



# VGC News

**No. 131 Winter 2010**

**Rally roundup**

**Modelling report**

**International news**

**The 38th International VGC Rally**

**More on jet powered gliders**

**First flight of a new Avia 152**





<http://www.vintagegliderclub.org>

## Objectives of the Vintage Glider Club

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

### VGC News is published by:

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**Front cover:** *New Rhönbuzzard (D-9027) built by aeromodellers. Now being flown from Aalen-Elschingen, owned by Oldtimer Freunde Donauwirth Stillberghof. From Alexander Gilles.*

**Back cover:** *One of the participants at the 38th VGC International Rally, a 1965 Olympia 463 brought along by Bob Lloyd. From Alexander Gilles.*

### 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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# Chairman's Report

There are times when there is not much for me to report but this time it is different.

We had a very pleasant Rendezvous Rally at Challock, hosted by the Kent Gliding Club in the well known hands of Bob Lloyd, followed by a fantastic International Rally at Tibenham; hosted by the Norfolk Gliding Club, with Rally Chairman Norman Clowes in charge. On both occasions, big teams of host club members did a lot of work to make us welcome and to make the rallies the successes that they were. We also had a very successful, AGM for the first time supported by a PowerPoint presentation in three languages: English, German and French.

Two weeks after Tibenham, while we were still enjoying the afterglow, sadly Rick Fretwell announced that he wanted to resign from the Committee. Rick was Treasurer for some years and last year he also acted as Membership secretary. You will understand that this will affect the functioning of the committee for a while because the acting Treasurer also has to be a committee member. It is difficult to replace one person who has been doing two jobs!

Therefore we are very happy that Gayle Pearce is willing to do the job of a sort of administrator. However it means that during this year we have to find, at least until the next AGM at Spitzerberg, one or two new Committee members to do the Treasurer and Membership Secretary's jobs. If you want to volunteer, please contact us.

Rick did an excellent job during the time he was on the Committee and this was acknowledged at the Annual Dinner.

Then there was the sad news that, on the 20th of September our Vice President for life, Willi Schwarzenbach passed away. We knew that he was ill, but did not know that it was so serious. Willi, a founder member, is one of those persons, who made the VGC what it is now. On behalf of the club I sent his wife Geraldine a letter which you will find reprinted in this VGC News. We also remembered Willi at the dinner.

Because we are looking for a way to broaden the appeal of the Annual Dinner this year for the first time it was held in Holland. Next year we will again have the dinner in the UK and then after an evaluation possibly again in a Country on the Continent. The dinner was a great success, 75 members and their partners took part. The sad thing was that Chris Wills, our President could not take part as he did not feel fit enough. It is the first Dinner ever that he has to miss. Chris felt very sorry and we have every sympathy with him. As we all know, the Club means a lot to him, and if you want to cheer him up pleasure, please contact him by telephone, letter or visit him. He will appreciate that very much.

Many of you know Alice and Colin Anson, who are very long serving members and who ran VGC Sales for many years. Colin did many brave things in his life,, the latest being to tell his story to Helen Fry, who has written a book "German Schoolboy, British Commando - Churchill's Secret Soldier" about him. This is an amazing story and you can order the book, signed by Colin for €30.- from VGC Sales (David Weekes) or Inge Newton.

Look after your glider this winter! Have a wonderful Christmas and I wish you and your family all happiness in 2011.

**Jan Forster**, Chairman VGC

*A shortened version in German can be found on page 6*

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## Chris Wills, President, writes ....

We are just finishing our 37th year of operation as a club and our progress in bringing back gliders from the past has far exceeded expectations as has the growth in International comradeship among our members. Our 38th International Rally was expected to be held in the Netherlands but we believe that the new European Regulations has made this impossible. Therefore , our International Rally was held at the

Norfolk Gliding Club where one was held ten years before. The club had organised it so well then that we believed that it would be a success again - and it was. We thank the Norfolk club members for their outstanding efforts. We know that our members could have expected bad weather, little hangarage and appalling cross channel costs for glider trailers etc, but still they came to support us and we believe that they enjoyed their experience, especially the Czech entries who "Gilded the Lilly" by landing their HOLS DER TEUFEL and

KRAJANEK on the Norfolk beach after having been over the sea! Our British members bravely supported us with great numbers of T.21s so that we had 100 gliders taking part. We especially wish to thank our members from Dunstable who brought MINIMOA, RHOENSPERBER, SCUD 3s etc and those from Lasham who came with MG 19A, and JS WEIHE etc. Also there were those from the KENT CLUB, who brought many gliders including the RHOENBUSSARD. We thank everyone for making the Rally such a success.



## Membership Secretary Report and a request from a Damsel in distress!

Since taking on the Membership Secretary role in September I am pleased to report that the VGC has 17 new members, 4 renewals for 2010 and 6 renewals for 2011!

However I need to reiterate the appeal I emailed to all you wonderful Vintage Gliding Club Members and also support Bruce's article. The Vintage Glider Club needs a Membership Secretary **now**. I took this on temporarily until someone could be found to carry out this role on a more permanent basis.

The rationale behind replacing me: I am struggling to keep up with the new members and renewals, let alone finding the time to search for someone to take this role on permanently. I work full time in London, I leave the house at 06:30 and arrive home again at 18:30 on a good day, have a family to look after and too many household/garden tasks to mention! (The worms are eating my carrots because I have not had the time to dig them up!).

The Vintage Gliding Club deserves better, it troubles me that I am not as responsive as I should be and it irritates me that I cannot get the membership packs out to new members or answer emails as quickly as I would like and probably people expect.

The Membership Secretary is not an onerous task, you do have to be computer literate, email savvy and it does require time. It is a fantastic way to meet new people, even if it is virtually most of the time! There is also a great deal of satisfaction when you get emails from the new members letting you know that they have added their gliders to the database and are enjoying surfing the VGC Website when they are not surfing the skies.

The VGC committee have done and are still doing a fabulous job of keeping the Vintage Gliding Club going, they are also great at supporting each other. The Committee are a fun crowd to be involved with, but they like me are volunteers and we need more people to share the workload. So please, **rise to the challenge and volunteer to help out**, even if it is just for a year. It would be fantastic if 2 or 3 of you came forward and we could arrange it so you all did one year each, one after the other to keep the continuity or more if you felt inclined to do so.

The Vintage Gliding Club is unique,

let's keep it that way. Bruce and I look forward to receiving your emails (just click the links on the contacts tab on the VGC website) letting us know you are interested in contributing to the VGC.

**Gayle**

*Acting Membership Secretary*

## Urgent help required please!

As Jan has already mentioned, it was with great regret that Rick Fretwell was lost to the committee at short notice; however we have been more than fortunate to have Gayle Pearce helping us out with both membership enquiries, and preparing the accounts for audit for 2010.

Gayle has agreed to carry out both these vital positions in the very short term, and we need to find a replacement Treasurer and a replacement Membership Secretary as soon as possible, come and make a difference and join a great VGC team and help shape your club. A short job description is provided below to give you an idea of what each position entails, please do contact me, Bruce Stephenson, Club Secretary on 01476 564200, or email me at stephensons@talktalk.net to discuss how YOU can really make a difference

I am sure that you will join me in thanking both Gayle for her overwhelming generosity in our hour of need, and Rick for all the outstanding hard work he has put into the VGC over the past 3 years.

### Role of VGC Ltd Membership Secretary

*In accordance with club rules and standard procedures*

The role of membership secretary is primarily to maintain an up to date a secure database for the club membership in accordance with the Data Protection Act, and to act as a contact for membership enquiries.

Knowledge in some basic computing and accounting skills is desirable to enable the Treasurer to account for monies handled.

### General Administrative Responsibilities

- To distribute new members with a Welcome Pack, to include a letter of welcome with membership number and password for access to the interactive site on the VGC Web homepage, membership card, and copy of a recent VGC News.
- To administer and collate payments made by PayPal, Direct debit, cheque or cash.

### Administrative requirements

The position requires approximately 2 to 4 hours per week, with the workload increasing to approximately 10 to 12 hours per week during membership renewal time in January and February

### Role of VGC Ltd Treasurer.

*In accordance with club rules and standard procedures*

The Treasurers role is one that is primarily responsible for insuring that the finances of the club are organised and managed effectively through the club bank accounts. His/her primary area of responsibility is the solvency of the club, and to oversee the preparing of accounts for the appropriate authorities as required under UK Limited Company Law, and normally reports to the Club Chairperson. (Due to UK Company Law, this position must be British based.)

### General Administrative Responsibilities

In essence the treasurer is the responsible day to day financial manager of the club by maintaining the club 'Day Book', recording income and expenditure activities, working closely with the Committee, providing annual budgets and regular financial reports in order for the Committee to make informed decisions and monitor performance against the budget. The treasurer's role includes specific areas of responsibility, and include:

- Liasing with HMC&E and Companies House in matters relating to the Club's financial activities and reporting requirements as detailed by statutory instruments
- Liase and assist the appointed Club auditor(s) in their duties as required
- Co-ordinate payment instruments to settle due invoices and accounts

### Administrative requirements

- The position requires approximately 1 to 2 hours per week, with the workload increasing to approximately 5 to 10 hours per week during the preparation of accounts for Companies house.

For those of you that have any membership queries you may contact Gayle in the short-term via the memsec email address on the VGC Website or by writing to her at Elmers, Three Households, Chalfont St Giles, Bucks, HP8 4LW



# Information about the 39th Vintage Glider Rally 2011 Airfield Spitzerberg (LOAS), Austria

<http://vgc2011.spitzerberg.at>



We have the pleasure of organising the 39th international Vintage Glider Club Rally from July 30th until August 7th 2011. We are looking forward to your visit and will be pleased to welcome you to SPITZERBERG.

It is the second time that the Vintage Glider Club Rally visits Austria. We are at the moment working very hard to make your stay as pleasant as possible, and we will concentrate all our energy to make sure that the standard of the 2011 Rally lives up to your expectations.

The 39th Vintage Glider Club Rally will be organised by the association Segelfliegergruppe "SPITZERBERG", Hainburg

## An experience for the whole family!

You can expect beautiful and totally different Worlds here, in the eastern part of Lower Austria, between Vienna and the Slovakian capital, Bratislava. The World of the Romans around the Archaeological Park Carnuntum, the World of the life in the magnificent baroque palaces of Marchfeld, the fascinating world of the wetlands in the Danube Floodplain National Park and of course the World of culinary delights.

Wine from the emerging wine region of Carnuntum, fresh vegetables from the Marchfeld area, fish from the Danube - the tables are well laid.

We invite you to visit this impressive part of the Lower Danube - the Auland-Carnuntum is offering a wide range of activities to satisfy all ages.

More information will be available on the Rally Homepage:

<http://vgc2011.spitzerberg.at>

## How to get to AIRFIELD Spitzerberg

Google Earth or Google Maps can provide you with an exact description on how to get to Spitzerberg, 2405 Hundsheim, arriving from any direction. Address for Satellite Navigation Systems: 480606N 165612E

## The Infrastructure

We will provide a special runway for the winch-launches and one for the aerotow. Aerotowing will be carried out with a Robin DR400, a GROB G109, a PA18 Super Cup and a Rotax Schleppfalke. Winch-launches will be with two twin-drum winches. For each type of launch a separate landing area is planned.

The camping area will be situated

along the Spitzerberg Mountain with adequate toilet facilities and individual electricity connections. Water taps will be available on the camping area. Sufficient toilet and shower facilities will be available in the main building approx. 300 m from the camping area.

The Hangar I, next to the tower, will be exclusively reserved for the participants and their families. Breakfast, lunch and dinner buffets will be available here at normal down-to-earth prices. The Hangar will also be used for briefing.

Hangar space will be limited available and mainly reserved for gliders difficult to rig. Hangar space will be available for other gliders depending upon numbers. Please bring your own trolley!!

Registration Form and further information is available on the Rally Homepage:

<http://vgc2011.spitzerberg.at>





# Chairman's Report

(Kurzversion in Deutsch)

Es gibt durchaus "Saure Gurken"-Zeiten, in denen nicht viel Berichtenswertes geschieht. Dieses Mal ist genau das Gegenteil der Fall.

Wir hatten eine sehr erfreuliche Rendezvous-Rally im englischen Challock, wo uns der Kent Gliding Club unter erfahrener Organisationsleitung von Bob Lloyd als Gastgeber willkommen hieß. Direkt danach zog die VGC-Karawane weiter zur International Rally nach Tibenham. Der ortsansässige Norfolk Gliding Club unter Leitung von Norman Clowes ließ auch diese Veranstaltung zu einem fantastischen Ereignis werden. Hinter dem wirklich erfolgreichen Gelingen dieser beiden Rallies steht natürlich die tatkräftige Unterstützung einer sehr großen Anzahl helfender Hände der jeweiligen lokalen Vereine. Erfolgreich verlief auch die Jahreshauptversammlung, wo wir erstmalig eine dreisprachige PowerPoint-Präsentation in Englisch, Deutsch und Französisch einsetzen.

Während wir die herrliche Atmosphäre aus Tibenham noch in uns nachhallen ließen, erklärte Rick Fretwell zwei Wochen nach der Rally in Tibenham seinen Rücktritt vom Committee. Rick bekleidete während der letzten Jahre das Amt des Schatzmeisters sowie des Mitgliederadministrators. Ich bitte an dieser Stelle um Verständnis für den Umstand, dass dieser Rücktritt die Aktionsfähigkeit des Committees für einige Zeit einschränkt. Schließlich muss der amtierende Schatzmeister ein Mitglied des Committee sein. Es ist zudem nicht ganz einfach, eine Person zu ersetzen, die zwei Ämter in Personalunion inne hatte.

Wir sind darum sehr glücklich darüber, dass sich Gayle Pearce bereit erklärt hat, die Mitgliederverwaltung kommissarisch zu übernehmen. Das bedeutet natürlich, dass wir während der kommenden Monate bzw. spätestens bis zur nächsten Jahreshauptversammlung in Spitzerberg einen oder besser zwei neue Committee-Mitglieder finden müssen, welche die beiden zu besetzenden Ämter Schatzmeister und Mitgliederadministrator übernehmen. Gerne nehme ich freiwillige Meldungen entgegen.

Rick hat während seiner Amtszeit hervorragende Arbeit geleistet und wurde dafür während des Annual Dinner entsprechend geehrt.

Weiterhin erreichte uns die sehr traurige Nachricht vom Tod unseres Vizepräsidenten auf Lebenszeit, Willi Schwarzenbach, der am 20. September 2010 starb. Zwar wussten wir von seiner Krankheit, nicht aber, wie ernst es wirklich um seinen Zustand bestellt war. Willi hat als eines der Gründungsmitglieder den VGC zu dem gemacht, was der Club heute darstellt. Im Namen des gesamten VGC sandten wir Willis Frau Geraldine ein Kondolenzschreiben, welches in der aktuellen News-Ausgabe abgedruckt ist. Zudem wurde Willi während des Annual Dinner gedacht.

Da wir die Bedeutung des Annual Dinner aufwerten und die Veranstaltung unter den Mitgliedern bekannter machen möchten, fand das Dinner am 02. Oktober 2010 zum ersten Mal in Holland statt. 2011 wird es wiederum in Großbritannien sein, und nach entsprechender Auswertung ggf. erneut auf dem Kontinent. Das Annual Dinner in Holland war mit 75 Mitgliedern mit ihren Partnern ein großer Erfolg. Leider konnte unser Präsident Chris Wills aus gesundheitlichen Gründen nicht teilnehmen. Dies war das erste Dinner ohne ihn. Chris betrubte das sehr und unsere Gedanken waren bei ihm an diesem Abend. Wir alle wissen, was ihm der Club bedeutet. Wenn Ihr ihm eine große Freude bereiten wollt, dann meldet Euch gelegentlich bei ihm per Telefon oder Brief, oder besucht ihn. Er wird sich darüber sehr freuen.

Viele von Euch kennen Alice und Colin Anson, beide treue Mitglieder, die sich viele Jahre lang auch um die VGC Sales gekümmert haben. Colin hat viel Tapferes getan in seinem Leben; jüngst zum Beispiel berichtete er seine Lebensgeschichte an Helen Fry, die daraus ein Buch erstellt hat. Das faszinierende Werk heißt "German Schoolboy, British Commando - Churchill's Secret Soldier". Von Colin signierte Ausgaben können für € 30,- über die VGC Sales (David Weekes) oder Inge Newton bestellt werden.

Nun wünsche ich Euch eine erfolgreiche Werkstattssaison mit Euren Flugzeugen sowie ein frohes Weihnachtsfest. Euch und Euren Familien alles Liebe und Gute für 2011.

