, at Ustianowa and by the Bezmiechowa gliding centre, being well liked by its pilots. Five L.W.L built Delfins were exported, and Yugoslavia bought the licence to produce the sailplane and, after the war supplied Poland with detailed workshop drawings of the design.

In November 1939, when the Germans took a rail load of Ustianowa equipment to Germany, Delfins formed a large proportion of the consignment. One Delfin was left behind by the Germans in Denmark, and this example, originally built by L.W.L. was completely overhauled and brought back to airworthy condition by the Danish Club Stamgruppen, its wings being provided with air brakes during the repairs. Registered in 1952 as

OY-DIX, this Delfin was used by the club for over a decade. And was highly praised by Danish pilots. The W.W.S 3 Delfin was a single seat, intermediate training sailplane of wooden construction. The Gull-type wing, possessing an area of 20 sq. m. (215.3 sq. ft) and an aspect ratio of 12.7, was a divided cantilever structure single spar structure, with a diagonal supplementary spar and a plywood covered D-Box leading edge, covered with fabric aft of the spars. Joined at the centre line, it was attached to the fuselage top and provided with balanced differential movement ailerons. The fuselage was an oval cross section plywood semi-monocoque structure featuring a roomy comfortable cockpit which had a detachable canopy. The tail-unit comprised an integral plywood fin, a balanced rudder and an all flying hori-

zontal elevator. A pneumatically sprung skid formed the landing gear. The sailplane had a wing span of 16.m. and a length of 6.79 m. Empty and loaded weights were 135 kgs (298 lbs) and 220 kgs (485 lbs), and its wing loading was 11 kgs/sq. m. (2.3 lbs/sq. ft.) Max. L/D was 1-21.4 at 52 kph (32.3 mph), a min sink speed of 0.61.m (2 ft/sec.) at 43 kph (26.7 mph) and a max. permissible speed of 200 kph (124.2 mph).

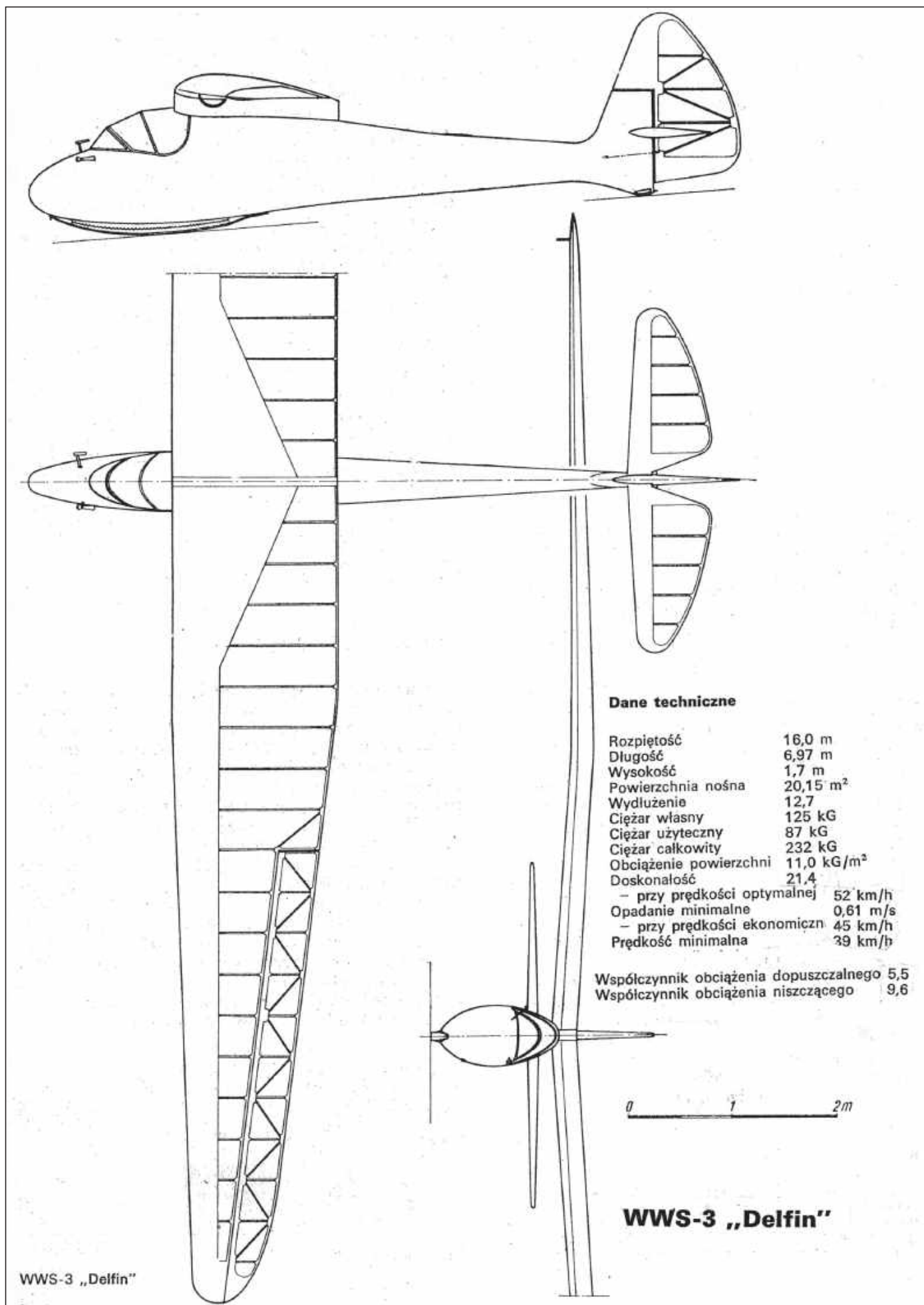
*Taken from Jerzy. B. Cynk's book
POLISH AIRCRAFT 1893-1939. 1971
ISBN 0 370 00085 4.*

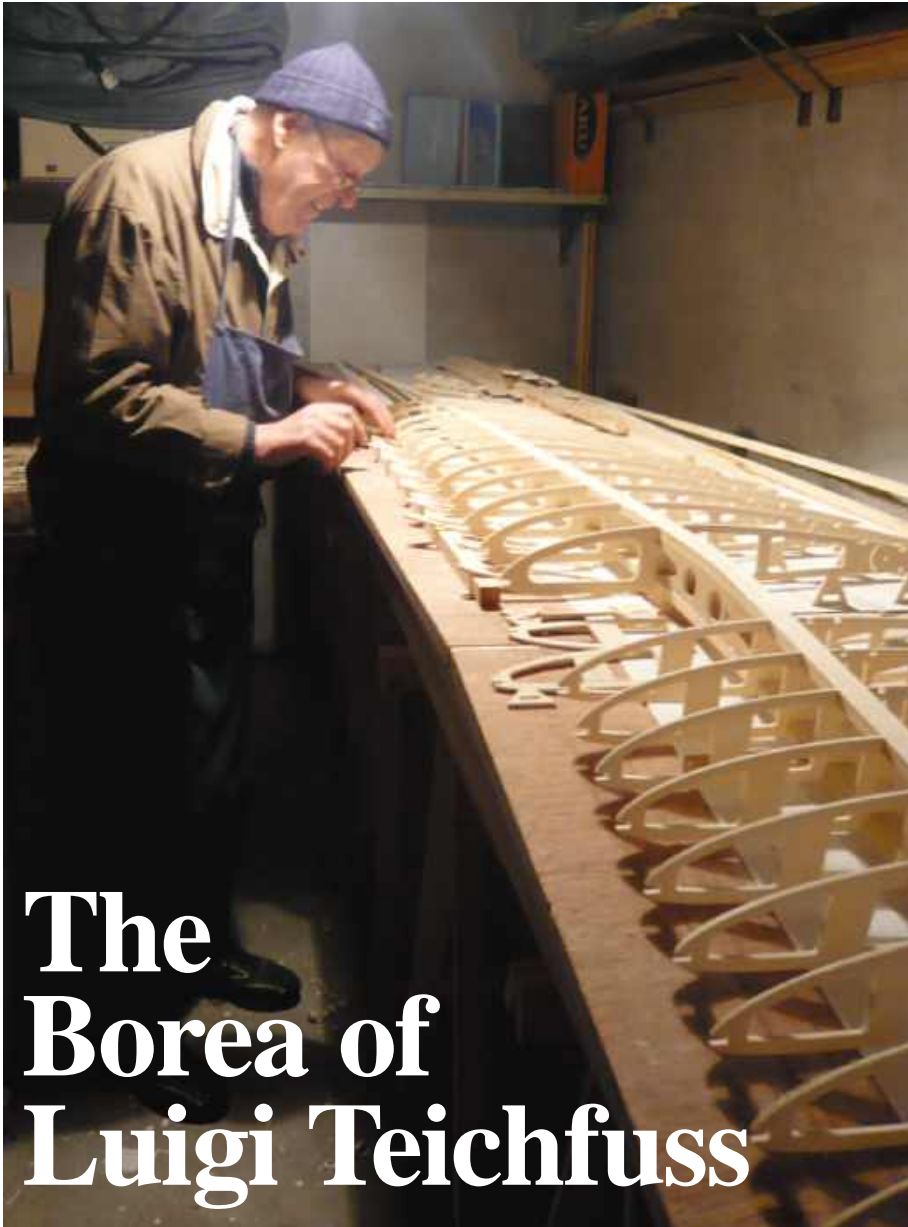
*Printed and bound in Great Britain for
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London WC-2, By Richard Clay
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Bungay, Suffolk.*

First published in 1971. □



Photos: Polish Delfin





The Borea of Luigi Teichfuss

By Vincenzo Pedrielli

At the pick of his sailplane designing career, Luigi Teichfuss built a high performance two seater glider with 21 meters wing span. It was the result of a long designing experience after the construction of excellent machines, such as Sparviero and Turbine. A side by side two seater sailplane, with gull wing, variable airfoils, flaps and ailerons. The maiden flight was scheduled for September 1943 by Adriano Mantelli, test pilot of proven experience, who had tested most of Teichfuss sailplanes. Unfortunately, few days before the flight test, the war marked a turning point and the Germans on retreat, decided to explode the airport facilities of Pavullo and with them all gliders built by Luigi Teichfuss, including the Borea. In the postwar

period, Teichfuss was completely forgotten and with him his beautiful machines.

But let's talk about the Borea. What happened to the drawings and the documents of this extraordinary machine? It was looking like that all papers had gone lost with the Borea and that finally what remained was only a small handful of photographs, which witnessed its existence. That was not the opinion of Aldo Toni, keen of model building, who believed that somewhere some trace of Borea should have been existed. And that was the case! On the book "Ali Misteriose" of Rino Rinaldi, Aldo read about a letter sent by Teichfuss to Ing. Salvatore Scalas of Bologna University, in which it was mentioned something about the static tests of Borea. Coincidentally, a school mate of Aldo, named Maria Rita Scalas, resulted to be the daughter of Salvatore Scalas

and so, the research of Borea documents at first started at her home without any results and subsequently at the Engineer Department of Bologna University. In a dusty binder, laying in a bookcase, with the writing "Borea", there were filed many blue prints of the Borea, folded up since 1942 and probably never consulted since then. An unbelievable discovery, fruit of the constancy and determination of Aldo Toni. Congratulations Aldo! At that point, the dream of Aldo was to bring Borea to life again, but how? By building a scale model and making it fly in Pavullo, where unfortunately it never did it, because of a sad



fate. A kind of praise to the great glider designer and builder Teichfuss and its masterpiece, the Borea.

From now on we can talk about the "Borea Project". The first question to answer was in which scale to build this model and decision was 1:2.5 scale, which means a wing span of 8.40 meters. Not too bad for a scale model! The task of converting by CAD the original drawings into scale 1:2.5, has been assigned to Paolo Severin, quite known in the model world, due to his fine scale works. To Paolo it was also assigned the task to cut by C.N.C all formers and ribs of the wing and tail plane, including all metal parts. The choice of airfoil was not an easy one, as in the documents found there was no indication of the airfoil used by Teichfuss. After many discussions and a lot of thoughts, plus consulting several books, the decision was taken to adopt



an N60 which becomes an M12 at the wing tip, with a washout of 2° , as in the case of Sparviero. The assembly work has been given to Vittorio Negri, quite experienced in model building. To assemble the wing a special building

stocks was made ready, taking into account the dihedral of the wing. The wing junction has been conceived as in the original sailplane, avoiding simple solutions in use in model building, with steel rods and bayonet coupling. The wing is planked with 1.5 plywood from the main spar to the leading edge, while the rest of the wing is covered with Oracover Antique. The fuselage, 3.20 meter long, is externally planked with 1.5 mm plywood and internally only from the nose to the end of the canopy. The canopy is hand made with Plexiglas, hot worked in the double curvature area. The controls of the moving parts are inside the model as in the full size glider. The

radio system consists of a central unit for controlling 14 channels and 10 digital servos, with traction capacity of 24 kg each. Next is to set up details and accessories such as dash board, seats, control sticks and... pilots. The model centering will take place at the beginning of summer taking into account what stated in the documents related to Static Tests, written by Salvatore Scalas in 1942. Aldo Toni expects to bring his Borea in Pavullo sometime in October and finally fly with it in the airfield of Pavullo, where it should have first flown in September 1943. A great project, made possible only because of the great discovery of Aldo Toni. □





Russian Gliders *from 1908 - 1987*

By Chris Wills

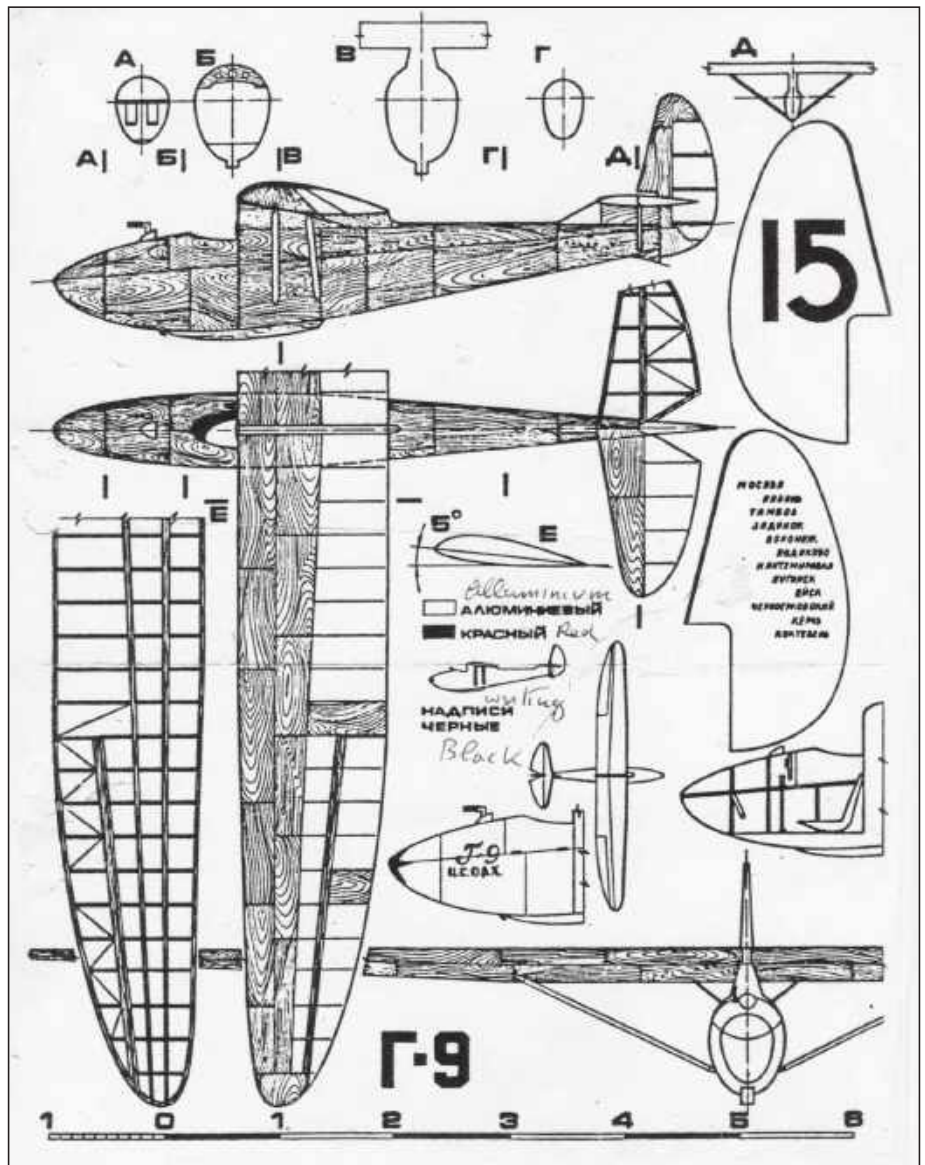
During this period, more than 300 glider types were designed and flown in Russia. Only the basic training gliders of these were mass produced. Finally, from 1937, their wing loadings were increased to about 6 and 7 lbs/sq.ft (the wing loadings of sailplanes in Europe were at that time between 3 and 4 lbs/sq. ft) and this, together with sensational weather and good pilots allowed them to break international records by as much as 30% .

The records were recognised by the FAI but no one knew what these sailplanes looked like until relatively recently (although a KIM 3 "STAHANOVIETS" two seater was seen at the Paris Air Show in 1937). At last the Soviet magazine *Krilya Rodiny* (wings of the homeland) did publish two excellent 3-view drawings of the *Krasnaya Zvezda* (Red Star) of Sergei Korolyev and Gribovski's G-9 and Gabor Fecacs did kindly send us information and a 3-view drawing of Antonov's "RED FRONT 7", in which Olga Klepikova flew the sensational World Distance record of 749 kms in 1939 (information was from an East German magazine). Five were built but none survived the war. We asked Russians about them but they could only say "Oh, it was like Antonov's 1948 designed A-9", of which 27 were built. We are printing drawings of RF-7 and A-9 together just to compare them. It seems that the A-9 was a simplified RF-7 with no retracting wheel and fitted with air brakes.

The CK-3 (SK-3/Red Star) was designed in 1930 by S.P.Korolyev, who later designed sensational rockets to go to outer space. The CK-3/SK-3 was very small and strong and was the first glider that could do forward loops and rolls. On 28th October 1930, V.A. Stepanchenok accomplished three forward loops. It was also used for training in aerotowing. We believe that only one was built.