Jan Forster, *Chairman des VGC*  
(Übersetzung: Stefanie Gester)

## Diary Dates for 2011/12

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

### 2011

01 Jan - 09 Jan

#### Vintage Gliders Australia National Rally 2011

Bordertown, Australia. It's on again - all welcome! Ian Patching, David Goldsmith, Contact Email: [patching@westnet.com.au](mailto:patching@westnet.com.au), [daveandjenne@gmail.com](mailto:daveandjenne@gmail.com); Website <http://www.vintageglidersaustralia.org.au>

21 May - 29 May

#### VGC National Rally (UK),

Nympsfield, UK. This year the Bristol & Gloucester Gliding Club will be holding the VGC National Rally (UK) at their beautiful hill/thermal site. They have all the usual facilities required for this event including winch & aerotow, on-site restaurant, bunkhouse, showers, BBQ facility, camping etc. and there will be weather briefings each day. Contact the club or Rob for further information and booking. Contact: Rob Hanks; Email [roberthanks@talktalk.net](mailto:roberthanks@talktalk.net); Tel +44 1453 860342 (Clubhouse); Website <http://www.bggc.co.uk>

There will be no temporary membership fees or camping and trailer charges for paid up VGC members. The club looks forward to hosting what has become our favourite event of the year. If you have never been to Sutton Bank, you have missed one of the most beautiful gliding sites with 13 miles of ridge soaring - just right for 'proper' gliders! Contact: Phil Lazenby; Email [lazenby98@onetel.net.uk](mailto:lazenby98@onetel.net.uk) Tel +44 1845 597237; Website [www.ygc.co.uk](http://www.ygc.co.uk).

11 June - 19 June

#### 32nd Grunau Baby Meeting.

Rana u Loun, Czech Republic; The 32nd Grunau Baby Meeting will be held in Rana in the Czech Republic. A must for Baby owners. Contact Email [baby2011@LKRA.cz](mailto:baby2011@LKRA.cz) Website <http://www.LKRA.cz>

11 June - 19 June

#### Blumberger Oldtimertreffen, Blumberg, Germany.

Again Heinz Nierholz will host the Blumberger Oldtimertreffen in southern Germany. Contact Heinz Nierholz. Event Website <http://www.luftsportverein-blumberg.de>

23 July- 30 July

#### IGC Gliding Grand Prix Final, Wasserkuppe, Germany.

The VGC has been invited to display and fly vintage gliders during the event on July 24th and 25th (dates might change slightly), celebrating the 100th anniversary of gliding. This will be a tremendous chance to promote vintage gliding. For further information kindly contact Ulf Ewert. <http://gfs-wasserkuppe.de/>

23 July- 28 July

#### VGC Rendezvous 2011 Aalen-Elchingen, Germany.

The 2011 VGC Rendezvous will be held at Aalen-Elchingen (EDPA) airfield in Germany. For information about the airfield and fees kindly see the clubs website. Peter Ocker [weiheflieger@web.de](mailto:weiheflieger@web.de); <http://www.edpa.de>

30 July - 07 August

#### 39th. VGC International Rally 2011, Spitzerberg, Austria.

The 39th VGC International Rally will be held in Spitzerberg, Austria, located between the cities of Vienna (Austria) and Bratislava (Slovakia). Contact: Andreas Baumann. Email see event website; <http://vgc2011.spitzerberg.at>. More in this issue of VGC News.

## Diary Dates for 2012

30 July - 09 August

#### 40th VGC International Rally 2012

Pociunai, Lithuania. The 40th VGC International Rally will be held in Pociunai, Lithuania. Opening Ceremony will be on the evening of Monday July 30th, Closing Ceremony on Thursday August 9th. Contact: Lina Ivanauskiene. Email [l.jurksteite@googlemail.com](mailto:l.jurksteite@googlemail.com). Tel +370 671 09639. Website <http://www.pociunai.lt>



# Wasserkuppe 2011: FAI IGC Sailplane Grand Prix Final and VGC Event



Photo: Karlheinz Kellerman

# Wasserkuppe 2011: FAI IGC Sailplane Grand Prix Finale und VGC Event

Die Beteiligung des VGC am FAI IGC Sailplane Grand Prix Finale soll auf Wunsch der Organisatoren am Austragungsort Wasserkuppe erweitert werden. Das lokale Grand Prix Team möchte das VGC-Display auf den Zeitraum 23.- 27. Juli 2011 ausdehnen. Am 28. Juli ist für die VGC-Teilnehmer die Weiterfahrt zur Rally in Spitzerberg geplant.

Auf der Wasserkuppe sind für die VGC-Piloten F-Schlepp und Windenstart gleichermaßen möglich. Die Flugdisplays richten sich nach Zeitfenstern, die durch den Grand Prix-Ablaufplan bestimmt werden. Die Teilnehmerzahl wird auf insgesamt 25 historische Segelflugzeuge begrenzt. Die Auswahl der teilnehmenden Flugzeuge richtet sich nach dem Konstruktionsjahrgang: ältere Konstruktionen haben Vorrang vor jüngeren.

Es sind Campingmöglichkeiten für ca. 25 Wohnwagen/Zelte vorgesehen. Preiswertes Übernachten ist außerdem auch in der

The Wasserkuppe FAI IGC Sailplane Grand Prix Final organisers wish to extend an invitation to the VGC to participate in the event. The VGC display is now scheduled from July 23rd to 27th, 2011. Starting July 28th the VGC pilots can continue their travel to the Spitzerberg Rally.

Aero tow as well as winch launch will be possible at Wasserkuppe. The flying displays are subject to the Grand Prix agenda. Maximum number of historical gliders to participate is 25. Vintage gliders applying to take part in the event will be chosen according to their year of construction: the older will be preferred towards the younger. Camping site allows space enough for 25 caravans/tents. Low-cost accommodation will also be provided in the Jugendbildungsstaette hostel at Wasserkuppe. Unfortunately, there is only limited hangar space. Hangar slots will be assigned depending on the gliders' level of rigging complexity.

Rates for aero tow and winch launch are not yet finalised but the organisers will do their best to keep these expenses as low as possible (pricing info will be handed in later). Travel expenses, meals and accommodation have to be paid out of the pilots' own pocket. For planning reasons I appreciate if you could contact me until February 28th, 2011 and let me know if you want to take part in the event and which glider you intend to bring. I am looking forward to accept your applications and answer your questions if there are any. I am available at [Ulf.ewert@osnanet.de](mailto:Ulf.ewert@osnanet.de) or phone +49-(0)5461-5147 (7 to 9 p.m.) (Ulf Ewert)



Photo: Karlheinz Kellerman

Jugendbildungsstätte direkt auf der Wasserkuppe möglich. Unterstellmöglichkeiten für Segelflugzeuge stehen leider nur eingeschränkt zur Verfügung. Die Vergabe der Hangarplätze wird durch den Rüstaufwand der einzelnen Flugzeuge bestimmt.

Die Startgebühren für F-Schlepp und Winde sind noch nicht finalisiert, sie sollen aber kostengünstig gehalten werden (entsprechende Preisinfo wird nachgereicht). Reisekosten, Verpflegung und Unterkunft sind von den Teilnehmern selbst zu tragen.

Aus Planungsgründen sollten die definitiven Anmeldungen der teilnehmenden VGC-Mitglieder und ihrer Flugzeuge bitte bis spätestens 28. Februar 2011 bei mir eingehen. Wer teilnehmen möchte oder weitere Informationen wünscht, kann sich gerne unter [Ulf.ewert@osnanet.de](mailto:Ulf.ewert@osnanet.de) oder Telefon +49-(0)5461-5147 (19.00 - 21.00 Uhr) an mich wenden. (Ulf Ewert)

Photo: Ulf Ewert





# The 38th International VGC Rally Tibenham, Norfolk

*31st July - 8th August 1010*

*Report by Chris Wills*

*Photos by Alexander Gilles, Gerd Herm-Jacob, Sheila and Trevor Hills and David Tarbutt*

On arrival at Tibenham Airfield, the enormity of the meeting at once became evident with the camp site with tents and caravans stretching along the side of the airfield from horizon to horizon. Also, at once evident was the great amount of work achieved by members of the Norfolk Club's team, the "Yellow Canaries" (Yellow T-Shirts, which is the colour of the Norwich football club,) most of whom can be well remembered from our International Rally at the club ten years ago. There was the massive tent and the flags and the extension to the club's building for the bar. In fact it was impossible to imagine the club without this latter building which we were assured was not permanent. We can only say "Thank You" to the club members and our organisational team for their hard work and great achievement. We only needed now a kind weather God, who did his best to oblige, although the Devil did try to hinder him. The weather over the period seems to have been a depression over EAST ANGLIA very slowly moving

Eastwards towards and over the North Sea with a Cold Front, at least partially occluded, mixed in with it, bringing rain and periods of good gliding weather. It may be that we had the same weather twice as the depression of course was rotating, but we only had one day when there was no flying. It was hard to fly to the West because of cloud and rain. It was easier to fly to the East but, because of the wind, it was sometimes hard if not impossible to get back.

The OPENING was at 10.10. on **SATURDAY 31st JULY**. This was performed by the Rt. Hon. RICHARD BACON MP who we were very glad to have with us. He showed great interest in our gliders. We were also very glad to have with us in a blaze of red T-Shirts, what may have been the entire vgc international rally organisational team of the Spitzerberg Gliding Centre, who are kindly prepared to organise our 39th International VGC Rally on the Spitzerberg in AUSTRIA next year in 2011. We had no bell to ring. We just had to pretend it was there.

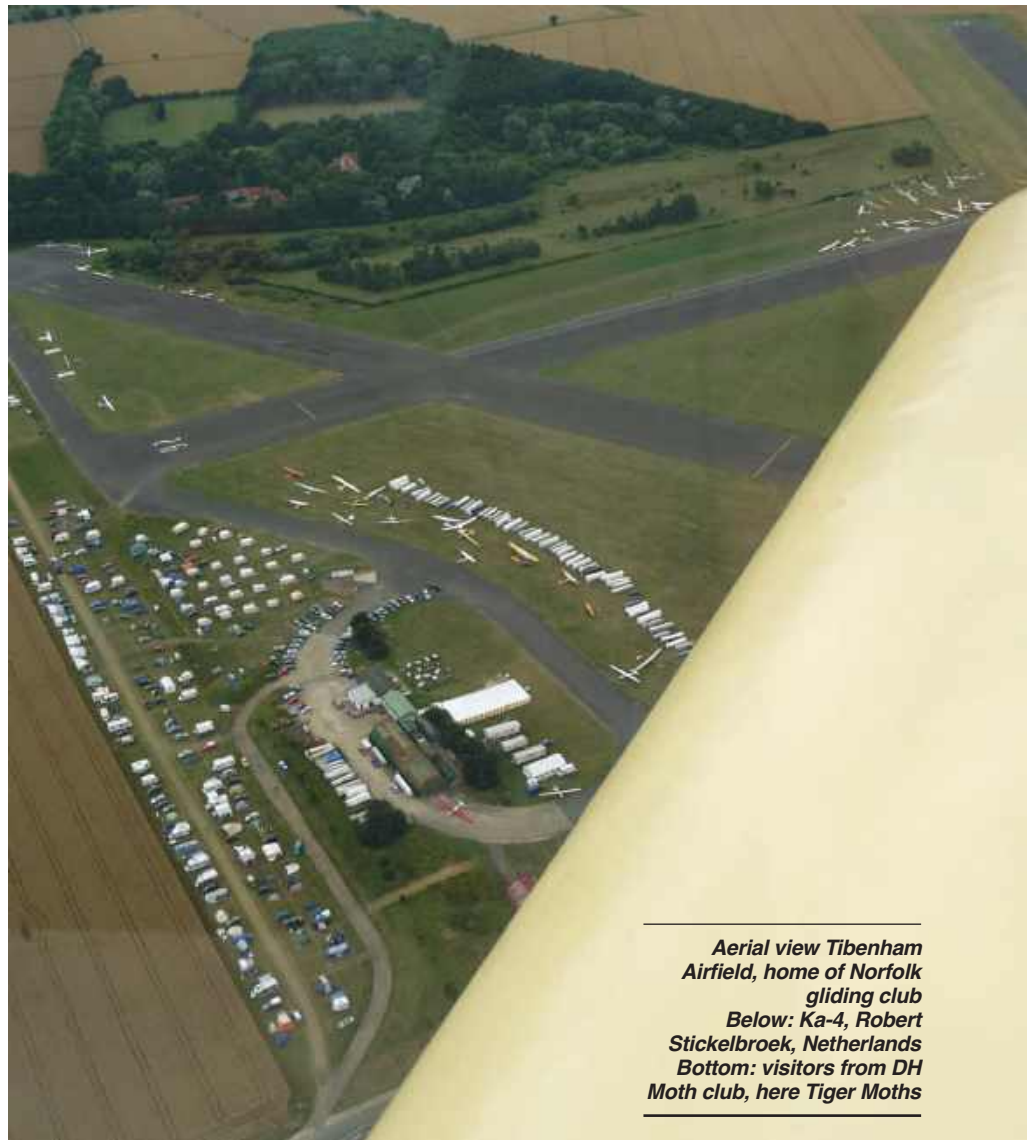
Luckily, it was found and arrived a day late. Then followed a briefing and weather forecast which gave us rain during the morning but promised better weather during the afternoon. There was then a great meeting of old friends and an exchange of vintage glider news from their countries.

**SUNDAY 1st AUGUST.** The BELL arrived and officially opened our RALLY. There was still bad weather but it improved during the afternoon with thermals. We were visited by the DH MOTH CLUB and a F156 STORCH which we imagine came from the SHUTTLEWORTH TRUST. It was good to see how many types of DH-MOTHS still exist. Gary Pullen flew the Mg 19a for 2 1/2 hours. There were some large storms but also good thermals in the afternoon. There was a perfect aerobatic display by Christof Zahn in his Habicht.

**MONDAY 2nd AUGUST.** The weather was the same as on the previous day.

**TUESDAY 3rd AUGUST.** It would be better during the afternoon with a 4,500 ft





*Aerial view Tibenham Airfield, home of Norfolk gliding club  
Below: Ka-4, Robert Stickelbroek, Netherlands  
Bottom: visitors from DH Moth club, here Tiger Moths*



cloud bases. The RHOENBUSSARD BGA 337 was flown over 4 hours by MALCOM KERLEY. There were many long duration flights. HANNES FISCHER flew his MEISE OLYMPIA on a cross country of approximately 200 kms with turning points of Diss, North Pickenham, Norwich, Diss, Snatterton Heath, Tibbenmam, Watton Prison, Tibenham, which took 7 hrs 44 minutes. It was not possible to fly to the West because of too much cloud, overcast, shadow and rain. HUGO ORDING flew his KA 6 E round the President's Triangle, 170 kms with turn points at Diss, Pickenham, Norwich (East) old airfield, Tibenham, Bungay. There was wave but it could not be contacted. Hannes flew to the West and Hugo to the East. DURING TUESDAY EVENING, there took place our traditional, INTERNATIONAL EVENING, in the great tent, which was its usual success. Part of the British fare at the entrance of the tent, was DAVID WEEKES dishing out a "British (?) Curry. The three pilots from the Czech