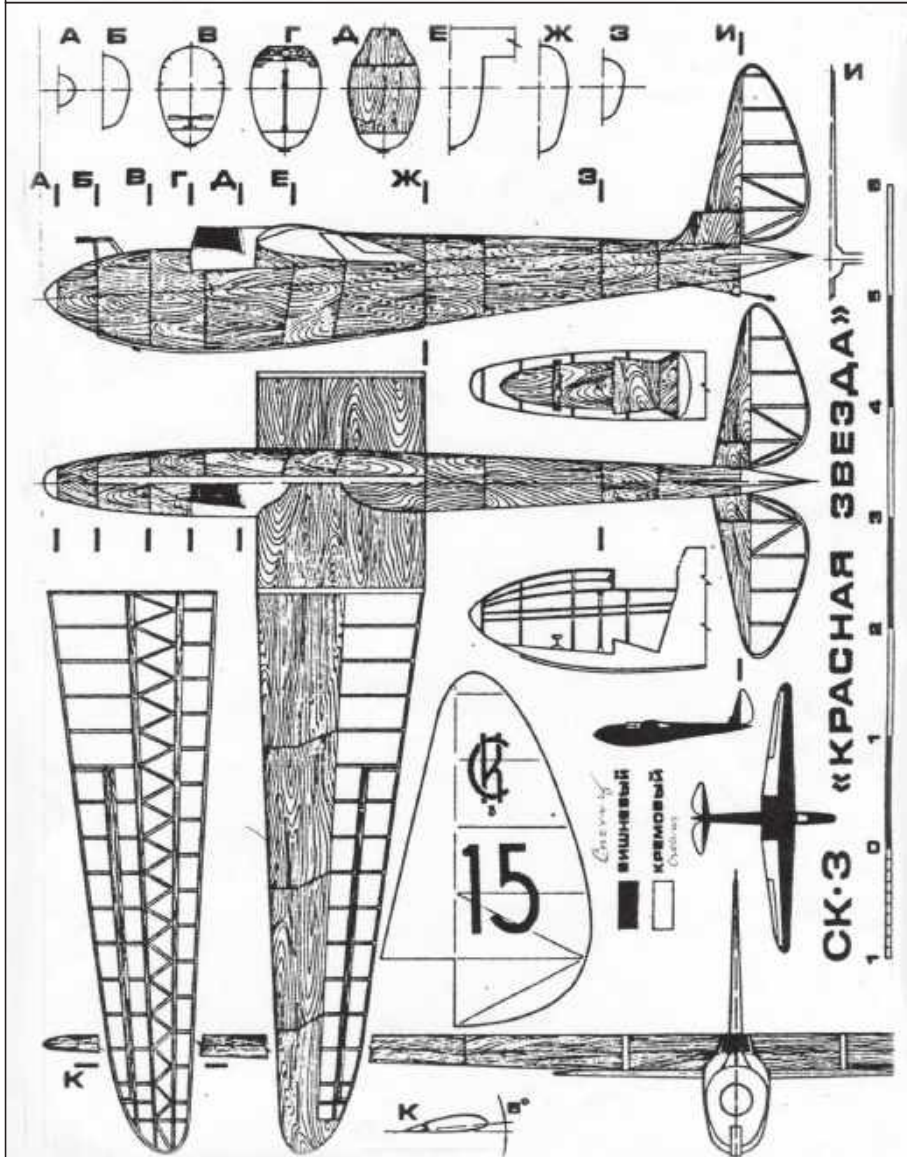
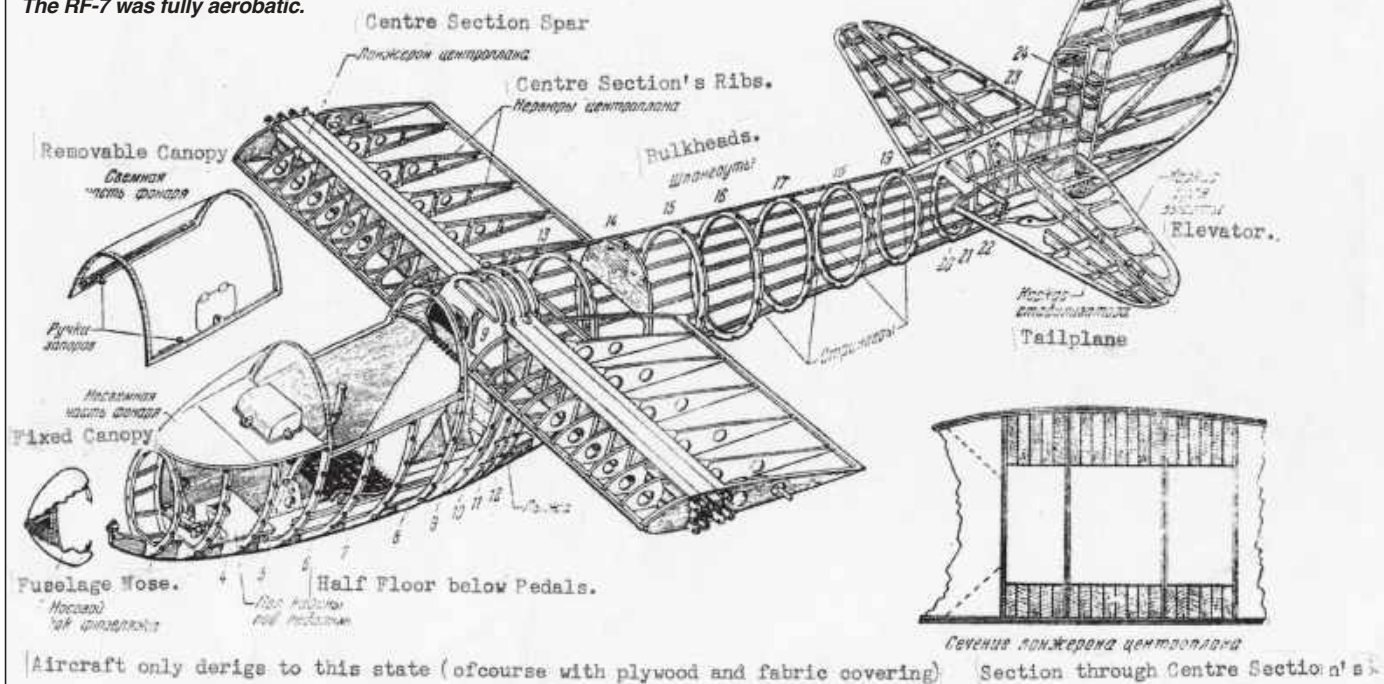


Left: Antonov's A-9
Below: Gribovski's G-9





Below: Antonov's A-9, behind the pilot's seat of the Rot Front 7 was a tank to hold 120 litres of water ballast. With this ballast the wing loading was increased from 27-37 kgs/sq.m (5.5—7.585 lbs/sq.ft). The A-9's wing loading was 33 kgs/sq.m (6.765 lbs/sq.ft). It did not carry water ballast. The RF-7 was fully aerobatic.



Above: two more shots of Antonov's A-9

THE G-9. This was a small very strong sailplane for aero towing, full aerobatics and experiments by V.K. Gribovski in 1932. It was built in great quantity from 1936, and equipped many aeroclubs in the Soviet Union and many were in Turkey, where it was known as the "BANTOM". Some were also in Hungary after the war, where they were known as "Czonkas". (presumably they had been captured at the front?). It was an excellent glider and was mass produced by the Osoaviachim Glider Factory. It was very manoeuvrable. Its wing loading was 17,8 kgs/sq. m. □

Left: CK-3 (SK-3/Red Star)



Another - Vintage Kiwi Project, sent in by Ian Dunkley Schneider ES52 Kookaburra MK 11 ZK-GBB

By Roger Brown, Vintage Kiwi

This article first appeared in "Soaring New Zealand" in February 2010 and is reproduced, with minor modifications, with their permission.

After World War Two, Edmund Schneider, one of the pioneers of pre war German sailplane designs and the co designer and manufacturer of the famous Grunau Baby trainer, was invited by the Gliding Federation of Australia to set up a factory there, to design and build sailplanes for the Australian Gliding market to help foster the sport of gliding in Australia. In due course Edmund Schneider Pty Ltd was established at Parafield airport near Adelaide.

Edmund's first Australian based design was the Kangaroo two seater, which first flew in 1953, which was then followed by an improved version of the Baby, the Grunau Baby 4, the Nymph, and Kingfisher. Then came the Kookaburra two seater side-by-side trainer. Here was a two-seater trainer that had equal or better performance than a num-



ber of high performance single seaters that were actively flying at that time in the world. The original MKI version first flew 20th June 1954, followed by the MKII a short time later. MkIII and MKIV models eventually followed.

The Edmund Schneider story, in its self, is a real fascinating one. As well as also building Schleicher KA7 and KA6s



Top: test rig, September 2009.

Photo Jevon Snowden

Right centre: before work started.

Photo Sandy Stonell

Right: BB during Chris's time in NZ.

Photo Chris Wills.



under license, in later years he still found the time to design and build a number of high performance single seaters, the pinnacle being the Schneider ES60 Boomerang in 1964. This was a real quality high performance competition sailplane. Within a short time it held all the Australian National records of 100, 200, and 300km Triangular speed records.

Two examples of the Kookaburra MKIIs were imported into NZ, which were ZK GAV and ZK GBB. Two kits were also exported to Brazil, however only one was ever completed, and one with a steel tube fuselage was built in Europe as a self-launcher.

During its time with the Marlborough club ZKGBB clocked up some 1800 hrs with many happy memories of 'away camps' in the Nelson Lakes district [Top House airfield near Rotoiti and Rotorua], and to an airstrip at Seddon, plus giving flying displays at various air pageants at Nelson. Oh happy days.

Then she got sold and was shipped off to the North Island where she eventually got 'dinged' at Kawerau Airfield 18/3/73 [low circuit – stalled and crashed – substantial damage]

ZKGBB was virtually rebuilt by SOAR, [Sailplane Overhaul and Repair] based at the Matamata airfield, and re delivered back to the Eastern Bay of Plenty Gliding Club. Here she stayed

over a long period of time occasionally flying until for reasons unknown she was 'rested' in the back of the Kawerau hanger. In 1988 the club made a decision to get GBB flying again. She was totally recovered, given a new paint job and was test flown on May 5th 1991 by Ben Stimpson. A new C of A was then granted. However, more drama was to unfold later when, a Cessna got 'tossed' by very strong winds and yes, you guessed it,

Kookaburra II	
Wingspan	11.7m [38ft.5inches]
Length	8 m [25 ft 11 inches]
Empty Weight -	219.73 kg [484 lbs]
Maximum all up weight -	392.71 kg [865 lbs]
Max.Speed 97 knots - smooth air	[112 mph]
Best glide angle 20:1 at 44 knots	[50mph.]

GAV s/n 52-11-18
 South Canterbury Gliding Club 9 April 1956
 Te Kuiti Gliding Club 12 June 1964
 Crashed 20 March 1965 –
 Gordington, Hamilton
 Cancelled 3 June 1965

GBB s/n 52-11-26
 Marlborough Gliding and Soaring Club
 11 September 1957
 [First flight V Philpott 14 September 1957]
 Whakatane Gliding Club 3 June 1971
 Eastern Bay of Plenty Gliding Club
 18 August 1988
 Sandy .L Stonnell, Rotorua 1994
 Donated to "The Vintage and Classic
 Gliding Club of NZ". (Vintage Kiwi) June 2009

Above: Feb 2010, 'Work in progress'

landed some how on top of 'BB'. She really was not having a great North Island experience it has to be said. She was this time 'permanently rested' in the back of the Kawerau hanger, until one day Sandy Stonnell who was the commander of the local ATC squadron in Rotorua, decided to take over the ownership with the hope that one day it could be rebuilt and used for ATC experience flying.

However with time rolling on and with 'BB' having now taken over her garage, the original idea of Sandy's was starting to diminish. The plight of 'BB' was well known with in the VK ranks so Vintage Kiwi, as an organization, decided to approach Sandy early in 2007 to see if a dialogue could be opened with her to hopefully save the Kookaburra from potentially one day going to the 'tip'. GBB deserved better than that. An agreement was struck, and was soon on her way in 2008 down to Taranaki with the boys from the Norfolk Aviation Sports Club. However whilst on route the one-piece 11.7-meter wing decided to fly off the open trailer and land back on the open road damaging a number of ribs and its trailing edge. With help from a couple of the local lads and with a bit of 'Taranaki Gate' ingenuity GBB's



Left: BB ready to go
Above: Rae Kerr gets "Young VK" of to an early start. Photo Kevin Wisnewski

wing was once again tied onto the trailer and the long journey to Inglewood continued.

With master repairer Jevon Snowden [NZ's unsung hero from Wellington] and with a lot of help from Kevin Wisnewski in Taranaki; New Zealand's only remaining Schneider Kookaburra has gradually come together. Her official debut 'coming out' party was held at the Vintage Kiwi rally at Inglewood on Easter weekend 2010 when she was flown by Vintage Kiwi members.

She will now be operated by the Nor-

folk Aviation Sports Club, on a permanent loan scheme from the Vintage and Classic Gliding Club of NZ. Her role will also be part of the 'Young Vintage Kiwi', a new "Vintage Kiwi" venture scheme and of course to fly the local ATC Sqdn cadets as required. The aim being to provide low cost training flying to those who will be the future of gliding

She is looking fabulous, is available for "Vintage Kiwi" members to, 'BB' truly is very unique and now has a new lease and purpose in life. Oh happy days

once again. Now for the next challenge.

My personal thanks to the following people who's contact support, technical advice, and donation of a box full of 'bits and pieces' from ZK GAV's left over's, certainly filled in the missing blanks at the appropriate times to make 'BB's resurrection possible

Dennis Hipperson
 [Melbourne Australia]

Ian Patching.

Sec. Vintage Gliders Australia

Stu Rogerson

"Vintage Kiwi" Hamilton NZ □

SNIPPETS

The Goeppingen 1 "Wolf"



This was marketed by the Sportflugzeugbau Goeppingen in 1935 together with the Goeppinen 2, a closed version of the GRUNAU 8 and the Goeppingen 3 MINIMOIA after Wolf Hirth's arrival there from Grunau. Of the WOLF and MINIMOIA, more than 100 were built of each. The "WOLF" was in the same class as a GRUNAU BABY but was stronger and therefore more aerobatic. In

1936 Wolf Hirth, who the WOLF was named after, took one and one of the MINIMOIA prototypes to Japan, to start the gliding movement there. They both remained in that country. Just before the war, it was declared by the RLM that the "WOLF'S" incipient spin characteristics were unsatisfactory and grounded them all, until slots were installed in the wing tips. As this took time and money, only

few of them were modified. Two of these were at La Montagne Noire in France in 1945. Relatively lately, a new "WOLF" was built by Otto Grau with wing tip slots. With these taped over, incipient spin characteristics were found to be harmless and so no-one knows why the RLM insisted on this modification before 100 WOLFS could fly again.

Vintage glider videos

Dear Friends, Currently only in German language but freshly launched:
<http://www.fm-hahnweide.de/>
 Enjoy snooping around :-)! Stef

Hi People, This video of the hanging of the Australian Gliding Museum replica Taylor Glider in the National Museum of Australia, Canberra, is well worth a look! Kind regards, Dave Goldsmith
http://www.youtube.com/watch?v=LYvGSpBVn_0 □

You don't always get what you expect!

by *Martin Smith*

I thought you'd like to know that DQD, a Slingsby Tutor T8, (BGA 2288 has flown again on April 10th this year, after 8 years laid up in its trailer. DQD has an interesting history, reassembled from two gliders in 1977. (The fuselage is from 1947, BGA 804, and the wing from 1952, BGA number not recorded) Fred Breeze, Slingsby's test pilot is the first signature in the log book for this work (BGA - I/A/003N). In 1986 it was acquired by Martin Grant, then sold to Keith Nurcombe in 1989, and has to its credit many long flights over 100km, and in 1994 awarded the VGC Shaw – Slingsby trophy for a 140km flight to Lasham from the Vintage rally at Hus Bos. (During Keith's ownership DQD did over 3,000km). In 2002 it was sold to Tom Bolt at Dartmoor Gliding Club, where it was flown twice by the then CFI Roger Mathews. (Tom never got to fly it).

How did I come to be the owner of this Tutor? Well having recently moved back to Devon I joined Dartmoor gliding club, and was looking for a replacement trailer for my SF27. During a walk round the site I came across an old trailer at the other end of the airfield that clearly had not been used for some time but it looked as though it could be brought back to good working order. I asked around the club as to who owned it and I was given a name (Tom's) and after a phone call a few days later it turned out that there was also a Tutor in the trailer. Ah, excellent a possible replacement for my OLY2b that I sold a few years earlier, I thought. So a deal was struck and the trailer was



mine. I met Tom and picked up the Log book documents etc.

The next weekend I was at the club, and opened up the trailer, there was the Tutor, she looked really nice and the trailer was as good inside as out. I was unable to remove the Tutor as the fixings had rusted, however looking at the Tutor questions formed in my head, had it been repainted, it was supposed to be light blue not midnight blue, the wings were supposed to be cream and not the clear varnish that these wings were, even the BGA number was different. Puzzled I went back to the clubhouse to re-read the Log book. While I was sitting in the clubhouse with a cup of tea, an old member came over to me and asked what I was up to, I explained the conflict with the log book and glider, after a minute he said, you're looking at the wrong glider, Tom's Tutor is over there in the corner. Surprised, my face must have been a picture. I wandered over to an old wooden trailer which was open at one end, the floor was

hanging out having been ravaged by the Dartmoor weather. It was DQD exactly as per the logbook. Oh bother I thought or words to that effect.

Anyway, I removed it from the trailer and surprisingly DQD was in pretty good condition considering the state of its trailer, and I recognised it instantly from a rally I had attended some years ago.

So after what had started as an exercise to replace the SF27 trailer, had ended up with two gliders, both needing trailers. Who would have thought that one club would have two Tutors!

However I fell for DQD and quickly moved it into my garage where I could go through it looking for any problems, fortunately they were very minor, and in Aug of the same year it passed its C of A. I managed to fix the trailer floor temporarily but it did mean the glider would have to remain in there until I procured a new Aluminium trailer. In Dec the new trailer arrived but due to work etc, I was unable to kit it out immediately.

In April this year Dartmoor gliding Club decided to have its open day, and they asked if I could rig DQD as part of the open day display. I did not need asking twice, so the great day arrived I rigged the glider, but we were grounded due to low cloud, my first flight would have to wait. The Open day however was a success with many visitors many of whom including Club members were very interested in DQD, several were not too sure about a 60 year old glider with no canopy, trimmer or airbrakes, how are you going to land it they questioned?

I managed to leave DQD rigged in the hangar, and a week later I was rewarded with blue skies and a light breeze straight down the runway. After briefing the winch driver (max winch speed 48kts!) I had three short enjoyable flights and another club member who had flown a Tutor back in 1960's took a launch, and lost his sun glasses when he looked behind him, somewhere over Dartmoor, much to the amusement of other club members.

The smile has not faded; see you at Tibbenham in July.

Regards, *Martin Smith*

PS. Dartmoor is a special place to fly, yes we get supersonic fog, but on our many good days we get ridge, thermal and wave, in March I broke off a climb at 10,000 feet as I had not got an E/W Logger others went on to 15,000ft. I wonder, Gold height in a Tutor.....not many could say that, watch this space..... □





Two week Camp at the Long Mynd, 1946

the Wolf and the Weihe

By Chris Wills

On MONDAY JUNE 14th 1946, The Cambridge University Gliding Club organised a 2 weeks' Camp at the Long Mynd, with the kind permission of the Midland's Gliding Club so that some of their members could be initiated in to hill soaring. They packed up three Cadets and the Cambridge 1 and moved there on June 14th. Taking part also were the WEIHE BGA 433 of Philip Wills, the MINIMOA BGA 338 flown by Prince Bira of Thailand accompanied in the Minimoa by his West Highland Terrier "Titch", THE "BLUE GULL" flown by Grieg and Stephenson, the PETREL BGA 418, flown by John Simpson, and the KING KITE BGA 302 flown by Arnold and Williams. The KITE 1 "Gracias" and "WOLF D-Youth" owned by the Midland Gliding Club were there as usual. Flying started on JUNE 17th in brilliant hill soaring weather. This is the final record that can be found of the WOLF in England. We do not know if any of the older members of the Midland Gliding Club can remember what happened to it. The weather during the two week camp was terrific.

JUNE 18. The westerly wind was combined with useful cloud. Prince BIRA flew his MINIMOA, with his dog, to Aldeburgh on the Suffolk coast, 183 miles in 4 ½ hours. He thought that it was his Silver C distance but it was later discovered to be 300 kms for his Gold C! Charles Wingfield flew "GRACIAS" 28 miles to Wolverhampton. On WEDNESDAY JUNE 19, the weather was the same as during the day before. Philip Wills went to Molesworth near Huntingdon. This was 105 miles and 12,000 ft was reached. The WEIHE approached Molesworth at 110 mph. Owen Wingfield completed his Silver C by flying GRACIAS to Birmingham - 40 miles. On these three great days, Cambridge undergraduates took their "C"s. Eight were obtained. Six flew around for five hours and thus gained part of their Silver Cs. Thus flew CADETS which had been designed by John Sproule for Slingsby Sailplanes in 1936 really proved itself as

John Sproule's "C" getter. (the first glider that was designed in Britain which was really suitable for "C" aspirants). On Wednesday, there was 58 hours of flying, almost equal to the Mynd's record. FRIDAY, JUNE 21. Stephenson flew his "BLUE GULL" to Bicester- 90 miles. SUNDAY JUNE 23. Was a day of light and variable winds, and so no slope soaring was possible. There was a great cloud formation with thunder and lightning intermittent throughout the afternoon. From only poor winch launches, practically everybody contacted thermals. Philip Wills reached 15,300 ft above point of release. This was 17,000 ft a.s.l. without oxygen within a cloud that possibly went to 30,000 ft. This flight was done in a huge anvil topped cumulo-nimbus which is believed to have covered the whole of central Wales. Wills, landed at Newport, Monmouth, very near his goal at Cardiff. Prince Bira did two great climbs in the MINIMOA, both to over 13,000 ft, on his way to Staverton in Gloucestershire. John Pringle, in the "BLUE GULL" went North of the site, where the clouds were smaller and less rough. He eventually landed after taking a roundabout route at High Ercall, near Shrewsbury, having reached 9,500 ft on the way. Stephenson test flew the "KING KITE" and its magnificent performance at speed was noticeable from the ground. Unfortunately, on the following Wednesday, the 26th of JUNE, a serious accident occurred with this machine resulting in the death of its pilot.