# RALLY ROUNDUP



*Friends reunited this year during the traditional VGC "International Evening"*





**Stefanie Gester in the her Zugvogel did 111 km out & return.**



**List of participants taking part in the 38th VGC International at the Norfolk Gliding Club at Tibenham**

Pilots	Aircraft
<b>Belgium</b>	
PATRICK GOVERS	RHOENLERCH 2; 00- KEI,
<i>Patrick and his Father have been the Prime Movers of the Keiheuvel Gliding Club where we held one of our most successful International Rallies. Their Ka-4 RHOENLERCHE was the first glider restored for their club.</i>	
<b>Britain</b>	
TONY ADAMS,	T.21b, 1960
GLYN BRADNEY,	KITE 2, BGA 663, 1951
DAVID BRAMWELL,	T.31B, BGA 1376, 1952
MICK BURRIDGE,	KA-6E, BGA 1380, 1967
DAVID COLE,	T.21, XN357, 2009
DAVID COLE,	SKYLARK 4, BTK, 2009
PETER CONCANNON,	KITE 1, BGA 400, 1935
TREVOR COOK,	SKYLARK 3F, BGA 922, 1960
WILLIAM COOK,	KA-6E, G-DCDF, 1965
MARTIN COOPER,	T.49, CAPSTAN, BPV, 1963
DAVID CORNELIUS,	KA-6 CR, G-CHJP, 1959
PETER FLACK,	T.21B, WB 975, 1949
BRIAN GRIFFIN,	SKYLARK 2B, AZX, 1955
PAUL HALLIDAY,	SWALLOW, HBX, 1963
IAN HALL,	SWALLOW, BRC, 1963
PETER HARDMAN,	T.21B, WB 924, 1952
RODNEY HARRIS,	PUCACZ, EUF, 2009
GEOFFREY HARRISON,	KA-6, 47, 2009
GRAHAM HAYES,	SKYLARK 4, BGA 1210, 1964
ANDREW JARVIS,	OLYMPIA 2b, BGA 687, 1947
MALCOM KERLEY,	SKYLARK 3B, 155, 1960
MICHAEL KING,	KA-6CR, 890, 1960
DAVID LADLEY,	PREFECT, WE 990, 1951
MATHEW LADLEY,	DART 17R, DDB, 1975
BOB LLOYD,	PREFECT, DSA, 1950
BOB LLOYD,	EoN OLYMPIA 2B, BBH, 1956
BOB LLOYD,	OLYMPIA 463, BWE, 1965
BOB LLOYD,	T.21B, FDY, 1950
BOB LLOYD,	RHOENBUSSARD, BGA 337, 1937
DAVE LYNCH,	KA-6BR, CGDF, 1958

Pilots	Aircraft
HUGH MADDAMS,	SKYLARK 2, BDx, 1959.
PETER MARTIN,	OLYMPIA 2B, AWU, 1948
TONY MAUFE,	KITE 1, BGA 310, 1937
GEOFF MOORE,	MU 13D-3, BGA 2267, 1955
GEOFF MOORE,	T.31, BGA 3487, 1965
TREVOR NASH,	T.21B, BGA 1965, 1955
NICK NEWTON,	HUETTER H. 17A, BGA 490, 1947
ADRIAN OLIVER,	SWALLOW, BGA 921, 1960
BOB PLAYLE,	KA-6CR, EI- GLG, IRELAND. 1959
MICHAEL POWELL,	T.21B, WB-971, 1954
GARY PULLEN,	MG 19A STEINADLER, ERZ, 1955
CHRISTOPHER RAINE,	KITE 2, AVF 689, 1952
GRAHAM ROBERTSON,	SKYLARK 4, BNE, 1963
FRANCIS RUSSELL,	MINIMO, BGA 1639, 1938
FRANCIS RUSSELL,	RHOENSPERBER, BGA 260, 1935
GRAHAM SAW,	PETREL, BGA 651, 1939
MIKE SIMMS,	T.31, XE 802, 1962
COLIN SIMPSON,	BOCIAN 1D, G-DBJD, 1961
MARTIN SMITH,	TUTOR, DQD, 1947
BRUCE STEPHENSON,	MUCHA STD, BGA 5176, 1960
JACK STOCKFORD,	ZUGVOGEL 3A, CEBS, 1962
HOWARD TORODE,	OLYMPIA 2B, 127, 1959
ANGELA VEITSCH,	SKY, BGA 698, 1951
DAVID WEEKES,	T.21B, WJ 306, 1950
MICHAEL WELLS,	EoN OLYMPIA 2B, BGA 1029, 1960
CHRISTOPHER WESTON,	K18, CJSZ, 1975
RAY WHITTAKER,	KA 6E, G-CFCR, 1968
TIM WILKINSON,	BALOOON T&C77, G-BSZH, 1990
MARK WILLS,	JS WEIHE, BNC BGA 1092 SE-SHU, 1950
ANDREW WILSON,	SKYLARK 4, BLE, 1964
LAURENCE WOODAGE,	SCUD 3, G-ALJR, 1935
TED HULL,	SCUD 3, BGA 684, 1936
DAVID CORNELIUS,	BERGFALKE 2-55, BGA 4111, D-DHOC. 1955
<b>Czech Republic</b>	
GERHARD MALESCHKA & ULF KERN,	HOLS DER TEUFEL,OK-A415
JIRI LENIK,	KRAJANEK, OK-8560

Pilots	Aircraft
<b>France</b>	
DIDIER FULCHIRON,	Ka-4 RHOENLERCHE 2, D-4116
DIDIER PATAILLE,	M.200, F-CDHC
<b>Germany</b>	
MATHIAS DUBBICK,	KA-6CR, D-5856, 1964
JOHANNES FISCHER,	FW OLYMPIA MEISE, 51 D-7384, 1957
STEHANIE GESTER,	ZUGVOGEL 3A, D- 8824, 1957
ALEXANDER GILLES,	Std AUSTRIA S, D-4131, 1962
GERD HERMJACOB,	WEIHE, D-3654, 1952
RALF RIETHMUELLER,	BERGFALKE 3, D-9424, 1968
RAINER STROBEL,	GRUNAU BABY 3, D-1052, 1953
GERHARD TISCHLER,	L-SPATZ 55, D-8262, 1957
HARTMUTH SAMMET,	L-SPATZ-55, D-8310, 1958
CHRISTOPH ZAHN,	DFS HABICHT E, D-1901, 2001
<b>The Netherlands</b>	
HANS DIJKSTRA,	BOCIAN E, PH-1413
HANS DISMA,	Fs24 PHOENIX T, PH-999
WALTHER HOEKSTRA,	KA-2B, D-9163
ASTRID HOOGENBOSCH VAN LIESHOUT,	KA-6CR, PH-156
LOU KROES,	KA6 CR, PH-157
HUGO ORDING,	KA-6E, PH-1223
NEELCO OSINGA,	KRANICH 2B-2, PH-103
GERD RIJERSE,	T.31B, BGA 4228
ROBERT STICKELBROEK,	Ka-4 RHOENLERCHE, PH-104
BOB VAN AALST,	T.30 PREFECT, PH-918, 1951
JUSTIN VAN GEFFEN,	GRUNAU BABY 3, OO-ZPR
WILLEM DEN BAARS,	MOTOR TUTOR, PH-1452
<b>Switzerland</b>	
WERNER RUEGG,	KA-6CR, HB-703, 1962
LILLY ANNA-MARIE GRUNDBACHER,	ELFE
BEAT HUBER,	T.31, BB-557
JUERG THOMAS WEISS,	KA-2, HB-274

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



# RALLY ROUNDUP

Republic were dressed in middle ages' costumes and cooking the most delicious potato pancakes that CW has ever experienced. The British sausages disappeared like magic. Accordion music and singing were provided by Ingrid Fritz, CW and others. CW wishes to thank everyone for contributing to the very happy evening.

**THE WEATHER ON WEDNESDAY 4th AUGUST 2010** prevented any flying because of rain and wind.

**THURSDAY 5th AUGUST 2010.** The weather forecast was as following... 2-3,000 ft cloud bases at first increasing to 7,000 ft during the afternoon. 1 m/sec lift at first, increasing to 2 m/sec during afternoon. Isolated showers with an

inversion at 8,000 ft. N.W. surface wind of 15 knots decreasing to 10 knots after lunch. Moderate to good gliding weather. Rain during the evening. High Pressure coming in from the West. We would have to use a new circuit today, which had never been tried before. There would be a cross wind for take offs and landings. Gliders would have to be ballasted because of the strong wind. Tonight would be Norfolk Night with Morris Dancing and Fish and Chips. Stefanie Gester and Jack Stockford in the two ZUGVOGELS did 111 km out & returns. Stefanie was given a prize for an out landing. A large fish and chip van had been stationary for some time before

the club house but at 7.pm it became the centre of attention. An enormous queue was set up, which introduced more than one British tradition to our guests but the fish and chips were excellent. Luckily the Dwile Flinging did not take place as more than two British traditions on one evening might have been overdoing things.

We must not forget the radio controlled model flying which happened when there was no vintage gliding in the way. There were two of the best model MINIMOAS that we have ever seen, a model of the "COLDITZ COCK" and a half full size "PENROSE PEGASSUS", which was bought from Bavaria by Erwin Seibold

*Francis Russel, -Rhoensperber  
Below: Francis' Minimoa  
Right: vintage Lagonda provides  
inspiration for the T21's FLARM*





*During the first weekend of the International Rally, Christoph Zahn gave a most wonderful aerobatic demonstration in his Habicht at the Shuttleworth Trust, Old Warden, accompanied by music and smoke. It was so beautiful that, after it the public and the directorate rose, cheered and clapped as one, FOR THEY HAD NEVER SEEN SUCH FLYING BEFORE. This can only have made a good impression for the VGC.*



*Ulf Hern waves as he sets off for the Norfolk coast in the Hols der Teufel*

and his nephew. There were two jet propelled models which really carved up the sky. We were glad to have had the models with us.

**FRIDAY 6th AUGUST 2010.** The forecast was again for good gliding weather becoming very good before the occlusion arrived from the west. There would be 6 to 8 knot thermals. Take offs and landings would be cross wind, which would be 5-10 knots. On this day, there was quite an excitement when it was later heard that the two Czech Gliders, the HOLS DER TEUFEL flown by Ulf KERN and the KRAJANEK, flown by JIRI LENIK, had landed on the Norfolk Coast, perhaps not on the beach, but near it. They had both been over the North Sea. We realise, that perhaps coming from the Czech Republic, they might not have seen the sea very much, if ever, before. Their arrival there in gliders with Czech registrations and not speaking very much English, must have caused a tremendous impression among the holiday makers! These were the two out landings of the day, as flying them back against the head wind would have been impossible. Their efforts, for which they were awarded a CUP during the next morning, gave a final sparkle to our Rally. Their distance flown was about 50 kms. The CFI / Organiser complimented our pilots on their very good flying discipline on Friday.

**SATURDAY 7th of AUGUST 2010.** The Front had passed giving us a SW to Westerly wind direction veering to N.W. This would lead to better weather with cloud bases 2,000ft rising to 4,000 ft.



*Weihe, Mark Wills, GB*



## RALLY ROUNDUP

There would be showers with cloud tops from 6,000ft up to 10,000ft 5 - 10 knots wind later from the W.N.W. WE were visited by Wing Cdr Wallace of mini autogiro fame. He brought the small engine that powered Graham Saw's PETREL just after WW-2. That evening was the CLOSING CEREMONY followed by the SOUTH NORFOLK SWING BAND which was very good. The Saturday's weather had at first been overcast being followed by good cumuli and weather which was bought to a halt by a great storm with thunder and lightning. The AIR CADETS, who had done excellent work helping us, left us on Saturday. A new fabric called ORACOVER, of different colours, which can be brushed on with water, and needs no finishing, was presented to us. It was really impressive but is not yet released

would like us to come back to them as soon as possible. Of course we would do this. This is the second time and ten years ago our Rally there was also a great success. This time we should not leave it for such a long time.

The final e-mail concerning the 38th International VGC rally, at TIBENHAM by the NORFOLK CLUB. The Norfolk Club had continuously put out e-mails concerning the Rally before and after the Rally which were of the greatest value for communication. WE THANK THEM. The VGC has never been better served.

*"For the majority of you who made it to Tibenham, we would like to say that we hope you enjoyed yourselves and had safe journeys home. From the Norfolk club's view, it was hard work but we had a great deal of fun and made many*

*new friends who will always be welcomed at Tibenham. You might like to know that we had 152 pilots registered as P-1 (pilot in command), P-2 s and families. 96 gliders were registered, although a few more were registered at the last minute. (Including some of Tibenham's own). There were 395 winch launches (plus those for the cadets and the NGC's entries). There were 244 aerotows (plus some more as for the winch) and 142 tents / caravans/ campervans (plus Tibenham's contingent) registered. So we must thank you for coming and making this a hugely successful and fun event. – please come and visit us again soon.*

*Best wishes and luck to you all, especially in 2011, to the SPITZERBERG TEAM - From the NORFOLK GLIDING CLUB."* □



**Zlin 24 Krajanek takes a winch launch**



**Top: Standard Austria S. Above: Martin Simons (right) observing Above right: Kirby Kite takes an aerotow. Right: radio controlled model fincluded two of the best model Minimoas that we have ever seen.**

for glider use. It has already been used for aeroplanes. THOMAS FESSLER gave us a presentation on SLINGSBY T.42 EAGLES. He owns one which he is restoring. He believes that four of them are still airworthy in Britain.

It had been an excellent RALLY due to the efforts of the Norfolk Club's Team, and of course our members. THE NORFOLK GLIDING CLUB'S TEAM



## AUSTRALIA

*A 2,500 kms, three day, (two) HUETTER H.17A retrieve. By Geoff Hearn.*

For many long years Alan Patching and himself have travelled great distances to rescue glider air frames for various individuals or organisations. This time he had to do it solo. He wishes to thank Tighe Patching (Alan's son) for the loan of his towing vehicle and Mark White for lending his FOKA 5R trailer. After an 11 ½ hours solo run, he reached GULGONG his destination and found accommodation in a little cottage behind a hotel on the main street of Gulgong. On the next day he made contact with Ray Ash, one of Australia's veteran glider pilots, who lives at Gulgong and arranged to go to the gliding club to lower the Huetter from the hanger roof... it then needed de-rigging and placing on the trailer, while the second Huetter was taken out of its storage trailer and fitted into the Foka's trailer as well. All this was accomplished in 5½ hours by both Ray Ash and himself which was not bad considering Ray is in his mid 80's and Geoff has limited mobility. The only glider that needed moving from the hanger was the CHEROKEE VH-GLU. The HUETTER 17a VH-HDQ was originally built during 1949 in Western Australia and was one of two built by Nevil Wynne and Alan Milligan. It was originally named "FLEET WINGS" the other H.17a, its sister ship, was named "SWEET WINGS". this is registered VH-GQM and has been partly restored by the Australian Gliding Museum which owns it. It is being stored at Bachus Marsh. The second HEUTTER collected, has no

apparent registration. It is believed to be the "RED HUETTER" built by Norm Hyde in Melbourne during the latter part of 1945. After a successful 12½ hour return to Melbourne they are now ready for J.R. Marshal to collect and return to his home at Millicent in south Australia. VH-HDQ will only require a thorough form 2 and the removal of a number of wasps nests before returning to the air. the "RED HEUTTER" is another matter and will take some time to restore before becoming airworthy. It should be mentioned that in Ray Ash's home could be seen a well advanced Polish SALAMANDRA fuselage replica and, on the airfield in the hanger was his DICKSON PRIMERY, a type which started the gliding movement in Britain in the early 1930's!!!

KEVIN RODDA has recently returned to Caboolture, with his recently purchased SCHWEIZER SGS 1-35, VH-WUC after a 6,500kms road trip from Brisbane, Dubbo, Brocken Hill, Port Augusta, Coober Pedy, Alice Springs, etc, and back to Brisbane. That included 3,040 kms of towing from Alice Springs to Caboolture. WUC is the only SGS 1-35 located outside of the USA and Canada. It was imported into Australia new from the factory in 1977 by Keith Woodward and was flown at Tocumwal until 1988. (350 hours and 250 landings!). It was then stored in its trailer for around 20 years. About two years ago, David Riley towed WUC to Alice Springs, where it was again stored in its trailer, until it was collected by Kevin on the 26th of June 2010, to be towed back to Caboolture. The SGS 1-35 is an all metal American 15 metre class, single seat, mid wing, t-tailed high perform-

ance 38/1, sailplane, built by Schweizer Aircraft Corporation of Elmira New York. They were first flown in 1973 and a total of 101 were completed by the time production ceased in 1982. Because the 15 metre class allowed for flaps, the SGS 1-35 is equipped with plain flaps that can be selected from -8 to +32 for soaring and inter thermal speed and +32 to 82 degrees for landing (it does not have airbrakes). Over 80 SGS 1-35 sailplanes are still in service. It is a very safe glider experiencing very few accidents in over 50,000 flight hours. It is a low cost/own maintain aircraft and is well suited to cross country and sport flying. It can out-climb most 15m span gliders due to its low weight and has a respectable speed range. (Three view drawing from Martin Simons' book on Schweizer gliders would be available) By the time this is in print, the MELBOURNE CUP VINTAGE GLIDER RALLY should have taken place from the 30th October until 2nd November 2010.

## BRITAIN

On the first day of Competition Enterprise at Lasham on the 3rd of July, there was very good gliding weather and 600 and 700 kms flights were flown round a cats' cradle courses. Our member Adrian Emck flew his KA 6E 503 kms, which was his third 500 km flight in this aircraft during the season. How many more will he do this year? When he was asked how fast he flew between thermals, his answer was 70 knots if the thermal was reasonable. We wonder how fast Heinz Huth flew his KA 6s between ther-

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mals. We never used to dream of flying so far, so fast, in the old days. Derek Piggott was also there. He is 88 years old and still flying a STEMME. He related how he had flown the Surrey WEIHE BGA 448 195 kms for his Gold C distance and that had taken over 9 hours. Inter thermal speeds have obviously greatly increased since then.