MONDAY, JUNE 24th. A good westerly wind with lots of soaring. Two "C"s and two Silver C durations were flown.

WEDNESDAY JUNE 26th A very similar day to Monday with a lot of hill soaring.

FRIDAY JUNE 28th, Three pilots set off for Lowerstoft, a destination which gives "Gold C" distance. Grieg was let down at Much Wenlock, while Prince Bira in MINIMOA and Kit Nicholson in the "WEIHE" struggled on under very difficult conditions. Bira reached Stamford, 96 miles away, while Nicholson

landed at Attlebridge aerodrome, near Norwich, very near his destination. (300 kms at Lowerstoft.)

On the next day, the "CADETS" were packed away and taken home. And thus ended a successful fortnight's flying. The total number of flying hours was 295 and the distances covered on cross countries totalled 910 miles. Ten "C" and eleven "Silver C" distances were obtained. On three occasions cloud base at over 2,000 ft was reached in "CADETS". For some time the parts of the KING KITE, painted grey could be seen stored at the LONG MYND. It was never repaired. Thus the second "KING KITE" was destroyed. The first "KING KITE" was broken at the Wasserkuppe during its first bungee launch. Willy Watt, its pilot, was none the worse for his accident. This KING KITE was not brought back to England. During the launch, it had spun in. The third "KING KITE" BGA 312 G-GAAD was impressed for military service during the war. Its military number was VD 207. It received its first BGA CofA during July 1937. In 1949, it became part of the new RAFGSA'S fleet and was finally struck off charge at Detling (in 1953?). It can be noticed that the WOLF is not mentioned as having flown outstanding flights during the camp. Either, it was not flown as it was a Midlands Club aircraft and there were no club members there to fly it or it was suffering after its treatment during the war.

The JS WEIHE BGA 433. It will be seen how the "JS WEIHE" BGA 433 had some very exciting flying during the above described fortnight's camp at the Long Mynd. After its arrival from Germany in July 1945, it had been made airworthy at Slingsby Sailplanes, and we suppose that its bad glue failure in its wings was corrected at that time, although it was painted an off white (not its German Elfenbein colour) with a blue streak on its fuselage sides. CW had thought that its bad glue failure had been corrected in between 25.8.46 and 24.7.47, when the Weihe had a new fin-



ish of a painted bottle green fuselage with varnished plywood and transparent fabric on wings and elevator. CW can not believe that its glue failed wings would have stood the most dramatic flying the WEIHE had during 1946. It was first flown by P.A.Wills on 19.4.46. during the first official legal British Gliding after the war during Easter at Rearsby. After getting to 4,700 ft, it was flown to Detling, 120 miles. On 21.4.46. it was flown from Rearsby to Detling. 120 miles, getting to 4,600 ft. On the 22.4.46, it was flown from Detling to Paley Street (72 miles). (P.A.Wills' home). On the 19.4.46, it reached, it reached Molesworth from the Long Mynd getting to 11,200 ft. after 3 hours of blind flying. On 23.6.46, it reached Newport (Mon) from a Winch Launch at the Long Mynd, after getting to 15,200 ft, the British Height record. On the 27.7.46, it was flown from a White Waltham aerotow to Leiston 114 miles, for the British Goal Flight record. On the 25.8.46, from a White Waltham Aero Tow, it was flown again to Leiston reaching 9,000 ft on the way. From 25.8.46 until the 24.4.47, BGA 443 was not flown. Can we understand from this that this was the period when severe glue failure in BGA 443's wings. This was announced as probable sabotage by foreign worker builders and that it was suggested that BGA 443 might have been built in Czechoslovakia in 1942? It was thus flown on the above startling flights with bad glue failure in its wings? (or could the above "startling flights have even caused the glue failure?") When it first came back from Slingsbys, having been made airworthy between July 1945 and 19.4.46, it was said to have been in far worse condition than the WEIHE BGA 448, which come through its Slingsby overhaul very quickly. (Lorne Welch was heard to say that P.A.Wills had got the wrong WEIHE, as BGA 448 was in much better condition when it arrived in England together with BGA 433. After its repair by Slingsbys, BGA 433 was painted an off white cream colour (not its German colour) with a dark blue flash (streak) along the sides of its fuselage. When it returned from Hawkrige, its fuselage was painted bottle green and its wings and elevator were

clear varnished and covered with transparent doped fabric. Its wings and tailplane were covered with new birch plywood glued on with Aerolite 306. The plywood rippled at once and this would have caused a performance loss. The description of the LONG MYND Camp was taken from "Sailplane & Gliding" of August 1946 page 12. The details of BGA 443's flying in 1946 were taken from P.A.Wills' gliding log book No 2. To substantiate a little of any of the above C.Wills, who owned BGA 433 (ZK-GAE) between 1956 and 1958 in New Zealand, found that some of its bolts had the name AVIA (a Czech aircraft firm) and that he found the date 13.2.42 written in pencil on the plywood web at the wing root of one of the main spars. BGA 433 is now in Ashburton Museum near Christchurch less its wings. BGA 448 now ZK-GAE is possibly to be restored The third of the P.A.Wills' imported in July 1945 WEIHES is still airworthy with Jeff Byard at Tehapachi in Texas. It took Hawkrige Aviation until August 1949 to rebuild it to CofA standard, as Philip Wills had had to see it apart on the Wasserkuppe, so that he could take at least its fittings back to England in an Avro Anson. This was Werk Nr. 000078. It became BGA 642 and then to the USA as N 1900M. If P.A.Wills had not resorted to such drastic treatment, the American forces on the Wasserkuppe were planning to burn all the gliders on the site.

Returning to BGA 433, if its wings were in such bad glue failed condition, perhaps its major wing rebuild took place at Slingsbys between July 1945 and Easter 1946 although it was finished in off white cream paint? This would have been before the exciting Long Mynd Camp and before its second rebuild by Hawkrige Aviation between 25th August 1946 and 28th March 1947, after which it appeared with new varnished plywood on wings and tailplane, clear doped wings and a bottle green painted fuselage. On 1.5.49, BGA 433 was flown 233 miles for the British Distance record from White Waltham aerotow to Hatfield to Gerrans in Cornwall. On 22.8.49, during the British National Contest, which it won in the poor weather of that National Contest in Der-

byshire it was flown 74 miles to Catterick and on 22 August 49 to Masham, and part way return 85 miles getting to, 9,850 ft on the way. During the 1950 world Gliding Championships at Oerebro, Sweden, it was flown to 11,000 ft local, on the 4.7.50 106 miles getting to 6,600 ft, and 160 miles on the 6.7.50. it was flown 160 miles. 4/7.50 it was flown 162 miles and on 15.7.50, it was flown 132 miles. This was enough to give P.A.Will only 27th place out of 29. The 1950 British National Contest was one of the most hard fought out and exciting British National Championships at Bradwell Edge ever. The gliding weather was fine. On the 23rd. July, the first day, The WEIHE had its tailplane damaged against a Derbyshire stone wall while landing in a small field in turbulent conditons. P.A.Wills telephoned Prince Bira, who by now owned another JS Weihe but was racing cars. Bira had now sold his Minimoa to a syndicate at Dunstable. Bira very kindly lent PA Wills the tailplane of his WEIHE. During fetching this tailplane, one contest day was lost. On the final day, the 29th July, P.A.Wills was thousands of points behind the Goodhart brothers and their Mu 13D-2. P.A.Wills was able to just regain the lead by flying to Boston and almost return to Bakewell below Bradwell Edge. During this flight of 142 miles, he got to 7,400 ft. For every return mile, he received twice the points. Luckily for him, Tony Goodhart in the Mu 13d-2 had a bad day by only flying 30 miles. His retrieving team telephoned base just before his landing. Receiving no news, they went on for hundreds of miles before telephoning again. Thus, Goodhart had no chance of being returned for a second launch. On the 3.6.51, the WEIHE was flown 163 miles from Redhill for a British Goal Flight record. On 3.8.52 was P.A.Wills' last flight in he WEIHE BGA 433 before it was sent to New Zealand where it broke New Zealand Records, when owned and flown by Hellen and Dick Georgeson. Bira's MINIMOA, BGA 338, was Philip Wills' prewar MINIMOA. After the war, having done war service and been damaged, after which it was repaired, it became G-ALLZ. It was sold to a syndicate at the London Gliding Club, who sold it to owners in Iceland during 1950. It was soon destroyed there by snow and fire. It was then registered TF-SOM. □

Left: Weihe BGA 433 of Philip Wills.
Photo by Alan E. Slater





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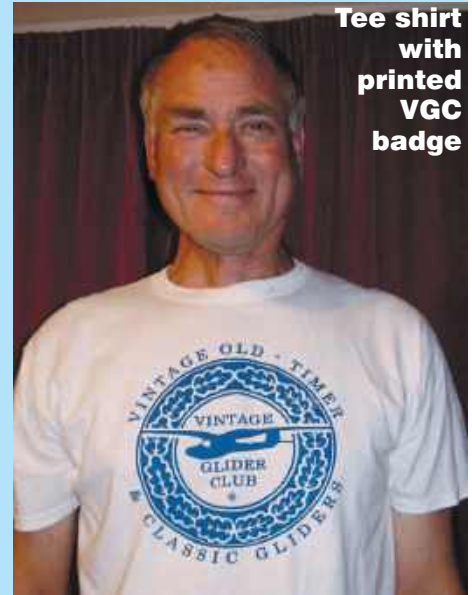
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Gottlieb Balga

We are more than very sad to have to announce the death of GOTTLIEB BALGA, after a long and hard fight against cancer. He was a happy man with two sons and was very much liked by everyone. He came to our International



Above: Gottlieb Balga at the International Evening, Achmer 2002

Rallies with his MUCHA STANDARD and often used to take it to a small club in Slovakia where the lift was smooth and strong. He was also restoring a GRUNAU BABY 2B "EDELEWEISS". The Austrian built GRUNAU BABY 2B. We heard that he was so ill that he would not be able to come to our International Rally at WELS, which he had helped to organise. Nevertheless, he was there and looking rather well we thought. Nothing could keep him away. We send our deep sympathies to his family and to his friends.