It has come through that the unique Slingsby GULL 1 BGA 378 has been sold to an American. BGA 378 was rebuilt and restored at the London GC by the unforgettable Peter Fletcher and others. It is not the Geoffrey Stephenson 1939 Cross Channel 'BLUE GULL' but may have contained components or parts of the latter. BGA 378 was flown by Tony Smallwood with some distinction on cross countries, notably in Competition Enterprise. It is the last airworthy of 8 Gull 1s built being Serial No. 312 and receiving its first BGA C of A in September 1938. BGA 378 has been bought by DENIS BURTON, the editor of BUNGEE CORD, the Vintage Soaring Assn's News Letter. He is quite capable of putting the GULL 1 back in to its original condition. There is one other GULL 1 in Britain and it is now stored in the Royal Scottish Museum at East Fortune near Edinburgh. This one is in original condition (which BGA 378 is not) but not in original colours. The Royal Scottish Museum might be prepared to lend it to another Museum, as it does not have it on exhibition.

The 1943 Swedish built JS WEIHE BGA 1230, which belonged to Barry Briggs and was flown from RAF Cranwell, has been sold subject to confirmation to an owner in Austria or Germany. Thus, there is now only one JS WEIHE left airworthy in Britain. This one was the last Weihe built in Sweden being built for Paul MacCready to fly in the 1950 World Gliding Championships at Orebro in Sweden, which it almost won. This was SE-SHU and is BGA 1092. There is the hope that a WEIHE 50 at the LGC will be saved as it only has some corroded main fittings, and the wreck of the Surrey GC's JS WEIHE BGA 448, which was built in Germany in 1943 and was damaged in 1979 through being blown over at our Thun in Switzerland International Rally in 1979. We very much regret to announce that the GOEVIER 3 which was bought from Freiburg im Breisgau, where it was part of an aerofoil research group led by Ernst Frowein, by Ken Crack, no longer exists. It was crashed by Ken Crack during take off in Competition Enterprise



*German Grunau Baby 2B, restored by Peter Underwood, in the Starrenschlepp Geschwader's colours and markings of 1943. Photo – C.Wills.*

due to Pilot induced oscillations (PIO) in about 1970 at North Hill (?) and was partially expertly repaired by Martin Garnett's late Father. Martin's Father then sadly died and then it was bought by someone, living in Inverness who wanted to repair and fly it to remind him of his tremendous adventures while in the Army Gliding Club in Germany, just after the war. It was kept on its open trailer at the Fehie Bridge Gliding Club near Avie Moor. After being repeatedly asked to move it from Fehie Bridge airfield, where it was undoubtedly suffering glue failure, it was not removed, and the Club's CFI burnt it on a dark night when no one was there. This happened many years ago and so it is no good trying to find its remains. Its Werk Nr was 402. Its German registrations were D-0001, later D-8761, and later its BGA No. was 1783 granted in July 1972.

Only one other GOEVIER is in Britain. This is the long fuselage Mk. 2 which was built in Germany in 1943 and is believed to be the oldest GOEVIER in the world. It has been restored in original colours and markings and is kept as a static exhibit in the Air Cadet's Collection/Museum at RAF Feighford, (Chief Organiser is David Cotton). The museum holds a CRESTED WREN, CADET Mk.1, TUTOR, and T.31, SKYLARK 3 GB-2B, EoN BABY, GOEVIER 2, (it is known as the Education and Charity Trust Museum).

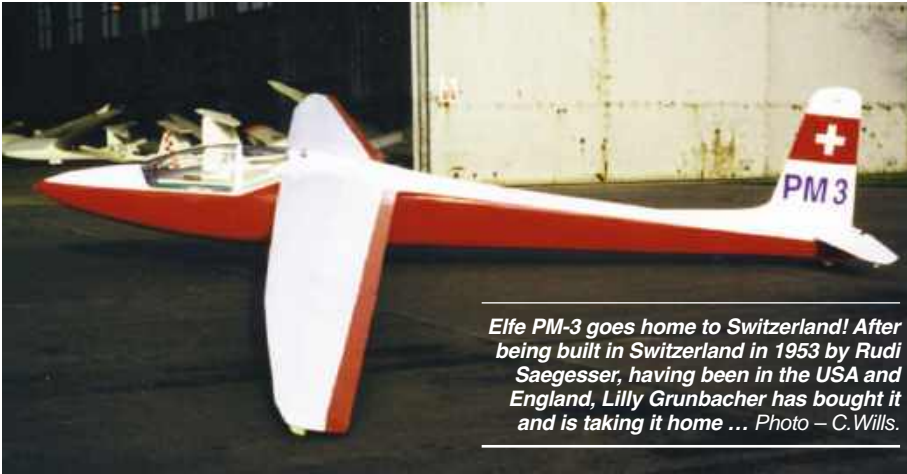
A CONSIDERABLE COUNTER ATTACK to put some gliders back into the sadly depleted British Vintage Glider Fleet has been launched by PETER

UNDERWOOD, who is building and restoring two KITE 1s and a GRUNAU BABY 2B. It has the colours and markings of the Wehrmacht Lufts (WL's) Starrenschlepp (rigid tow) Geschwader's training course.

The PROTOTYPE EoN 460 G-APWL was crashed in 1979 but was repaired from 1980-1982. It is now again being restored at an aircraft accessories firm (formerly owned by Dickie Feakes and John Delafield) which is believed to be near Banbury. It is being prepared for exhibition in the firm's stores department but, as two very good people are working on it, perhaps it will be made airworthy? (We hope).

The KITE 1 BGA 251 has been sold by Bob Boyd to a group at PortMoak Scotland. This has the Slingsby Works No 227 and obtained its first BGA C of A in March 1936. BOB BOYD has told us of a well motivated group flying vintage gliders at PORTMOAK. We are not sure whether their owners are VGC members. Their gliders are T.21b, T.31, GRUNAU BABY 2 (perhaps it is the green and white Grunau Baby 2 which was rebuilt by John Smoker near Bicester. If so, this GB was originally built in a Leeds bedroom by Fred Coleman in 1936 and was named "Black Diamond". Because the bedroom was so small, its wings had to be built in four parts. It would now be that very rare glider, (a pre war British Grunau Baby), SKYLARKS 2, 3 and 4, an EoN OLYMPIA and a KITE 1. This one was recently sold to them by Bob Boyd. Portmoak is the site of the Scottish Gliding Union and as





*Elfe PM-3 goes home to Switzerland! After being built in Switzerland in 1953 by Rudi Saegesser, having been in the USA and England, Lilly Grunbacher has bought it and is taking it home ... Photo – C.Wills.*

access to very good slopes (the Bishop and Benarty) as well as good thermals and waves. Dare we hope that we shall soon hear of their achievements in the air?

The RHOENBUSSARD BGA 337 has been handed on from the Vintage Group at the Kent Gliding Club, Challock, to three enthusiasts at the Bidford gliding club, who are to look after it, shelter it and fly it. The KENT GLIDING CLUB'S vintage group could not use it enough because of having already four vintage gliders, which were easier to rig and to get into the air. The group has no hangar space for their gliders, but hopes to have some in the future. CW thanks them for looking after BGA 337 so well and especially to Bob Lloyd, who has worked on and sheltered BGA 337 in winter. The Bidford group, which was founded by JUSTIN WILLS, during the last week in August, means to look after, shelter and fly BGA 337 whenever possible. CW is still its owner.

The BERGFALKE 2-55 BGA 4111, was sold with its very good trailer at Tibenham to Rainer Karch, who has towed it back to Munich, where it was born (Egon Scheibe). It had been bought by Dave Cornelius who did its C of A. at Bicester.

The ELFE PM-3 1950s' Swiss super-ship, has been sold to LILLY ANNA-MARIE GRUNDBACHER by PETER McCLEAN, who was keeping it at Sutton Bank. Peter had rescued it from America where it had been broken. LILLY felt that this unique aircraft which was designed by Pfeninger and built by the legendary Rudi Saegesser during the 1950s, belonged in Switzerland where it was born. Peter McClean felt that he did not fly it enough to justify him keeping it.

TED HULL'S SCUD 3 BGA 684 was sold at Tibenham to JUSTIN VAN GEF-FEN in the Netherlands. It is one of two

*Ted Hull's Scud 3 BGA 684 has been sold to Justin van Geffen*



which were built as motor gliders in 1935. The other one BGA 283, is kept and flown by Laurie Woodage at the London Gliding Club. It is in magnificent condition.

## DENMARK.

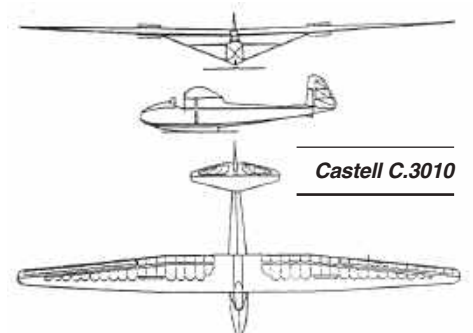
Very recently (in mid September 2010) we have heard that the Danish veterans led by Hannes Lyng, have accomplished a tremendous amount of work on their KRANICH 2B-2, which had been badly broken during an air day in Germany. They have now put in an application for the return of its German C of A and registration. It may well have flown by the time this is in print. There is also very good progress on the MU 13D-2, which has had more people working on it. Its two wings are almost finished. Both KRANICH 2 and MU 13D-2 should be flying during the next Gliding season. There will then be six KRANICH 2 s and two MU 13D-2 s airworthy in Europe.

## FRANCE

*from Lettre d'information, Eté 2010, no 97, DEDALE – Association des Amateurs de Planeurs Anciens*

MARC WEIBEL has finished restoring and has flown his CASTEL 3010. This type is a very rare bird as only about five of them existed. Roberto Castello came to France during the mid 1930 as a refugee from Franco's

Spain and became the major producer of gliders for the French Gliding Movement. In 1936, he designed the little Castel C.30 as an intermediate trainer. In 1940, the German controlled Armistice Commission approved it for mass production for the reconstituted French Gliding Movement. The C.30 became the C 301 and it slowly filtered through to the new French clubs and centres. Then there was an order for the Castel C.31 which was an improved C.301 with higher aspect ratio wings. However, the Armistice Commission required it to be tested as a new type and as this took time, only one of them appeared. This was quickly broken but it was taken to Germany and was on WL strength in 1944. As from late 1942, all gliding in France was forbidden because of the allied landings in North Africa threatening France's Mediterranean Coast. This was a pity for the C.31 would have been suitable for Silver C distance flying. During 1941/2, there were only AVIA 40P s and five SPALINGER S.18s suitable for this. (In 1942 ERIC NESSLER was sent to Switzerland to buy a number of Swiss gliders and he came back with three S.18 s. With these, and others, 22 Silver Cs were flown during 1941 and 1942.) The French gliding achievement was incredible when there was almost no petrol and launches were with charcoal gas powered winches and vehicles (Gazogenes) and, and by bungee launches (Sandows). After the war, The CASTEL C.3010 was a C.301 (or C.301) fuselage which simply had the higher Aspect Ratio wings installed on it. The French then obtained at last the 63 CASTEL 310Ps, which differed from the C.3010, mainly by having rather scanty cockpit canopies which had large apertures at the pilot's shoulder levels. MARC WEIBEL has also the prototype BREGUET 900 (La Louissette) in store which differs from the later Breguet 900s by not having flaps. This is another very rare sailplane which deserves restoration. On the 21st of April 1959, a C. 310P was flown 300 kms from Troyes to its



*Castell C.3010*



goal, Issoire. MARC WEIBEL has made a very good job in restoring his C.3010 FR-CREJ and its trailer.

**A FRENCH (CANADIAN) LEGEND.** In 1947, The Americans held their first post war National Championships at Wichita Falls in very good weather. The French were represented by the 1941 designed and built all metal gull winged SO-P 1 and the first two AIR 100s. The British were represented by Charles Wingfield in an EoN OLYMPIA. Preparations were made during the war by Raymond Jarlaud, in the South of France for the production of the AIR 100s. Both the AIR 100s performed brilliantly in Texas. Paul Lepanse in the SO-P1, which he did not like at all, opened the festival by flying it 354 kms, a new French record. Afterwards, Valette flew an AIR 100 436 kms and, on the 13th of June, Nessler flew an AIR 100 505 kms. After the Championships, one was sold to the Americans no doubt to help pay for the French participation in the Contest. The other AIR 100 and the SP-01 returned to France. It is thought that parts of the latter may still exist in France. The other prototype AIR 100 is now beautifully restored painted silver in a French/Canadian gliding club near Quebec (?) where it is often flown and very much loved.

**21st to 27th JUNE 2010, this year's CAUSSE MEJEAN.**

*(Taken from the article by Claude Visse in Dedale's Lettre d'Information No 97 and badly translated by CW. He hopes that Claude and the Dedaliens will forgive him!).*

The first two days gave us a strong N-NW wind which obliged us to cover ourselves as if in mid winter; the only warm places being in the cockpits with shut canopies. If our old gliders could not take part, some fine two seater flights took place in wave conditions in the club's JANUS C. During the next few days, weather conditions improved finally to such an extent that the most advisable places were in the shadows of wings and, even then, to have with us bottles of drinking water. In between times, the turbulent conditions to the North kept dragging in unstable conditions with varying cloud cover and cloud bases. In spite of this, there were several duration flights of over four hours. PATRICK RENAUDUN flew his EDELWEISS for six hours and there were four flights of about five hours, followed by PIERRE POCHET with his

flights of over four hours and that of CLAUDE VISSE who flew the club's KA-8 of more than five hours. *Also of note was the flight of a little more than three hours by JEAN- CLAUDE NEGLAIS and CLAUDE VISSE in a KA-4 kindly lent to them by the kindness of BERNHARD PEDUSSAUDE.*

There were about 30 of DEDALE'S members present with EDELWEISS F-CDGA; Patrick Renaudun; BREGUET 901 S F-CCCM – and NORD 2000 (Meise) F-CAOP, both from A.P.A RAT; (La Montagne Noire); KA-4 RHOENLERCHE D-6603; Bernhard Pedussaud; - the VMA 200 "MILAN" (Weihe) - FBGP – Of Gerard Saint Denis; the WA-30 "BIJAVE", F-CCRN and M-200 "FOEHN" F-CCXY brought by the Puivert Club; not to forget the faithful KA-6E 00-ZDG of our Belgian friend Pierre Pochet with his companion Philippe Gofaux. There were also the club's gliders and motor gliders for them to fly. There were plenty of bright moments. There was SERGE MONTAGNAC,(an amateur astrologist of the Astronomic Club of the Haute Provence at Monosque) who had been lent a telescope of 30 mm diameter, having thought quite rightly that the Mejean sky had an exceptional limpidity during the early nights. It was alas the full moon! Our friends from the North West (Alain Lenord at their head,) did not come empty handed, but with notably "Chiffonades" of ham which were well appreciated. Maurice Renard had the good idea of an aperitif of his famous magic potion based on champagne. Yes, this year, luck was again with us. After the nocturnal episode to begin with, the nights were fresh and clear. Often there was mist on the ground during the dawns but this quickly disappeared with the sun rise. The days that followed the end of the camp were particularly stormy with precipitations of rain. Those, who remained at the site for one or two days to visit Le Causse failed to see their tent leaving the site.....

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## GERMANY

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by CW.

The VGC has now 276 German members. ULF EWERT at Tibenham, told us that the REIHER V-2 from Achmer is having to be put through a test schedule, as for a new type, by the LBA as they did not know the type. Stefan Krahn was hoping to take it to Austria but he had to take their KRANICH 2 instead. Presumably,

the object is to obtain for the REIHER a Typenblatt? Ulf told us that the GRUNAU BABY RALLY, which traditionally takes place during the Whitsun holiday, was held this year at JEZOW (formerly Grunau where many Grunau Babies were built) near Jelenia Gora (formerly Hirschberg). The Meeting did not have good weather this year. Ulf Ewert has been organising and running it and it is planned to hold the next GRUNAU BABY MEETING during alternate years at JEZOW and RANA (The Ranaya Berg) in the Czech Republic. This is a hive of Czech Vintage Glider activity and has two slopes. It is the traditional birth place of Czech gliding in that area, having been founded in 1932 by Erwin Premavesi of the Akaflieg Prague.

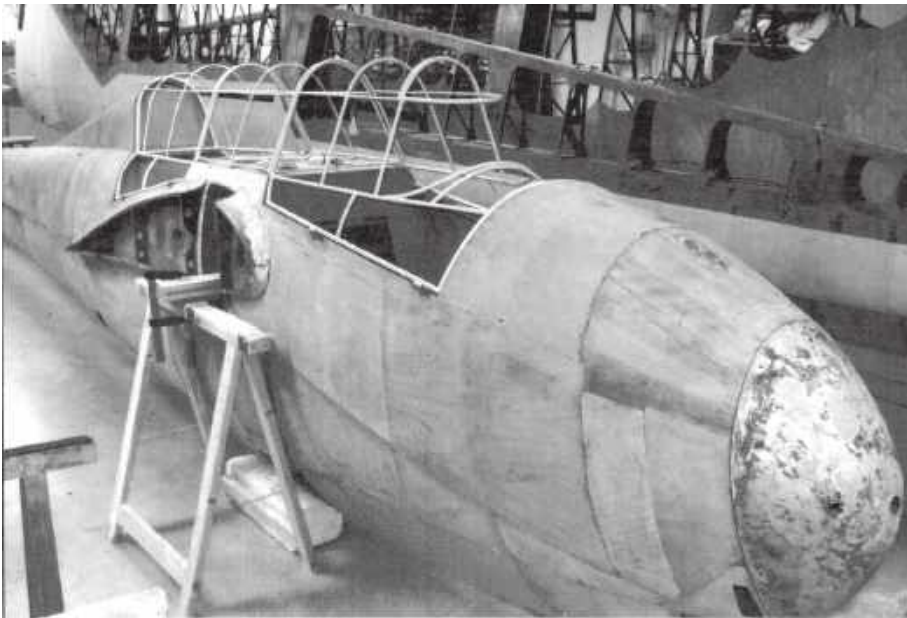
PETER OCKER tells us of some new members. They are .... HARTMUT SAMMET of SCHEIBE AIRCRAFT. PATRICK MIDENA, who works for Hartmut, JOERG REICHLER owns a GRUNAU BABY 2B, a SPATZ A, a MEISE and a KRANICH 3. WERNER KALKHOFF has bought an SHK from the Freiburg area.

On Page 11 of the last VGC News, No. 130, was mentioned how the KRANICH 2B-, formerly BGA 1142, had changed location to a group with Herbert Kersten from the Stuttgart area, who is about to create a flying museum on the HAHNWEID (spelt Hahneheide in error). CW believes that this should read BURG FEUERSTEIN? a very important gliding centre. BGA 1142 had been owned by Mario Sells. *(Please could CW have confirmation of this).* It is believed that this VINTAGE GLIDER GROUP has also a damaged GRUNAU BABY 2B as well as their KRANICH 2B-2 ex-BGA 1147 (Werk Nr. 821 - probably Mraz built, first BGA CofA granted in Nov. 1963) and the GOEVIER 3 D-8504, which was the only vintage glider to survive the fire at the Fritz Ulmer Collection at Goepingen Betzenriet, which destroyed MINIMO, RHOENBUSSARD, RHOENSPERBER, KRANICH 2B-2 etc some years ago. Martin Konermann is believed to be involved with the above new vintage glider group but it all needs confirmation. Both KRANICH 2B-2 and GRUNAU BABY 2B will need considerable work to be made airworthy but with enthusiasm and expertise, we hope that it will not take long.

The NEW RHOENBUSSARD, which was recently expertly built by aero modellers, is registered D-9027. The MU 13D-3 at Weissenberg is at time of writ-



*Left, top to bottom: Govier III, the Kranich 2b-2, ex BGA 1147 and the Grunau Baby restoration – all from the Vintage Glider Group in the Stuttgart area.*

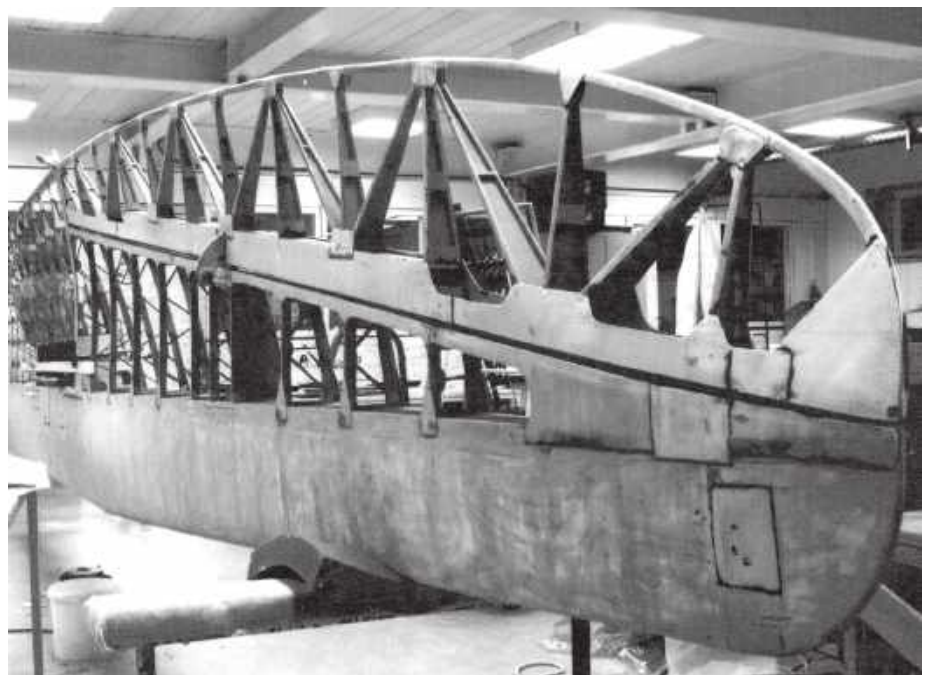
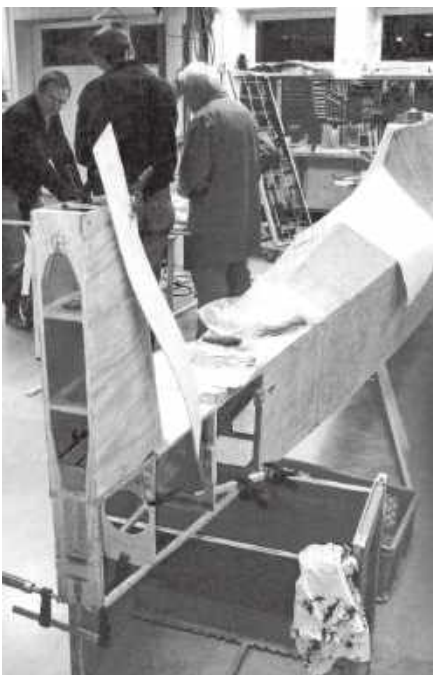


ing (end of Sept. 2010) almost ready, after an extensive rebuild. The delay has been due to the workshop having to be used for club aircraft during winters. We believe that it will be finished by the end of this season. We congratulate ADOLF WILSCH on completing this mammoth task. The Mu 13d-3 had been obtained from Francois Ragot, for the symbolic price of one Euro, after it had done years of flying since 1945 in France. Its last years had been at the Centre Inter-clubs at La Ferte Alais near Paris, which had to be moved to Buno Bonneveau near Fontainebleau, because La Ferte's close proximity to Bretigny and Orly. We believe that there will be now two airworthy Mu 13D-3s in Germany (the other one is owned by HEINZ BAUER, also in Bavaria.).

The BERGFALKE 2-55 (D-HOC) was bought at Tibenham with its excellent trailer, by RAINER KARCH, who has taken it to the Munich area, where it was born in the Flugzeugbau, Egon Scheibe. GERMANY has now another vintage two seater.

ARNO ANDERS at Eggersdorf has had to store the KRANICH 2B-1, which was built in Sweden in 1943. It has dry storage and he means to start work on it in ten years time when he will be retired. He at present has to do shift work.

WERNER TSCHORN'S WEIHE and the new RHOENBUSSARD, which was built recently by aero modellers, are both



**Right: New Rhönbuzzard (D-9027) built by aeromodellers. Now being flown from Aalen-Elschingen, owned by Oldtimer Freunde Donauwirth Stillberghof. Behind it is the Spanish built Kranich 2b-2 rebuilt by Willi Bergmann, and owned by the Oldtimer group.**

kept at Aalen Elschingen where they have been flown with many other vintage gliders. Both are now the property of the Verein zur Foerderung des Historischen Segelfluges, OR the Oldtimerfreunde Donauwirth Stillberghof (Michael Diller). This organisation has already many Schleicher (Kaiser) designed sailplanes as well as an airworthy Spanish built KRANICH 2B-2 - and a half built MINIMOA.

HORTEN 1VA. There has been a delay concerning the building of its metal wing tips. It has now been decided to make the ribs of aluminium and their outer skins of magnesium sheet, exactly as the originals were built, during the war. Boris Maleschka is to do the metal work. It is hoped that the Horten 1Va can be brought to our next International Rally in 2011.

*From Peter Ocker*

**National meeting on the Wasserkuppe**

This traditional "winter" meeting took place on 9th of October on the Wasserkuppe. Thanks to the OSC Wasserkuppe, Karl-Heinz Kellermann and Stengele family, everything was organized for that evening. It became a tradition to meet there before the winter starts. This year, we did not only visit the Segelflugmuseum, but on Saturday afternoon Schleicher company gave us a fantastic view of their workshops. Still a miracle, as the factory is on a hill, how they get the gliders in and out of those very historical workshops. Then, we were invited to understand what the Deutsche Wetterdienst (German weather service) is doing on the Wasserkuppe - they are owners of the famous historic Oskar Ursinus building. The evening saw some 60 German VGC members gathered in Hangar 7 of the Wasserkuppe. Peter Ocker told all news what happened in the season and gave a look in the future, on coming rallies etc. Katrin Strobel presented the results of a questionnaire that was sent out to all 270 German members, and 120 sent back their ideas and answers on all questions. This gave the German VGC peo-

**Right: photos of VGC Wasserkuppe Meeting by Alexander Gilles**



ple more information on what is good and what must be improved to work in the best way in the future. Alexander Gilles showed most fantastic pictures taken this year at Tibenham.

**Deutscher Segelfliegtag Ulm**

On 30th November, the German glider pilot conference took place at Ulm. The German VGC had again a small booth around the conference hall, together with all important glider industries. We were happy to get some new members there, like Mr. Spindelberger of Cobra trailer company and Mr. Hellmut Hirth, the son of famous Wolf Hirth.

Together with the latter, Peter Ocker gave a speech to interested people in the conference. First, Hellmut started with some words on his father and the need of preserving the history, then he showed a 30 minutes film with original b/w images of his father's flights on the Wasserkuppe, in the US and Japan, including the famous instructor film doing aerobatics on a Grunau 9 primary!

Following that, Peter told a most interested audience on the beauty of flying vintage gliders, bringing back the awareness that vintage gliders could match in the OLC quite well, giving information on the VGC, motivation in





not forgetting the “old” glider of the club but bringing it back to a new life. Many Ka 6s were re-discovered by younger club members in different clubs in Germany last year and are turning out to become the most attractive glider in club's fleets.

#### Rendez-vous rallye 2011:

Spitzerberg rallye is approaching, and so is the rendezvous. This time it will be at Aalen-Elchingen in Germany. This airfield is situated 100 km east of Stuttgart on the beautiful, airspace-free “Schwäbische Alb” (small mountains ranging from the black forest in the south heading north-easterly). Peter Ocker and other VGC members are flying there at [www.edpa.de](http://www.edpa.de) and the airfield is owned and operated by his club. The camping site is there permanently, as is a shower house etc. They even have a cheap but nevertheless fantastic restaurant on the airfield, which has a 1200m runway.

In the next edition of the VGC news, Peter will give more details on the rally that he will organize within his club for the best rates available. Peter has flown there for 23 years and appreciates the thermal possibilities. He hopes to see a lot of VGC members there.

If the weather should be bad - which he doesn't expect - there are a lot of alternatives; old cities Noerdlingen and Dinkelsbuehl, cities of Aalen, Ulm and Stuttgart, our VGC member Hartmut Sammet's “Scheibe Aircraft” workshops on Heubach airfield nearby, a former





mine that can be visited now, one nice spa. So no doubt he will put his maximum effort to hold a fantastic rally there.

**30th of October saw a successful first flight of a Grunau Baby III.**

*From Peter Ocker*

Our member Edi Kraus wrote the thrilling story of a Grunau Baby III. This glider was built in 1957 by the local aeroclub near Weilheim. Three years later it had already 1300 launches, when a pupil hit an obstacle after landing, nearly at standstill, and the fuselage was damaged. Nevertheless, it was repaired soon. In 1984, after 4200 launches, a general overhaul was necessary.

At launch no. 4538, the career of the Grunau Baby III - still at the Weilheim aeroclub, ended in 1997: the pilot crash landed in the woods and was severely injured. For the Club, the GB III was a write-off.

VGC member Edi Kraus bought the sad remains the same year and started working. Now, on 30th of October, he successfully flew his new GB III. It took him 3500 hours in the last 13 years to do all the work by himself. He had numerous lonely nights in the workshop, sad moments when the motivation was gone and thankfully, it always came back. This last October day 2010 was a "golden" day, sunny, not too cold, and Edi had his GB III towed behind a Dimona at Bamberg.

He thanks VGC members for advices and hopes to join us at the International Rally next year after finishing the trailer. All the best, hope to see him soon.

**LITHUANIA**

In the middle of sunny autumn, when all gliding clubs start to prepare for the winter season, our Lithuanian VGC club is immersed in preparation works for VGC Rally 2012. It is a huge honour to have a possibility to organize this prestigious event.

Firstly I would like to share the latest news from our country. In fact there are lots of news from Lithuania, the most important thing which I want to share is our Vintage Gliding Association registration! Couple months ago Benvenutas Ivanauskas and Adomas Baublys with their mates seriously decided not to delay anymore all the procedures which was necessary for VGC registration in Lithuania. And I can joyfully say that all important documents reached the lawyer



*Edi Kraus and his restored Grunau Baby III*



*Right: Lithuanian VGC logo and embroidered badge designed by architect Rytis Raciunas*

and in 06 / 2010 our Association were announced as legal and valid! Lithuanian VGC members are very thankful to architect Rytis Raciunas, who created our club logo, while all judicial procedures were in process. We even have counted the members in our association, and I can cheerfully say that there are about twenty people in our group! We have a lot of plans for the future, we have a gliding park with a huge living area in it, and we have all necessary conditions for the VGC rally! So one day in the nearest future we all will meet there!

Other thrilling thing about which I want to write happened last winter! Some of you may already know that Benvenutas Ivanauskas bought Grunau Baby Iib "Edelveiß". His dream finally came true! Since his childhood he dreamed about his own Grunau Baby, and now he has it! Everything started when he got the letter from Gottfried Balga, the ex president of





**Above: Grunau Baby IIb reached Lithuania, Benvenutas Ivanauskas inside it**



**Above: Benvenutas Ivanauskas is finishing works with Grunau**



**Above: that's how B. Ivanauskas' Grunau looks now.**

Austria's VGC... it is sad to know that hard disease step by step forced Gottfried to work less and less...that's why B. Ivanauskas got an offer from Gottfried to buy his Grunau Baby IIb. Benvenutas confessed that the trip to Austria was really hard: -28 C cold was leading him driving forward to Austria, and driving backward snowstrom and bad visibility made their trip more complicated than he expected. But anyway it was good to visit and see Gottfried once more but unfortunately for the last time... Benvenutas remembers and assures me that Gottfried always made him smile and was the first who introduced him, like Gottfried used to say, with this beautiful and huge VGC family. He will always be in our minds.

Also I have to say that in Austria, B. Ivanauskas and his team went with two cars, because they had the second purpose, with Lithuanian Aviation Museum they bought gliders (Grunau Baby and School-glider) from one Austrian, both of them badly need reconstruction, that's what Benvenutas with co-workers are going to do. So with one driving they



**Above: works with Mucha already coming to an end.**

took home 3 gliders from Austria.

Another interesting fact which Benvenutas told me is that they are finishing one of their project in the Aviation Museum. A couple of years ago, they bought a Mucha from Poland, and finally they can praise that their work with it is coming to an end! And we hope that in next flying season this

glider will reach the sky!!!