Keith Emslie – Bowland Forest

It was with great sadness that we learned of the death of Keith Emslie on Thursday 24th April 2010 at the age of 82, after a period of illness.

Bowland Forest is this year celebrating its 60th anniversary, a milestone that could not have been reached without his contribution as a long-standing member of the club. In 2005 the club recognised Keith's contribution to our development by making him a Life Member. More

recently as part of this year's 60th anniversary celebrations Keith was presented with a Certificate of appreciation for his work spanning the best part of those years.

Keith spent his working life as an aeronautical engineer, becoming a prominent expert in all aspects of wind tunnel technology, a career that brought him to the Lancashire area in 1952, working for the English Electric Company, now BAe Systems. Before arriving in Lancashire his first flight in a glider had been at RAE Farnborough in 1948 and he was a member of the College of Aeronautics Gliding club at Cranfield from 1950 to 1952. Based initially at Blackpool Airport, the Blackpool and Fylde Gliding Club as it was then known was inaugurated in August 1950 and began training with a Dagling and a Kirby Cadet on October 2nd 1951. In 1953 Keith joined the Blackpool club but was more interested in soaring than instructing from ground level and joined the Long Mynd Gliding club where he helped them to explore wave flight in the lee of the Welsh mountains. His interest in the Blackpool and Fylde Gliding Club increased after they moved from



Squires Gate to Salmesbury and he became an instructor. The move from Blackpool to Salmesbury in 1961 was an initial step in finding a new home. Keith's relentless search for a suitable site in those years was the driving force that shaped the future of the club we know today. Keith epitomised the spirit of a true aviation pioneer in every sense. He discovered our present site in 1970 and after two abortive attempts to reach the nearby hill by the CFI Jack Aked using our portable winch and Olympia glider the trials on the site were about to be abandoned. But Keith did not give up easily and persuaded Jack to let him try and he succeeded in soaring Parlick fell for 20 minutes. His discovery of the current site and the sheer hard work that

went into converting a collection of farmers' fields into a useable airfield is a tribute to his dedication and tenacity that was the hallmark of his style. His passion for gliding was limitless and many of his flights, some in aircraft designed and built by him, had others shaking their heads in disbelief. His career as an officer of the club and as an instructor was long and dedicated. In all, he made 5587 glider flights of which 4500 were as an instructor. His last flight was a solo flight of 1 hour in August 2005. As a keen collector of gliding history, his last major project for the club was to complete a comprehensive history from its earliest days up to the present.

Many pilots remember their time with him in the back seat, as his no nonsense style to get things done 'the right way' was unique. Those who did not know Keith missed out. Those who knew him will never forget him. The gratitude of our members and our condolences are extended to his wife Gwenda and his family. *From Russ Weaver.*

Ernst Gunter Haase

The death has been reported of ERNST - GUNTER HAASE in Germany. E-G HAASE was 99 years old and was from Berlin. During the 1938 Rhoen Contest, he was one of the pilots who flew in to Holland in a Minimoa. He came Seventh out of 45 contestants. During the war, he became a high NSFK Officer. He was very much engaged with the building of the three HKS (Haase, Kensche, Schmetz) super ships. The first flew in the 1954 Camphill World Championships, and the HKS -3 won the 1958 World Gliding Championships at Leszno, Poland with E.G. Haase flying it. The HKS-2 has been superbly restored and is now an object of great splendour in the German Gliding Museum with Model Flight on the Wasserkuppe. The World Championship 1958 winning HKS-3 is displayed hanging up in the German Museum in Munich. All his life, he was connected with gliding and our deep sympathies go to his family and friends. *CW*

Daniel Lamerand

The death has been reported of DANIEL LAMERAND. On Monday the 11th of January 2010. He was one of the keenest members of Dedale, the French vintage gliding club and a really nice person. We remember how he arrived



Above: Daniel Lamerand (right) with Maurice Renard at Nitra

at Jami Jarvi in Finland. and how his M.200 FOEHN arrived after him. He started flying at his Aero Club in 1968. When he left us for his last thermal, he was 70 years old. He will remain in our hearts for ever. He was one of the best that France has produced and we send our deepest sympathies to Dedale and to his family and friends...

Rudi Opitz

He was born at Landeshut in Silesia on the 9th, October 1910. He started gliding in 1928 after he had heard of Ferdinand Schulz's Height Record at Grunau. He cycled the 60 kms there during the following weekend. His first plan was to find some work in Hirschberg (now Jelenia Gora), but as this did not work he found a good job in Frankfurt an der Oder. There he could go gliding but had to spend hours in the workshop in order to have some dull ground slides in a Zoegling. The dunes there were too low even to make a 30 seconds flight for the "A" Certificate. Therefore he transferred to the gliding school Leba in Pomerania in August 1931. There he flew his "A" Certificate and returned to Frankfurt with a total flying time of three minutes, where they made him an instructor. In 1932, he attended a course on the Wasserkuppe. The prices were not high but were expensive for him. Young people earned very little. He sent his luggage to the Wasserkuppe by train but cycled there himself in three days. At that time, every 6th person in Germany was unemployed.

After five days he had flown 5 "B" flights and started to fly Falkes. He decided to stay on the Wasserkuppe and Fritz Stamer made him Housekeeper until a position could be found for him in the school's workshop. He kept the building absolutely clean and made sure that the steam heating worked in winter. He could fly from time to time and by the end of 1933, he had flown his "C". At last, he was allowed to become carpenter in the school's workshop. From 20-30 March 1933, he took part in an aero towing and blind flying course at Darmstadt Giesheim. Friendship there with the experienced Heini Dittmar made him take the decision to build himself a sailplane. He chose Lippisch's design, the "Praesident", which had push rods, ball bearing control joints, and trim tab for blind flying. He had had to build it almost all himself alone as no one wanted to help someone who they regarded as an upstart. If he could have been the famous Heini Dittmar, they would have helped him.

He worked, every evening and every weekend for one and a half years on his machine but he had no experience with metalwork and had to ask Pfeiffer (the later winch king) in Fulda to help him. However, Pfeiffer was working then on cars and the welding on the fittings was very substandard. His colleagues saw what had happened and the metal fitter Wilhelm Roth came without being asked and made him a new set of fittings. There were many who wished to fly his PRAESIDENT and he had to say No as it was not insured. During Easter, 22nd April 1935, he gave it its first test flight.

Until the beginning of the 1935 Rhoen Contest, he had flown it about 13 hours, and among them on the 7th June was the 5 hours for his Silver C. The 1935 Rhoen Contest was run by the Deutsche Luftsport Verband (DLV) and would only accept entries, from its Luftsportlandesgruppen and not from individuals. The only question was whether Luftsportlandesgruppe 11 of Hesse would allow him to represent them but they already had 6 gliders with 8 pilots entered. However, Pfeiffer lent him an old taxi, the RRG (Rhoen Rossitten Gesellschaft) a trailer and a workshop colleague came as his team. He took part from the 19th to the 23rd of June, in an elimination competition for the Rhoen Contest of three Luftsportlandesgruppen at Hirzenhain and came first in the beginners' class. On the day before the Rhoen Contest began, he discovered that he was not on the list of entrants for the Hesse Team. Stamer then called a meeting and ordered that each DLV Gruppe should allow one beginner to take part. This caused "bad blood" and much jealousy.

At last he was with the other pilots. The 27th of June brought fine distance weather to the East. As during the previous year, team flying with three gliders together was the order of the day. The Hesse Gruppe of Endres, Spilger and Foelsch was to be the first away. They told him that their task was to be a goal flight to Bayreuth 133 kms to the east and that he should join them and then there would be four of the Hesse Gruppe on the same airfield. They told him how to find Bayreuth as his map ended 60 kms East of the Wasserkuppe.

They took off by Bungee between 10.10 and 10.19 hours. Spilger landed 10 minutes later in the valley and therefore the chain was already broken. Rudi was the next off at 11.16 hours. He found lift and turned at once. Suddenly the Flyers' Memorial got in the way and he had to quickly reverse his turn. He did not lose the lift. His concentration was so strong that he had not noticed what was going on around him. He felt his flying was bad with frequent changes of speed and attitude. However, he reached cloud base which was his goal. He set off eastwards with the object come what may to fly straight ahead. However, over the "Red Moor", which lies below the Wasserkuppe, he lost much height and flew to the South to find lift under some better clouds. Then he was climbing again near the Kreuzberg. Had he done something



Above: Rudi Opitz (right) and Barbara Harding (sister of Joerg Ziller) at IVSM 1995. Right: Opitz launched in Condor 2A, Rhoen contest 1938
Bottom right: a DFS Praesident, of the type built by Opitz.

wrong and lost too much time? He was very happy when far below him Hirth's MINIMOA joined his thermal. When such an experienced pilot was with him, he realised that he could not have made such a great mistake. Hirth quickly departed towards the East, whereas Rudi decided to be careful and to use all available lift.

So finally he flew for 6 1/2 hours without a map. In the evening, he saw a town that was not to be flown over. He flew a little back and landed on the edge of the town. To his great amazement, the first people on the Waku could not understand. He had landed near Bischofsteinitz in Czechoslovakia 240 kms from the Wasserkuppe. Of the "chain", only Endres had done a cross country, 104.4 kms to Theisau. Rudi was third best behind Ludwig Hofmann and Eric Wiegmeier in his Landesgruppe and came fourth in the Rhoen Contest.