Despite our passive participating in VGC Rallies this year, we are active in our country. This gliding season was the first for our Association, and we already have had several opportunities to show our presence for society. Lithuania VGC took part in one competition called "BRAZAUSKAS Cup" and made a good performance during one aviation festival.

Also it is good to know that vintage gliders become more and more popular



**Left and below: Benvenutas Ivanauskas taking off with Olympia.**



Above: ASK – 14 in Lithuania.

in our country, we can notice this trend among the teenagers. Firstly this kind of sport is very attractive and firstly it is not so expensive for everyone.

Couple months ago Renatas Samulėnas bought the wonderful ASK – 14, which reached Lithuania straight from the Northern Airland. We are glad that not even our range becomes wider and that our hangars get fuller and fuller.

Sincerely yours,  
Lina Ivanauskiene  
Lithuanian Rally Secretary

## THE NETHERLANDS

The recently beautifully restored V.20 could not be brought to Tibenham because there is no trailer for it.

FRANS OTTEN owns a collection of old aircraft and gliders S.E. of Eindhoven. Among the aircraft is the Fokker built in 1947 GOEVIER 2, which was BGA 1642 (PH-178), owned by Ken Crack in Britain. It was granted its first BGA C of A in May and was Fokker Works No. 6060 (They had built 702 Buecker 181Bs Bestmanns for the Luftwaffe. Six GOEVIERS 2s were built for the Royal Dutch Aero Club in 1948, as well as six Olympia Meises and 36 ESG (Grunau 9s). Another Fokker built GOEVIER 2 lies broken in Zimbabwe but has for the moment disappeared. The GOEVIER 2 ex PH-178 will be in poor condition now but we hope that it can be saved. All of FRANS OTTEN'S artefacts are for sale. Contact telephone No. is 31 4933 17 300. A complication has arisen with the new Sir Bob Persyn's MINIMOA. Could it be due to the airbrakes? The 1936 MINIMOA did not have any! So there is a delay with its completion at JEZOW in Poland.

## NEW ZEALAND.

Late news is that Ian Dunkley's FAU-LEVEL AV 22 was broken during a first take off by a Club's Chief Instructor. Luckily the damage was not severe, and may already have been repaired. Meanwhile, Ian's Swedish 1943 JS WEIHE is revealing rather more glue failure than expected. This WEIHE was imported by the RAF from Germany during the early 1960s during the time when the RAF was bringing many gliders of its post 1945 German fleet in to Britain for sale to civilians. It was sold to the Dorset Club. However, during a landing in a field of corn, its rear fuselage was broken. Instead of repairing it, the German fuselage was simply replaced with that off a Swedish 1943 built WEIHE.

## SWITZERLAND

As reported in British News, LILLY ANNA-MARIE GRUNDBACHER has bought the unique ELFE PM-3 from Graham McCLEAN as she felt that this Swiss wonder ship belonged in Switzerland. It was designed by the aerodynamicist Pfenninger and built by the legendary Rudi Saegesser during the early 1950s. It spent some of its life in the USA where it was taken by Rene Compte. It was damaged there but Graham McCLean saved it, repaired it and flew it in England.

## USA

by CW

After the new RHOENBUSSARD which has successfully flown, the GERRY WENGER organisation is deciding which project to start next. We believe that a new REIHER project, for which they have obtained the plans from

Siegfried Lorenz of the Wasserkuppe museum., is considered too much to take on, and there is the possibility that they might build a second new RHOENBUSSARD. Before starting the first Rhoenbussard project, they imported from England the Rhoenbussard BGA 2077 (formerly D-5700 from Max Mueller at Muenster). As this was falling apart with glue failure, it was decided to build a new Rhoenbussard alongside it. Rather than destroy BGA 2077, it may well be that this aircraft will be restored as a museum exhibit

## FROM BUNGEE CORD Vol.36 No.33 Autumn 2010.

This is now a very well produced gliding magazine, which is the voice of the Vintage Soaring Assn. of America and from it we understand that "Werkstattpraaxis fur den Bau von Gleit und Segelflugzeugen" by Hans Jacobs should be very soon available in English. The final printing methods and suppliers are being selected.

Also from 'Bungee Cord' we learn that Lee Cowie has bought a Schweizer SGU 1-19 for restoration and flying while he is recovering his Grunau Baby for next year. They could race the GB and the 1-19 together for comparison!

## TEHACHAPI VSA Western Vintage CLASSIC REGATTA.

For way too many years, the VSA has held two regattas on the same day one in the east...and another in the west. While you probably would not expect too many eastern members to bring a ship all the way from the east coast, it could happen. Our eastern vice president even keeps a ship at Tehachapi to fly during his frequent business trips to the area. What did happen was a number of eastern members turned in their airline miles to see how it was done in the west. The first difference was that the west coast members thought that it was a two day event while the east coast members thought that it was a four day event.

Now that the eastern and western events are separated by almost six months, it will be interesting to see how many western faces are seen at Massey Aerodrome in October (see Lee Cowie's report in this issue-Ed). The event seems to be based at Jeff Byard's hangar. It is amazing to see how many ships are packed in to this space. The evening meals were held in front of the hangar. The VSA Store was open during the evening BBQ's. It was reduced in size as it had all to be fitted in to one





carry-on case. West Coast members should come to an eastern event just to see the quantity of merchandise we offer. While the VSA coin program was not necessary to get people to fly at VSA events, it does add a lot of fun and excitement to a day's flying. Most of these coins have been awarded for altitude gains, a few with the duration but this was probably the first time one was earned for a cross country flight (as well as altitude). The flight was made by Mike Reid in his Libelle.

Coins were awarded to Jeff Byard in his TG-2, Ian Cant in his 1-26, Rusty Lowry in his 1-23H, and Jim Short in his 2-22. It was great fun to sit in the front seat of a 2-22 while our president got to over 11,000 ft MSL and look down on more ships than I had fingers count on. Ships present were :-Rusty Lowry, Laister Kaufmann-LP-49, 1968 serial 12-N 7003; Jeff Byard- TG-2; three Libelles-Mike Reid Libelle 201.. N3708 ; BT- Jerry Clark 201B N44BT, "BT (Blue Jay)" Cam Martin Libelle H301,N18L (1966 Open Libelle. Coyn's BRIEGLEB BG12/16 under restoration. It was formerly owned by Formula 1 race pilot Ray Cote.

### The 5th Great Plains Vintage/Classic sailplane regatta

*Held at the Wichita Gliderport in Kansas, USA from 23 through 26 September 2010.*

Our air space was limited to the north and east of the gliderport due to an air show at McConnell AF Base to the south. Each year we talk with fiends we had met in previous years and suddenly they shock us with something we did not know about. This year Richard Kirkland brought out his Dart 17 that he had not flown since the AD came out on it. It had been so long since he had it together he had forgotten the pins. They were found later so we hope to see this ship flying next year. It rained most of the first day 23 September so no visiting ships were assembled. When the sun came out on the 24th ships were assembled and more kept coming. Flying started with take offs to the north but after about a half dozen launches the wind shifted to launch to the south. Quite a few people flew but no one stayed up for long. This gave some people the chance to fly other ships. Saturday flying started again but storms were seen to the north and west, again without much lift until late afternoon when a shower came through and the gliders were put away. After a supper on the

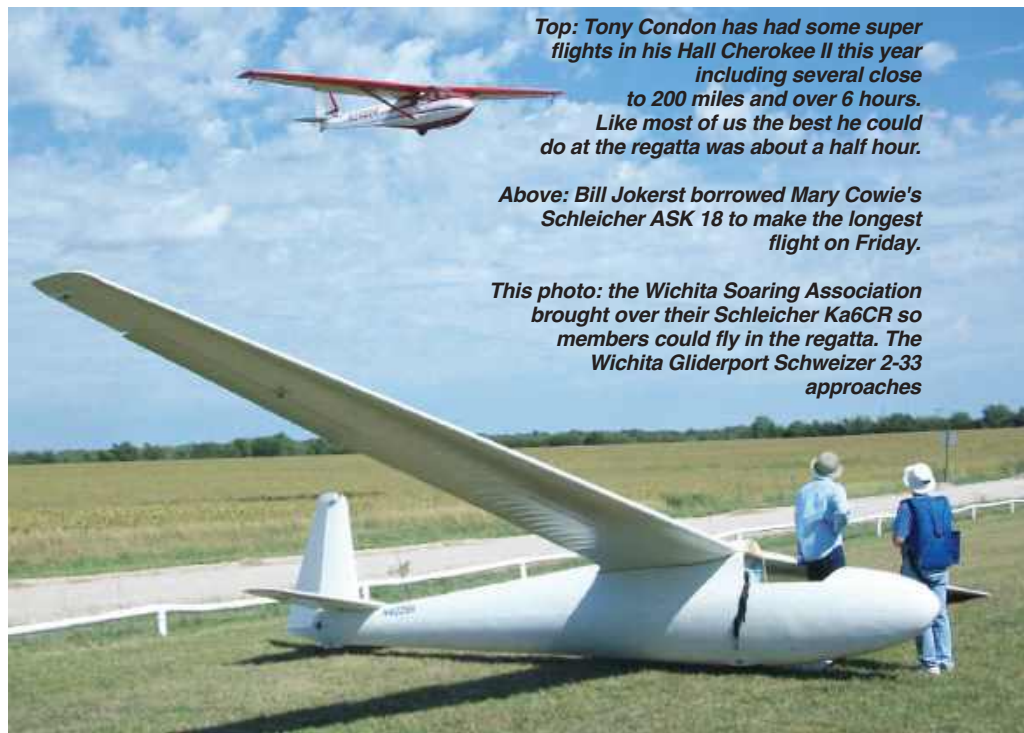


field it had dried out and model gliders came out and flew until dark. On the final day some people packed up and others flew. It turned out to be the best soaring day of the regatta. *Lee Cowie*

### MIDWEST VINTAGE AND CLASSIC REGATTA

This Regatta is held at the Lawrenceville Vincennes Airport during the weekend before Fathers' Day. This year, it started on the 17th of June. This was the 14th time that this gathering has taken place. It can not quite be stated that this event is annual because in 2008, we had the great flood which came the Tuesday before the event was to begin and left the airport an island for quite a few days afterwards. Then, last year, because of the conflicting dates of the IVSM, there was no regatta.

Some people started arriving on the 16th, and were able to do some flying although the conditions were not booming. However, with perseverance and luck, they were able to stay up. Lee Cowie even squeaked out a Silver C altitude in the IOC club's OLYMPIA. That evening everyone drove up to Dave and Betty Schuur's place for a hamburger cookout and catching up on stories since the last time they met. On Thursday, more people started arriving to enjoy the fun and fellowship that always goes with these events. John Hardy came all the way from Florida with his Ka-8 and Jim Rizzo, an FAQA designer and member of the Finger Lakes Soaring Club, came from Dansville N.Y. He eventually signed off Bill Asbell on his Commercial Gliders' rating and then joined in the Regatta's fun. Rusty Lowry flew in with



**Top: Tony Condon has had some super flights in his Hall Cherokee II this year including several close to 200 miles and over 6 hours. Like most of us the best he could do at the regatta was about a half hour.**

**Above: Bill Jokerst borrowed Mary Cowie's Schleicher ASK 18 to make the longest flight on Friday.**

**This photo: the Wichita Soaring Association brought over their Schleicher Ka6CR so members could fly in the regatta. The Wichita Gliderport Schweizer 2-33 approaches**



Above: the Wabash Valley Morelli Club brought their M100S.

Left: the Wichita Gliderport Schweizer 2-33 flew all day every day giving instruction and rides.



his lovely wife Karen in their Piper Arrow. Rusty flew the Ka-10 that belongs to his daughter Sara. I guess the Air Force would not give her the time off to come to this get-together. It sounds like that they are not too understanding. Rusty is the individual responsible for the introduction of the Vintage Soaring Achievement Coins. If he had had these back in 2007, he would have been giving them out to almost everyone who took off in this regatta. The weather was just that outstanding. We had cloud bases of over 8,000 ft during that year. Such was not the case this year. He only gave out one for an altitude gain. That went to Lee Cowie, the VSA's Clothing Manager, for an altitude gain. Lee took off in the EoN OLYMPIA in not the best of conditions. After release, he worked whatever he could but was losing the battle until he found himself at about 1,500 ft right above the airport. In an Olympia, that is not a bad place to be. He then found lift and worked it until he got to around 5,000 ft. No other flights were made during the regatta to earn a coin. That is not to say that flying was poor and tows just ended up as sled rides. The lift seemed to cycle rather quickly at times. ; If you released when it was working, or could hold on until it "revved up" again, you were able to stay up.

There were not any long flights, either in duration or distance, but pilots were staying up. If we felt that this was not part of the game. We would not be doing it! On Thursday night, we made the now familiar trek to the Mexican Eatery in Lawrenceville. Friday was chicken that was brought in to the airport and Saturday was the traditional steak cookout with all kinda other stuff. Some of that stuff was fresh sweet corn, some of the first of the season and provided by club

member Mike Vieke. There was enough that a good many people took some home with them.

One very interesting sidelight were the plans that Jimmy Dayton had of the 1911 Wright Glider. These showed full size drawings of the rib construction among other aspects of the glider. Jimmy is starting to build a replica of the Wright Glider and wishes to fly it at the 100th Anniversary Celebration at Kitty Hawk next year. It should be an interesting project to say the least ! Next year, will be the week long National Vintage/Classic Meet hosted by the WVSA at this same site. So, put your bird in /on its trailer and come and enjoy the fun. If you can't make it for the entire week, just come for as long as you can. See ya there !!

Among the gliders present at the Regatta was the Wabash Valley Club's cabriolet (open) Ka-8 flown by Gary Garrison. The magnificently restored Slingsby KITE 1 of Alice and Bob Gaines and the WVSA's ASK-13. and of course, the EoN OLYMPIA. *By Roger Bard, but shortened by CW.*

**The Eastern VSA Regatta**  
*Massey Aerodrome, Maryland, USA*  
*from 14 through 17 October*

The Eastern VSA Regatta was not planned as a one-make regatta but everyone who brought a ship brought a Schweizer. Many who came, and some who did not, checked the weather before

making a decision and the forecast was not favorable. Fortunately many members came to enjoy the fellowship and talk old gliders. The first day had rain, about 2 inches fell. By the second day the field was dry due in part to the strong winds. Mary Cowie and Jimmy Dayton got off in Jimmy's Schweizer 2-33 for the only soaring flight of the day. Then the airspace was closed so the President and Vice President could campaign for candidates in the area. By the time the airspace was reopened winds were 20 MPH gusting to 30 and the flying continued. The wind was gusting to 40 MPH on Saturday and didn't slow down much for Sunday. The Atlantic Soaring Club brought 2 ships to fly on Sunday. The Massey Museum has just about finished the rebuild of their Schweizer 2-22 which should be flying by next year and then they will start on their 1-19.

If you use any of this report could you send me an extra copy for me to send to the Massey Aero Museum library? Thank you, Lee Cowie. *(Sure thing! – Ed)*

**Schweizer Homecoming**

*By Lee Cowie*

Sue Schneck, who works at the National Soaring Museum on Harris Hill, New York came up with the idea of a Schweizer Homecoming to recognize



Above: Mary Cowie and Jimmy Dayton made the first flight of the Eastern VSA regatta.



The wind was gusting to 30 MPH when the Dayton Schweizer 2-33 took off for the first flight of the regatta.



*The most popular old glider in the USA is the Schweizer 1-26.*



*Jim Short brought his Schweizer 1-21 ( built in 1947 ) from Illinois to make the longest flight of the regatta.*

all those who built, flew and still fly Schweizer gliders. She even came up with a great way to advertise the event which was held from 2 through 5 July, 2010, a flier printed on card stock from which you could cut out a profile Schweizer 1-26 glider. With a paper clip on the nose it even flew. Without the gliders built by the Schweizer Brothers there would be far less glider pilots in the USA. If you look at the pilots that have soloed or gotten their license in each issue of SOARING magazine most have done it in a Schweizer ship. The Schweizer 2-33 seems to be the most used trainer in the country and most clubs have different models in their fleets. The event officially started with a mail flight arranged by Simine Short in the Elmira Soaring Schools (formerly the Schweizer Soaring Schools) Schweizer 2-32 with Paul H. Schweizer carrying the mail with a special commemoration featuring a Schweizer glider. After a days flying a reception was held honouring the Schweizer family. The second day started with Bill Schweizer telling the story of how he and his older brothers got into aviation and the history of their company. In the evening Kyle and Les Schweizer held an open house at K & L Soaring where they make parts and repair Schweizer gliders.



*Paul H. Schweizer and his 1-35, possibly the last one built.*



*Paul MacCready flew the 1-23B in the 1952 World Championships in Madrid. It is now owned and flown by Phil Westcott.*



*Norm Schenck and wife Denise wait for a tow for his 1-26B.*



*Peter Smith now owns and flies the model 1-21 his father flew with such success. This is 1-21 serial number #1.*

The support they provide will keep their family of gliders in the air for a long time to come and why these ships are so popular with North American clubs. It was interesting to see the number of clubs that brought Schweizer gliders for their members to fly off of Harris Hill. Among the ships present were the 2 model 1-21 high performance ships built in 1947 and the first production 1-26 from the Nutmeg Club. Gliders came from coast to coast and Canada to enjoy the celebration. During the Homecoming Sikorsky Aircraft, who now own Schweizer Aircraft announced the old factory will be demolished to make way for a new one. It was nice to see the old building for the last time.

**Vintage Enthusiasts to Celebrate Centennial of Wright Soaring Record Nags Head, NC - August 2010.**

Motorless aviation enthusiasts and historians are teaming up to celebrate the centenary of an historic aviation



milestone at the Outer Banks of North Carolina from October 21 through 24, 2011. The celebration of Orville Wright's record 9 minute 45 second soaring flight near Kitty Hawk, NC in 1911 will be led by a partnership of five aviation sporting and promotional organizations that hope to create an exciting weekend devoted to educating the public about modern craft that soar, remaining aloft solely by using natural air currents, wind and solar energy.

"This is the perfect time and venue for people to experience all the different forms of soaring," said John Harris, President of the First Flight Foundation, one of the partnering groups. "At the same time we can recognize the ingenuity of the early soaring since this also marks the return of Orville Wright to the Outer Banks not only for aeronautical testing, but also to experience something the Wrights had known about for years, the potential of soaring to allow them to stay aloft for long periods without the complication of an engine."

"The weekend of October 21 - 24, 2011 is going to be a big one for all those who want to find out more about history, the Wrights and especially soaring," said Lola Hilton, the First Flight Foundation's Executive Director and an Event Chair of SOARING100, the umbrella group leading the event.

Events will occur throughout the towns of Kitty Hawk, Nags Head and Kill Devil Hills, particularly at the Wright Brothers National Memorial and nearby Jockey's Ridge State Park, according to Event Chairman Jim Short. There will be displays of modern and historic hang gliders, paragliders, models and full-size sailplanes. "Most importantly," said Short, "there will be flying demonstrations of each type of glider and people to answer questions about how to participate in each form of soaring".

A main attraction for SOARING100 will be an expected three full-scale replicas of the glider Orville Wright used to set his record. "Three teams, from Kansas, Maryland and Virginia will be building their vision of the Wright 1911 glider because no original glider exists and because the Wrights never made drawings of it. The different versions will be fascinating to see," Short said. "There has never been any-

thing like it." Weather and pilots permitting, the replicas may fly from the dune at Jockey's Ridge.

"For youth there will be the opportunity to see and touch sailplanes that many may be seeing fly for the first time," said Hilton. "There will be story readings for the youngest, and a hands-



on workshop so others can build a real wooden glider rib. There will be hang glider and sailplane simulators and films about all aspects of modern and historical soaring." The SOARING100 organizers plan information centers where visitors can find out where to learn more and how to join in the soaring activity that interests them the most."

Planners expect history will be a big part of SOARING100. An historical symposium will highlight the development of the earliest aircraft, most of which were gliders. An internationally respected panel, coordinated by Tom D. Crouch, Senior Curator of Aeronautics at the National Air and Space Museum has agreed to participate and discuss how aircraft were originally developed and how motorless craft became the ancestors of modern soaring planes and models. The symposium will be held over two days during the event and seating is expected to be limited. "We've already heard from some of our friends in Germany and the UK who plan to participate," said Short.

A National Landmark of Soaring is scheduled to be dedicated at the Jockey's Ridge State Park on Friday October 21st, the first day of the event. A formal remembrance of Wright's record flight will be held at the Wright Brothers National Memorial on the morning of Monday October 24, concluding the event.

"SOARING100 includes many of the

main motorless flying groups in the US, the Soaring Society of America, the United States Hang Gliding and Paragliding Association, the National Soaring Museum and the Vintage Sailplane Association. "All these diverse groups have come together to organize this 'grass-roots' aviation event. It's really exciting", added Harris.

Hilton noted that the timing of the event is auspicious since it falls during the third week of October during what is referred to as the "Shoulder Season" at the Outer Banks. "This means that lodging is relatively easier to secure than during the summer months, yet the beaches are pleasant and the crowds are smaller," she said.

1911 was an important year worldwide in the emergence of soaring as a sport and science. Soaring100 organizers hope to coordinate with other pioneer soaring celebrations in 2011, notably on the Wasserkuppe.

All these celebrations of soaring will create an exciting year as soaring pilots around the world commemorate the beginnings of their modern sport.

The nonprofit event will take shape over the next several months and websites from the partners will provide more detailed information as it develops. Also visit [www.soaring100.com](http://www.soaring100.com) or for additional information contact Lola Hilton, First Flight Foundation at [lolahilton@firstflightfoundation.org](mailto:lolahilton@firstflightfoundation.org), phone (+252) 491-5165 or Jim Short at [simajim@comcast.net](mailto:simajim@comcast.net), phone (+708) 624-3576. □



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# VGC HISTORIC GROUP

By Francis Humblet

## FEEDBACK FROM THE PREVIOUS ISSUE (130)

*Gàbor Fekecs, with his enormous knowledge of Russian gliders sent the following interesting details to add to the early jet gliders saga:*

Reading Francis Humblet's article on jet and rocket powered gliders in the last VGC News I have missed Koroljev's glider. Of the Russians only an Antonov glider, the A-13 was mentioned, which had been fitted with a jet engine. However there were others. S. P. Koroljev designed the SK-9 (in Cyrillic letters CK-9) in 1934-35 and the glider was built at the Moscow Glider Factory during the Fall of 1935.

The SK-9 was a two-seater and had an unusual airframe for contemporary



**Above: SK-9**  
**Right: Bich-11** Photos: Gàbor Fekecs collection

sailplanes: the glider had very high wing load and was capable to withstand loads up to 7g. SK-9 was a peculiar glider as its main role was to serve as test bed for a rocket engine. SK-9 had an all-wooden structure. Its wings' box-type spars, ribs and 1mm plywood skin formed a rigid box with strong resistance against bending and twisting. The oval cross section fuselage had 1mm to 1.5mm external and 1mm internal plywood skin for extra rigidity. Its wing was fitted with 2-section slotted ailerons covered with fabric. The landing gear included a main skid and fixed tailskid. The wooden main skid was covered with steel and linked to the fuselage by a set of rubber rings covered on the sides with fabric cover.

Pilot's and passenger cockpits were open ones. Pilot was protected by a small plastic windshield. In the original glider version the rear cockpit had a

removable set of controls. During the Fall of 1935 SK-9 passed factory trials at Tushino airfield, performing a number of flights towed to the required altitude by an airplane. It was towed by a R-5 airplane from Moscow to Koktebel to participate in the XIth All-Union Glider Meeting. During the transportation flight and at the meeting the SK-9 proved its high performance and good handling at speeds up to 180 km/h even in "rough air" conditions. During the flights from Moscow to Koktebel and back SK-9 was piloted by glider pilot Romanov and S.P.Korolev himself who was a seasoned glider pilot as well.

Designing the SK-9 Koroljev had taken into consideration his experiences with Bich-11, a tailless glider. This glider had been designed by Cheranovski and built in 1931. Cheranovski donated the glider to GIRD (Gruppa Isutcheniya Reaktivnovo Dvisheniya =

Group for Studying Reactive Motion) as Korolev - who was a member of GIRD - believed this glider had enough stability to be equipped with a rocket engine. GIRD members christened the glider RP-1 (RP = Reactive Piloted). Korolev flew the glider nine times at Moscow Flying School's airfield. To simulate the then not available rocket propulsion the glider was fitted with an old piston engine. This glider had grown old when a rocket engine became available and was never equipped with rocket engine.

Korolev's first rocket powered glider was the RP-318 which was the SK-9 modified to accommodate the rocket engine. The second seat was removed and the rocket fuel containers were placed there. The wooden structure of the second seat was covered with aluminium to protect the wooden structure against nitric acid and kerosene, the rocket fuel components. The glider successfully passed ground tests in 1937, however Stalin sent the whole group of GIRD's engineers developing the rocket engine and aircraft to the gulag in Siberia. The project was stopped for a half year, when - after recalling the engineers to work

(as prisoners) - the project emerged as RP-318-1. After partially rebuilding the aircraft and fitting it with a new rocket engine flight tests started in late 1938. After many trials and engine changes the first flight with rocket engine fired at full power took place in February 28, 1940. The aircraft was towed by an R-5 airplane as a glider up to 2800 m and after the release the rocket engine was then fired.

### CVV6 CANGURO PALAS

In Italy, Adrianno Mantelli had rebuilt a crashed CVV6 Canguro into a single seater, of shorter span, on which he installed a Turboméca Palas of 150kg thrust. With this machine, Mantelli gained an altitude record of 9366m on the 24th September 1964. This motor



**Above: RP-318**  
**Below: RP-318-1** Photos: Gàbor Fekecs collection





glider can now be seen at the superb Museo Storico Dell'Aeronautica Militare Italiana at Vigna di Valle, 30km north of Rome.

**WATER BALLAST**

Andrea Allenspach consulted his extensive library and sent the following information:

One of the first gliders equipped with water ballast system was the polish PWS-101. Described in Polish Aircraft 1893-1939 / Jerzy B. Cynk and in Polskie Konstrukcje Lotnicze Tom III / Andrzej Glass. But in both books, it's not described in detail:

"A number of production PWS 101s were equipped with a 40 liters water tank from which water ballast could be discharged in flight as required."

**MUSGER Mg 19 IN NEW ZEALAND**

Peter Ocker came up with the answer :

Regarding your question on the Mg19 in NZ. It's the "old" Mg19a of Mario Selss, former VGC member and organizer of the 1995 VGC rally. I first saw this glider on my first VGC rally in 1989, Farkashegy/Hungary. There was a chap from NZ looking for a historic glider like Mg19 and so I put them in contact via Fred Weinholz. So, I think 2 years ago or last year, Mario sold it. He still has another Mg19a that he recently finished and flies it, have not yet seen it.

**From Pete Martin:**

How the Slingsby T 31 Tandem trainer became a motor glider G – AYAN

In mid1960s David Wilkinson (of Sackville Farm) and I owned an Olympia glider which we flew from Twinwoods Farm as associates of the NAE Bedford gliding club. In late 1960s we completed PPLs at Sywell and needed a means of building our power hours.

Above: Canguro Palas at Vigna di Valle. Photo: Francis Humblett

Since 1947 I had been employed in the civil and military type wood and metal airframe industry and eventually gained drawing office and component design experience. Over the years I had considered if there were any of the older gliders suitable for conversion to power and I had concluded the T31 would make an ideal single seater with VW engine and Luton undercart, a bonus was that only the fuselage needed modifying provided VNE remained at 65 Kts.

I mentioned this scheme to David and he agreed to finance the project on a 50/50 basis. He purchased a disused T31 from the Dorset club at Tarrant Rushton

Below: T 31 conversion by Dutch member Willem den Baars, at Tibbenham



and a 1600cc engine from a low miles wrecked Fastback at Fawley. The fuselage conversion went as planned, the vital engine parts and wheel hubs were made by Brian Brown, I re-assembled the engine, retaining the original carburetor and induction manifold (no icing was ever experienced) and single magneto ignition used. Cowlings and fuel tank were made from fibre glass. A propeller was then imported from Falconer in Canada. The CofG for the assembled aircraft was as calculated. The 'ARB' and 'PFA' were always very helpful and test flying was carried out by test pilot John Lewis (the Old Warden flyer) so David and I were flying our creation within 14 months from start to finish, and on budget. After four years of fun David moved on to RF3 Fournier on which I helped and got more fun and flying. I understand G - AYAN still exists, I sold 48 sets of conversion drawings but did not follow them up. Over the years I have been involved with a number of homebuild projects, but our prototype T31M of 1970 was probably the most satisfying.

**SPELLING SEDBERG**

Just like hangar, often misspelled Jhanger, the T 21 Sedberg is regularly found spelt Sedburg or Sedburgh! Like many RAF training aircraft, some training glider names were also derived from places of learning. The Elliotts of Newbury T10 was known in the RAF as the Eton TX-1. The T 21 followed the rule and was called Sedberg, Sedberg School being a top independent boarding school in Yorkshire.



Year 1923		Total Gliding brought forward					243 46		This to All		Remarks
Serial No. of Flight	Date	Glider Type	Place of Launch	Type	Class	Hours	Mins	H	M		
1824	11-33	T.31	S. bank	N	P1	-	7			New machine 650ft. span airplane. Light - Kite type - 650ft. 188. 500ft. span. 1000 cc. engine. 1. 500ft. span. 1000 cc. engine. 2. 500ft. span. 1000 cc. engine. 3. 500ft. span. 1000 cc. engine. 4. 500ft. span. 1000 cc. engine. 5. 500ft. span. 1000 cc. engine. 6. 500ft. span. 1000 cc. engine. 7. 500ft. span. 1000 cc. engine. 8. 500ft. span. 1000 cc. engine. 9. 500ft. span. 1000 cc. engine. 10. 500ft. span. 1000 cc. engine. 11. 500ft. span. 1000 cc. engine. 12. 500ft. span. 1000 cc. engine. 13. 500ft. span. 1000 cc. engine. 14. 500ft. span. 1000 cc. engine. 15. 500ft. span. 1000 cc. engine.	
5							6				
6	10-1-23	KITE I					3				
7							5				
8							4				
9							4				
10							4				
11							4				
12	20-2-23	Wasserkuppe					3				
13		T.31					3				
14		T.31					3				
15	14-3-23	T.37					5				
16							4				
17							4				
18							4				
19							4				
20		KITE II					4				
21		T.37					5				
22							4				
23							4				
Total time brought forward						246 4					
Total time Short-classes						175-50		No. of flights		892	
Total time P.A. Multi-classes						30-55		No. of flights		341	
Total time P.E. Multi-classes						22-11		No. of flights		9	
						265-16				1242	

**HISTOFILE:  
ALLAN PRATT LOGBOOK**

Histofiles are large items, too big to be included in the magazine. It is hoped that the VGC web site in preparation will be able to include the fascinating stories currently on hold. The following story was received from Allan's family.

**UFO**

In one of his many books on gliding at the Wassekuppe, Fritz Stamer has included the photo, without caption, of our UFO. In the text, the Waku fleet is listed in which appear a couple of Canossa two-seater gliders. Now would the UFO be the Canossa. On Canossa, we have nothing as regards to manufacturer, specifications and quantity built. This glider was one of the first two-seater gliders to be used by a training school in the early thirties and, for an unknown reason, it was not developed into an efficient training tool. Soon after, Stamer's training method was based on the solo method using the primary glider Zögling.



UFO: Is this the Canossa? (Francis Humblett collection)

Above: Allan's Logbook : Page showing first flight of T 37Skylark 1

**A SURVEY OF VINTAGE  
MOTOR-GLIDERS UP TO 1940.**

Alan Slater, the genius who, amongst other things, edited *Sailplane & Gliding*, used to enjoy saying that: When in a group of people asking questions about gliding, there will always be one person to ask: Why do you not put a small engine in the glider? Of course every glider pilot knows the answer but cannot really explain why..... However, in view of the current trend in gliding, most of the new gliders built now have an engine, either a Turbo to bring them home or an engine enabling them to take-off unassisted. As a result, the demand on tugs aircraft will reduce and launching methods are under review. As we have seen at recent VGC rallies, motor-glider tugs or powerful micro-light aircraft are now used with success.

So, where did all start? Having built four perfectly good gliders, the Wright Brothers decided to fit an engine on the 1904 Type which became the first glider to go the wrong way if we look at it purely from a glider pilot's point of view! Many more will follow during the following 100 plus years!

If we take the 1920-21Wassekuppe meeting as the beginning of gliding, then it can then be assumed that up to that time many designers started with a basic glider frame and added an engine in order to become an aircraft and gliding as such had no longer anything to do in the process. So, gliding started when slope soaring was discovered and the sky

was quiet... for a year until 1923 when engine noise was heard around the gliding places. So why did this happen? Having seen the performances of the gliders proposed, low weight and an L/D much better than aircraft, it became obvious to many individuals as well as aircraft manufacturers, short of orders at the time, that these new flying machines could fly with a low powered engine and thus open the skies to the world at large! As a result, aviation historians have been faced with defining what is a motor-glider or a low powered aircraft.