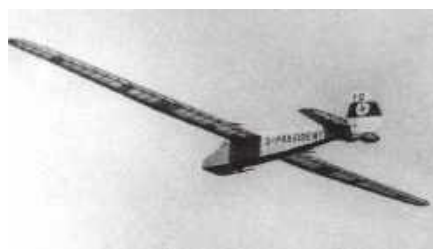
Information concerning the PRAESIDENT :Wing span 16 m.
 Max.L/D = 1/21. at 60 kph.

Wing Profile:- RRG 13, Aspect Ratio:- 14.13. No dihedral. Wings had no incidence on fuselage. Fuselage was flat sided for ease of construction. Designer was Alexander Lippisch.of DFS.

Rudi Opitz's further life deserves a whole book. He flew in the 1936 Rhoen Contest but was not placed. In the great

plane and elevator with trim tab, would be safer for him in cloud.

In 1937, he trained Germany's first military glider pilots for the DFS 230. At the beginning of 1939, on his friend Heini Dittmar's suggestion, he joined DFS's Delta Department. and, because of a faulty calculation by a technician, the DFS- 40, at the end of his first aero tow, went at once into spin through being tail heavy. He parachuted from it very late and descended through the branches of a Griesheim pine to the ground,where around him his aircraft lay in pieces. He became test pilot with the EK 16. Experimental Kommando 16. Heini Dittmar was its chief pilot. Pitz was to take over command if anything happened to Heini, which it did. He had a heavy landing and damaged his back. On the 31st July 1943 Opitz had an adventure in the ME 163B V.21, the memory of which never left him. He had



1938 Rhoen Contest, he came fifth, flying a CONDOR 2A. In the 1939 Rhoen Contest, he came 11th flying a WEIHE. In the 1938 Contest, Blind Flying in cloud was important and there had been some disasters doing so. The CONDOR 2A had a fully flying tailplane which had had very little "feel" in pitch. It was felt that the WEIHE with a fixed tail

to give it a test flight due to problems with its rocket motor. He took off in cloudless but hazy conditions, to the North east, at 515 kph, climbing in a straight line over the Baltic. Taking six seconds to climb every 500 m. Then his speed began to increase. The bad visibility, which continued right down to the sea, prevented him from controlling the machine's attitude and within seconds he felt shock waves and the aircraft pitched forward. He immediately cut its power and very gently brought his Aircraft under control at 50 to a 100 m above the Baltic and flew in a straight line towards the coast which he could just see in the distance in the haze. He successfully got its rocket going again. He found that his

ground crew had long given him up for lost. We believe that his ME 163B had reached the then phenomenal speed of well over 700 mph It had sustained considerable damage especially to its rudder.

On another occasion in 1945, his KOMET caught fire in flight, he could not parachute from it as his canopy had jammed and his parachute had started to burn. He was faced with an out landing in a very unsuitable area. The 30 mm ammunition started to explode. He went through some rough ground and was confronted by a wall, through which the machine's aircraft's armoured nose went like butter, leaving its wings behind. He did not know how he got out but he found himself lying in the bed of a stream. A farmer came towards him to help and Pitz had just time to shout "take cover". The ME 163b then exploded. His ground crew was sure that he had had it this time but found him lying on the ground unconscious but alive, amid the smoking wreckage of his aeroplane. Even trees were on fire. He had some broken ribs, a broken arm and a damaged neck. In spite of these adventures, he still remained enthusiastic about the future development of the KOMET and the training of its pilots.

During his time recovering in hospital, he fell in love with and later married his nurse, Hanna.

The Russians searched for him, Heini Dittmar and Spaete, who were the ME 163's test pilots. Afterwards, Rudi managed to make his way in the chaos of post war Germany to Landeshute in Silesia and managed to rescue his Mother, his sister and her children in to the safety of the British Occupation Zone. Sometime later, he went to the USA, as part of operation Paperclip which saw many German pilots, technicians and designers go to the USA and worked for AVCO LYCOMING at Stratford, Connecticut where he survived another severe flying accident in HORTEN 1V LA-AC. This was arranged by Robert Kronfeld to go to Farnborough in 1945. Robert clearly had the idea of flying it himself. Robert was killed in 1946. The Horten was therefore flown by the Empire Test Pilots at Farnborough, one of whom broke it. After it was repaired, it was sold to Hollis Button in the USA in 1950, who broke it again during his first flight in it. Rudi offered to repair it for one year's flying in it. No insurance Company would insure it as he had repaired it without drawings. No insurance, no flying it. Rudi persuaded Hollis to let him fly it uninsured. He had

had no experience flying Hortens previously but was a very competent contest pilot.

In 1952, he won two local contests and then came 7th in the Texas US National Contest. He had made two flights of over 300 miles and one of over 200 miles and only did not win because he could not find the turn point of the last day and had to land out. "You had to be over the turn point to see it" The Ho 4 was then inducted in to the Mississippi State College for further development. Rudi then became the much respected instructor of a gliding Club. Much later, he had the great honour of being accepted into the "American Soaring Hall of Fame". His family had settled in the USA and his son is also a glider pilot, who has taken part in the US National Team. Rudi was always approachable and liked by everyone. He must have been one of the best test pilots of all time.

We send our sympathies to his wife and family and to all his friends.

Chris Wills got the above information from Peter Riedel's book Ueber Sonniger Weiten, from the book Messerschmitt "KOMET" The Development and Operations of the first Rocket Fighter. by J. L. Ethell. Motorbuch Verlag. Translated from the German by CW. And also from meeting, listening to, and flying with Rudi in the Kranich 2B-1, BGA 964, at the first IVSM at Elmira.

Phil Tiley

Wimbledon is one of the more enviable leafy suburban areas of London from where few leave. But one such resident, Reginald Phillip Tiley born in 1922 and regrettably departed this life on 9th of August last year - did not follow the usual trend of those in Wimbledon.

The son of a Manager of a local Nursery who specialised and experimented in the growing of exotic roses, after a local education, he left his home roots at the age of 7 and subsequently became an assistant stage manager in the Pavilion Theatre, Bournemouth. In the early days of his theatre career he toured the country as the Assistant Stage Manager with the famed Donald Wolffit Company gaining valuable experience. However this came to an abrupt end at the outbreak of World War II and on advice from Billy Cotton, the band leader, he joined the Territorial Army and from there transferred to the Artillery. He was post-

ed to North Africa and became one of the renowned Desert Rats and in fact a small Group of them operated within the enemy lines on a number of dangerous missions. In the Allied advance through Italy he fought at the Battle of Monte Casino and was one of the first in the liberation of Verona. He saw further action in the Korean war following which he had a spell of duty in Hong Kong bringing an end to a distinguished military career. Although such a varied and at times dangerous military service it was not easy for him to speak of his war years but on the rare occasion he gave voice to such exploits it was fascinating to hear.

Sometime after demobilisation he became interested in gliding and joined the Dorset Gliding Club at Tarrant Rushton Airfield between Blandford and Wareham. He solo'd quickly and after a time became an Instructor. He was the founder member of the famed Street Gang which was formed after Colin Street, the main stay of "The Gang". He flew from a number of fields with the DGC including Gallows Hill and Henstrige. He also jointed the Vintage Glider Club based at Lasham where he became an active and vociferous member of the Club and commencing in 1977 journeyed all over Europe with the Group. He is sadly missed by his many friends where his friendship, jovial exuberant mirth and good company cannot be replaced. Our sincere condolences and heartfelt commiserations go to his wife, Yvonne and daughters, Philippa, Louise and Charlotte. *From Jack Harris* □



My journey to Rossitten, Kaliningrad, to the Curonian Spit, Lithuania and Russia

By Dr. Harald Kämper.

24th May 2010. – 1st June 2010

Reasons for my trip:

1. Is it possible to carry out bungee launching with a SG-38 and a Grunau Baby IIb at one of the three birthplaces of the German gliding -in Rossitten -on the lagoon and on the Baltic coast?
2. Is it possible to carry out an international VGC-Rally in Lithuania in 2012?

On Tuesday, 25.05.2010, our Russian interpreter, Mr Boris Vorobyev, met us in Rybachy/former Rossitten and we all went via Kaliningrad/former Königsberg to Gvardeysk/former Tapiau to the Aero-club Guards (www.gvardeysky.ru). At the time of the appointed meeting, we were received by Mr Igor Barskov, Mayor of Gvardeysk and member of the Aeroclub, and Mr Vladimir Solo Matin, director of the Aeroclub and Chairman of the Regional Parliament. Both men are former fighter pilots of the Russian Air Force. The one-hour-long conversation took place in a calm and also factual and pleasant atmosphere. Afterwards we were provided an excellent Russian cold buffet in the clubhouse, as well as an indoor and airfield inspection. There was no lack of understanding and not only I had the impression that we discussed at eye level.

The Russian arguments:

1. Rossitten is located in a nature reserve area.
2. The Curonian Spit is in the flight control area of the airport Chrabrowo/ Kaliningrad.
3. Rossitten is located in the border area to Lithuania, which means aircrafts can only approach the border up to a distance of 25 km.
4. If flights take place on the Curonian Spit, a boat for security must patrol in the Baltic Sea as well as in Lagoon.
5. If a foreign aircraft with a foreign



Above: Nida (Nidden) - Baltic Sea side

(Photo: H. Kämper)

Below: Friedrich-Wilhelm Nehl, Chancellor of the German Embassy in Vilnius, with his wife and the Russian translator Boris Vorobyev (Photo: H. Kämper)

Right: Rybachy (Rossitten) - "Dancing Forest" left to right: H. Kämper, S. Nehl, F.-W. Nehl (Photo: F.-W. Nehl)



currently not possible as they are forested, therefore as an alternative e.g. resort to the great sand dune behind the bird sanctuary or find another suitable site.

3. Starts only with SG-38 and Grunau Baby IIb (historical gliders and flown there), by pilots of different European nationalities.

Result:

Mr Barskov and Mr Solomatin will endeavor to present my concern to the competent Russian authorities. Personally, both fellow pilots were enthusiastic about my idea. If it had not been for a strong crosswind, I would have been allowed to do a start the next day together with Mr Solomatin in his JAK52. We all exchanged our addresses etc. and agreed to keep in contact through the German Consulate General in Kaliningrad and the German Embassy in Vilnius.

On Saturday, 29.05.2010, we met our VGC-member Benvenutas Ivanauskas



pilot is flying over Russian territory, this is only possible either in a convoy of a Russian aircraft or with a Russian co-pilot.

6. A Start with a glider would be possible, because it is state property and not private.

My arguments:

1. Starts with only a bungee launching, notching up 25 m above ground, flying altitude maximal 50 m, landing below the starting point.
2. Starts at the original sand dune are

Left: Aeroclub Gvardeysk - Vladimir Solomatin (Director) and Harald Kämper (Photo: F.-W. Nehl)

Right: Rybachy (Rossitten) Museum Curonian Spit: Harald Kämper and Fred Gras (Photo: F.-W. Nehl)



and Mr Vytautas Sabeckis, president of the Kaunas Aviation Sports Club, at the airport Pociunai (www.pociunai.lt), near Kaunas/Lithuania. The airport consists of a 2 x 2 km large airfield, a grass runway, a large hangar. The club as host at the European Championship in all classes of distance gliding in 2009. We have explained and discussed the 35 points of our framework conditions for organizing an international VGC meeting.

Result:

1. Benvenutas and Vytautas want to perform the international VGC-Rallye in Pociunai in 2012.
2. Benvenutas will soon, before the meeting in Tibbenham, submit an application to Rallye Secretary Graham Saw.
3. Both gentlemen will be sent a Lithuanian translation of our framework conditions, which will kindly be done by the German Embassy in Vilnius.
4. Hereby I vote for Pociunai as the venue in 2012.

Clues:

On 26.05.2010, while visiting the museum "Kurische Nehrung" on the Russian part of the Curonian Spit (www.museum.ru/M998), we met Prof. em. Dr. Habil. Fred Gras in front of the images of Ferdinand Schulz. It turned out that he had flown his A, B and C testing in the thirties in the gliding

Below: Kaunas Aviation Sports Club Pociunai (Photo: F-W. Nehl)



Top: Kaunas Aviation Sports Club Pociunai: Big Hangar (Photo: H. Kämper)
Above: Kaunas Aviation Sports Club Pociunai, left to right: S. Nehl, Benvenutas Ivanauskas (VGC-member) and F-W. Nehl (Photo: H. Kämper)

school of Rossitten. He is probably one of the last witnesses of those activities during that time. In a very interesting conversation I discovered that he flew a ME 109 and FW 190 in WWII. Due to gasoline shortage, he was no longer used. He is a distant relative of the German writer and Nobel Prize winner Günter Grass. We were introduced to the very friendly museum director Alexei Sokolov.

Mr. Sokolov speaks German very well. He was not aware that on 09. and 10.12.1938 Boedecker and Zahnder set a world record in duration gliding of 50.26 hours with a Kranich II in Rossitten.

Therefore I have promised to leave him with my existing literature and my pictures on this historic event and also to hand over a glider Kranich II at a scale of 1:7 to the museum.

In preparation for my trip my cousin Sigrid and her husband, Friedrich-Wilhelm Nehl, Chancellor of the German Embassy in Vilnius, and his colleagues Mr Rudolf Mey and Mr Vladislav Nikolaev of the German Consulate General in Kaliningrad, had been a great help.

I hope the VGC meeting in Lithuania will be a success and I wish that our efforts contribute to a better remembrance of the Gliding School Rossitten.
Dr. Harald Kämper, Vice President Vintage Glider Club (VGC), Vilnius, Lithuania, 31.05.2010.

Weihe Info required.

I am writing to look for any information regarding Jacobs Schweyer built Weihe's, as I have recently acquired the remains of the Weihe (BGA 448) flown across the Channel by Lorne Welch on 12th April 1950.

This glider belonged to Derek Phillips (who sadly died just before Christmas 2009) for many years since being bought from Rick Myhill in 1992. I had known about the glider for a while, but until helping to sort Derek's gliding possessions following his death, I had not appreciated its possible historical interest.

As well as the Weihe itself, I have also taken possession of the UK log books (from 1947 on).

This prompted me to do some digging on the internet, the most useful information to date coming from the Scale Soaring site, which posts an article which would appear to have been supplied to them by the VGC, but which I believe contains some inaccuracies.

As far as I can tell so far, this Weihe was built by Jacobs Schweyer in Darmstadt in 1943 and was brought back to the UK from the Wasserkuppe in 1945, along with another complete glider (BGA 433, subsequently exported to NZ, only the fuselage now remaining) and some other parts which were amalgamated to form BGA 642. It was given its first C of A in June 1947, and flew at Surrey Gliding Club at Redhill for some years, the logbook bearing the signature L Welch on most entries up to about 1954, including that of 12th April 1950, which shows a flight of 6hrs 27mins "Brussels Melsbroek LW". On the 14th it had 2 flights totalling 3hrs 35mins "Tow back".



At some point it was given the registration G-ALJW, which I understand was necessary for trips abroad, which it certainly made use of, including being flown by Lorne Welch at the 1950 World Championship in Sweden.

I haven't had time to go through its complete history, however its flying career ended on 20th July 1979, when it was blown over "by whirlwind" at Thun, Switzerland.

The glider is now in very poor condition, though basically complete, the only major part missing is the canopy, and I still have some hope of unearthing that from Derek's workshop! I even have the jettisonable wheel dolly.

The main damage is to the tail area, where the fin has broken off, and the

tailplane and elevators are broken, and to the port wing where the spar has snapped at the end of the metal root fittings. I assume that this damage was incurred during the whirlwind accident. I would be interested to know what happened to it between the accident, and Derek buying it from Mr Myhill.

I believe that the main reason the Derek never persevered with repairing it was due to severe glue failure, though he clearly contemplated repairing it, as I have also obtained some copy technical drawings dating from 1942, mostly of the wings and tail, apparently sent to him by Chris Wills, though I do not know when.

I would be most grateful for any further information about this glider,

including its German history, of which I have none.

Also, I would be very pleased to see any photographs, especially of the complete glider. I have one of LW sitting in it, but only a cockpit view, and also a picture of, I believe, Wally Kahn sitting in another one, which I am almost certain is not mine.

My main interest in this glider, apart from its historical interest, is to save it from destruction! To this end, I would be delighted if anyone is interested in taking this glider off my hands, as I have neither the expertise or the space to do anything with it! Please feel free to contact me on 01-926-843302 or e-mail nick.jaffray@btopenworld.com.

Nick Jaffray, Stratford on Avon GC □

CLASSIFIED ADVERTS

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

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, 23, Eagle Brow, Lymm, Cheshire WA13 0NA, UK. Tel. (0)1925 752722, Mob. 07950 132456. e-mail: macandsue.mclean@btinternet.com. Graham McLean

T21 glider in need of total refurbishment. All fabric needs replacing; no instruments or log book, otherwise in good condition. Based at Husbands Bosworth airfield. Tel 07802 250910 for details
My membership number is 3020. Yours faithfully, Clive Groves

Torva Sprite. The Torva company was formed in late 60's to produce a single seat grp sailplane optimised for the UK weather and weaker thermals. Requires skin repairs to wings but is complete. Offers to Mike Powell ecc.con@which.net or tel: 01493 752232.

Weihe (built 1943), D-8866, and closed trailer (built 2000) for Sale ! Fully equipped, incl. airspeed-indicator, compass, vario, radio and parachute. Located in Achmer, Germany. 1049 flying hours, 1456 flights in total. Everything is in a good condition! For more information please contact Oswald Dickau, +49 5461 3584, oswald.dickau@osnnet.de

Slingsby T51 Dart 17R. Our beautiful 1965 Dart failed its ARC this winter due to corrosion in an aluminium spar. Our syndicate has neither the time nor the expertise to carry out the



repairs, so we are reluctantly selling the dear old lady off. She flew like a dream and will be sorely missed. We are selling her complete with trailer and all accessories for the low price of just £1,500 in the hope that someone will take her on as a project, or perhaps wants a complete set of spares in good condition for a current Dart refurbishment. For further details, contacts and photographs, go to www.mentorservices.biz.

Wassmer WA30 Bijave – see photo below.



Please contact Derek Reynolds (Deb), 17 Battersby Junction, Battersby, North Junction, TS9 6LS. Tel: 01642 722729; Mob: 07715536123; email: debglide@yahoo.co.uk.

Francis Humblet has two complete **Bijave**, no instruments and no trailer, to give away to a good home. One was in flying condition until 2009. Gliders are based at Aspres sur Buech in Hautes Alpes in France. francis.humblet@wanadoo.fr.

FOR SALE IN BLOEMFONTEIN S.A. From Tim Macfadyen dated 5th May 2010 who did not see the aircraft. The last original **GOEPPINGEN 1 "WOLF"**. It has been flying in South Africa since well before the war. Its owner Walter Erich says that it has minor damage to one wing tip, and is without fabric, but is otherwise airworthy. It's owner is elderly and will never fly it again. He has left it to a museum in his Will but says that they don't want it, and he is unsure what will happen to it. He told Tim in S.A. that if an enthusiast wanted to get it flyable, he would sell it. Tim has no idea of the price. A container goes between Husbands Bosworth and Bloemfontein every year and JS 1s are exported to Europe in containers and so there is the possibility of getting it to Europe fairly cheaply. Walter Erich can be contacted via the Bloemfontein Club, or at erichwalter@internet.oo.wa.

OLYMPIA MEISE BGA 449 without TRAILER. It should be inspected before purchase. The wing and tailplane have some glue failure. This is a SCHMETZ 1943 built MEISE from the mass production run of 601 MEISES built during the war. After the war, it was the only MEISE that came into civilian hands in Britain after it had been flight tested and used by the RAE Farnborough. It is Werker Nr. 227 and received its first BGA C of A in July 1947. LF+VO was its post June Wehrmacht Luft registration and it was flown in Denmark during the war by the German military. It was one of four MEISES found by the British Army in Denmark in 1945. Price is £1,200, Contact Tel No. is (0)1752-339650. E-MAIL thomasbolt38@hotmail.co.uk; Thomas Bolt, 38 Long Meadow Close, Woodford, Plympton, Plymouth, PL7 4JG, Cornwall, England.