In the UK, following the successful 1922 Itford meeting, a motor-glider meeting was initially organized for 1923 in Kent. It soon became known as the Lympe Light Aircraft Trial. A full description of the event can be found on Wikipedia. The engines proposed were in the 500 to 750 cc category. As you can see, the term motor-glider did not last long. The English Electric Wren was one of the winners. It is fortunate that this machine is maintained in flying condition by the Shuttleworth Trust at Old Warden. Now if you stand in front of the Wren what would you call it? Depending on the source, motor glider has been used less often than light aircraft so the debate could go on forever. The Gnosspelius Gull entered in the competition was also, briefly, called an ultra-light motor-glider and a full description of this interesting concept appeared in the 1979 March issue of *Aeroplane Monthly*. Both machines are not mentioned in Norman Ellison *British Gliders and Sailplanes*. In 1932, the designer and managing director of the British Aircraft Co of Maidstone converted four B.A.C. VII two-seater gliders into the Planette. This was achieved by fitting an undercarriage and a 600cc Douglas flat-twin motorcycle engine mounted above the wing. The result was a pleasant machine to fly. Unfortunately, Lowe-Wylde, allegedly taken ill in the air, sideslipped the prototype into the ground and was killed. The firm was taken over by the famous Austrian pilot, Robert Kronfeld. He developed the Planette into the Drone of which 28 were built. Whereas the Planette appeared on the BGA register, the Drone did not and was registered as a light aircraft. So, if the UK gliding scene will not be remembered for the quantity of motor-gliders conceived, it will be remembered for having produced the first motor-glider with a retractable engine thus leading, 50 years ahead of its time, the current gliding trend in

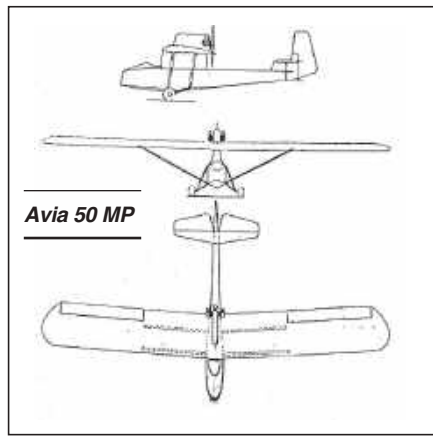
soaring machines. Of course, we are talking about the prototype of the Abbott-Baynes Scud III known as the Auxiliary. This red Scud was until recently owned by Ted Hull. It had a 250cc Villiers engine which had been tuned by Sir John Carden who was the instigator of Baynes' self launcher. Sir John

was a tank expert and technical director of Vickers Armstrong who got fed up of waiting around to be launched in gliders. Full details of this glider can be found in Martin Simons' *Sailplanes 1920-1945*. Martin also describes the hand throttle that was located on a wing tip. This was to drive the glider on the ground and sounds like a good idea. However, in a recent aviation magazine, the author who, obviously, was not a glider pilot suggested that the device was to be used by the wing tip holder in order to abort the launch ( ? ). The second Scud III built, now painted blue is owned by Laurie Woodage. The engine was never fitted and is now part of the Science Museum collection. Both gliders were, with the Minimoa and Rhönsperber, amongst the Vintage Stars at Tibbenham.

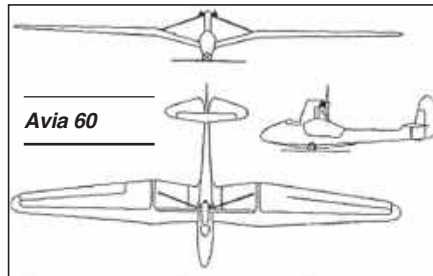
In France, the second gliding competition was held in 1923 at Vauville in Normandy. The provisional entry list showed 33 gliders and 20 light aircraft. The idea was that a small engine would help the pilot to reach the ridge and thus, stay up longer. Well known aircraft manufacturers like Dewoitine and Farman were present. Some of the competitors arrived by air thus claiming another advantage of the motor-glider. The airfield was close to the cliff, overlooking the sea, that was to be used to soar with the inshore wind. The winner was a Belgian machine, designed as a motor-glider, which flew without the engine due to a breakdown! After Vauville, nothing much happened during the twenties. During the next decade, 20 designs are listed, some are well documented and others not. In some cases an engine was added onto an existing glider such as a primary Avia 11a by Touron and Joly who will later be, with Delmontez, the father of the many Jodels aircraft. The



*Original Press Release announcing Lowe-Wylde death and showing the Planette*



**Avia 50 MP**

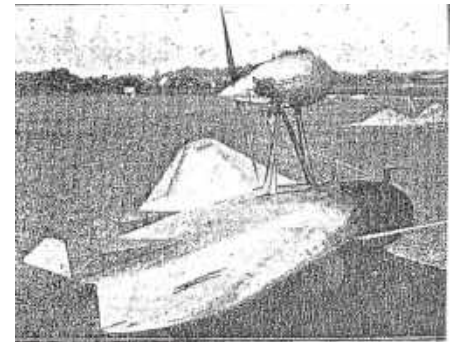


**Avia 60**

Avia 50 MP was designed from the start as a motor-glider to be used for teaching gliding. Although, about ten were built by various individuals, the idea, ahead of its time was not accepted. An improved version, the Avia 60 was promising but soon had an accident which ended its short life. In 1933, Bonnet produced an original design based on a 15HP engine. Leroy installed a 30HP engine in his design which was quite successful. The Leyat-Jacquemin LJ-1 was peculiar design with flexible wings motorized with a motor-cycle engine and a four bladed propeller which flew in 1932. A Charles Fauvel's early design was the AV-2 flying wing, a new concept at the time. A 32HP ABC Scorpion engine was used, the span was 12.00m and the empty weight was 242kg. Fauvel will continue experi-



**Above: Leyat-Jacquemin**



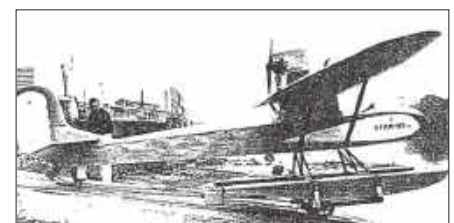
**Above: Fauvel AV-2**

menting with flying wings leading to the successful AV.22 and AV.36 in the fifties as well as the AV-221/222 motor-glidiers. Finally, there was the only successful S.F.A.N series of motor-glidiers which today would be called Touring Motor Glider (TMG). These machines were based on the British BAC/Drone described earlier. Fifteen S.F.A.N 2 were built and some were flown all over Europe by some well known pilots. The S.F.A.N 3 was a S.F.A.N 2 fitted with floats whilst the S.F.A.N 4 was a two-seater. Both were prototypes only.

In Germany, a clause in the Versailles treaty did not allow power flying. However, gliding was not included and fitting an engine on the glider was the next



**Above: S.F.A.N 2**



**Above: S.F.A.N 3**

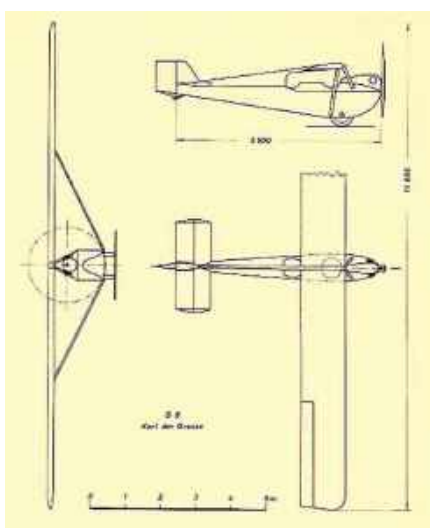




step which led either to motor-glidors or light aircraft. Ursinus, the Rhönvater was quick to propose set rules to define what was acceptable within the growing gliding movement when motor-glidors started arriving at the Wasserkuppe in 1923. About 70 machines are listed from then up to 1940. Peter Riedel, in his book: zur Thermik, briefly described the outstanding German motor-glidors. The Akaflieger, the leading edge of German gliding up to these days did not seem to be very interested in the subject. Akaflieger Darmstadt entered the 1923 competition with the D-8 Karl der Grosse powered by a 30HP Haake and

world. Some of the regular Waku pilots added a small engine on their existing gliders: Martens Max, Hohmuth Knorke, Baumer Roter Vogel, Kegel, Stammer Hummel and Messerschmidt. By adding an 18HP Kroeber motor on the Grunau Baby, Edmond Schneider was the only one to produce a series of 25 Motor-Baby. His only other motorized machine was the ESM-5 in 1937 which with a span of 10.50m was registered as an aircraft. Some motor-glidors were designed as such. In 1924, Messerschmidt produced the S-15 and S-16 with a 550cc and 750cc Douglas motor. Espenlaub used a Triumph motor for his

L-20 were converted into pure gliders in order to make up the number of machines available to the Glider pilot Regiment. The Messerschmidt M-18 with a 28HP Douglas motor also became a light aircraft. From 1932, with RRG being taken over by the State, Lippisch carried out many experiments with delta wings using the Storch and Delta gliders built specifically for the job. The Horten brothers also fitted an engine on H II during 1935. The Hirth motorsegler, known as the Mose, was conceived from 1939 and first flew in 1941. This is a true motor-glider with a retractable 20HP Krauter engine.



Above: Darmstadt D-8 Karl der Grosse

followed with the D-11 Mohamed fitted with a 700cc Blackburn motor. Akaflieger Aachen came in 1923 with the Aachen KF and Akaflieger Dresden presented the DB-4 in 1924. We then have to wait until 1936 when Akaflieger Munich arrived on the scene with the Mü 13m. Egon Scheibe was a student there at the time and will use his knowledge after the war to develop the everlasting Motor Falke, produced in a greater quantity than any other motor-glidors in the



Above: Messerschmidt S-15

E-11. During 1935, Peter Riedel and Heini Dittmar produced the Motor-Condor called La Falda. The engine was above the fuselage and could easily be removed. The combination Riedel-La Falda made it the best known performance motor-glider of its days. A third



Above: Motor-Condor La Falda

category covers those gliders that became light aircraft. Amongst these we find the Daimler L-15 and the Klemm L-20 fully described by Martin Konermann in the last issue (130) of VGC news. A while ago, whilst on the subject of UK wartime training gliders, Peter Underwood pointed out that at least 3 Klemm



Above: Hirth Hi 20 Mose

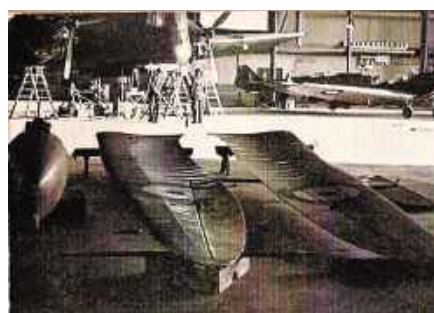
The rest of the world other gliding nations did not produce a great deal of interesting motor-glidors. In the USA, many primaries were fitted with an engine but few details are available. Bowlus had a go at converting two gliders, one a Baby Albatross and the other one was known as Convertible Albatross.

**Comments and conclusions.**

Engines, in the range from 4 to 30 hp, originated from motor-cycles or low powered cars. Quite often, the conversion of an airframe with the matching of a suitable engine/ propeller did not result in a reliable combination. Glider pilot training using motor-glidors was considered but did not become operational. The highest production run, 25 machines was the Schneider Motor Baby. The Abbot-Baynes Scud III followed, five years later, by Hirth Mose were the precursors of today gliding trend. The only performance motor-glider, well documented, was the Condor La Falda flown by Pieter Riedel. Another article will deal with the interesting motor-glidors built between 1945 and 1965. □



Above: Mü -13m



Above: Klemm L-20 converted to gliders



# Rendezvous Rally

*Kent Gliding Club, from 21st to 29th July*



*by Bob Lloyd*

The Rendezvous Rally for the Vintage Glider Club 38th International Rally was held at the Kent Gliding Club (KGC) in Kent.

The Kent Gliding Club was formed in January 1930 and is the oldest Club in the UK. The Club is situated on top of the North Downs near Ashford in the county of Kent and is just 35 minutes from Dover and was ideally situated for Rally participants from the Continent to break their journey before travelling on to the main Rally at Tibenham in Norfolk.

The Rally published dates ran , 2010, leaving the 30th July for those visiting the KGC to travel to Tibenham in time for the main Rally start on 31 July.

The KGC was pleased that many visitors from the Continent arrived early to take in some holiday sightseeing as well as gliding. The first arrival were Bob and Sylvia Aalst and Martyn and Astrid Hoogenbosch, who arrived from the Netherlands on 17th July bringing with them a T45 Prefect and a Ka6CR. The additional visitors arrived between the

17th and 28th July with the majority having arrived by the 24th July.

In all the KGC welcomed 51 visitors with a total of 28 gliders. Of these 8 gliders came from the UK with the remainder from The Netherlands, Belgium, France, Germany and Switzerland.

The weather throughout the Rally produced some excellent gliding conditions and it was wonderful to see Gehard Maleschka in his beautiful Hols der Teufel at the local area height limit of Flight

Level 55. Many others enjoyed some good flying with the most launches being carried out by Didier Fulchiron teaching his son to fly in his Ronlercher, Ka4.

Visitors to the KGC were also able to take in some of the sights of Kent including a Red Arrows display at a local attraction and a number took advantage of a special day return excursion rate to London on the high speed Eurostar from the local town of Ashford.

Excellent catering was provided by



*Kite 1, Peter Concannon  
Below: K4 Rhoenlerche,  
Didier Fulchiron, France*



Karen and Molly throughout the week.

Prizes were awarded for the best flight of each day. The Rally prize for the best restored glider was given to Beat Huber for his Slingsby T31, HB-557. Bob Lloyd awarded a special prize to Bob Aalst for his help throughout the Rally and his contribution to hangar packing when he managed to get 16 gliders in a hangar that normally only holds 8. □



# The Slingsby Rally

*The Yorkshire Gliding Club, Sutton Bank,  
28th August-5th September*

*By Phil Lazenby via C.W.*

**SUNDAY 28th JULY.** The Rally was opened by MOYRA SMITH, the Yorkshire Club's founder member and club president. The meeting was run by PHIL LAZENBY and the Club's CFI. There was very good weather at midday but the N.W. wind was strong becoming gale force and there was no flying on this day. **MONDAY 29th JULY.** There was a northerly wind with High pressure building to the West moving slowly eastwards. The wind should drop during the day. So there was a good weather forecast. **TUESDAY AUGUST 31st** The day started very early by a flight by Tim Wilkinson in his balloon along with a couple of delighted passengers. There were excellent soaring conditions when the glass gliders flew long distances from the YGC. All Slingsby Week entrants flew and enjoyed superb soaring over the North Yorkshire countryside in gin clear visibility. MIKE ARMSTRONG was declared the Winner of the DAY Prize with a flight of 190 kms in his SKY with the furthest TP being Sheffield. **WEDNESDAY, SEPTEMBER 2nd.** Another balloon flight started the day early. TIM achieved his first ever take off and landing from the same spot. Leaving the air-

field, he drifted to the West low down and gained height to catch the breeze from the opposite direction taking him back to where he started an hour previously. Very impressive. It was a lovely late summer's day with blue thermals to 4,000ft until late. Most entrants flew with as many as ten gliders spotted in the same thermal. The Day's winner was ANGELA VEITCH in her SKY. (what a great machine the SKY is !) staying aloft for over three hours and getting acquainted with the local area. **THURSDAY 2nd AUGUST.** After an overcast start, the sun came out and once again gave us thermals to 3,500 ft and soaring in the local area. Some entrants went out for the day to sample the tourist attractions of North Yorkshire. DAVE LYNCH won the Day's Prize with a flight of over two hours in his KA-6BR, just beating DAVE CORNELIUS in his KA6 Cr and BRUCE STEPHENSON in his MUCHA Std. **FRIDAY, SEPTEMBER 3rd.** This was yet another warm day with thermals appear-

ing during the late morning and many more soaring flights. The YORKSHIRE CLUB has a "rule" that no pilot can win a Day's Prize more than once, and so Tony Maufe was declared the winner with 2.5 hours in his 1935 KITE 1 during his second flight of the day. Earlier NICK GAUNT had flown the glider and he was awarded a special prize for the highest age combination of pilot and glider - 146 years! The constituent years making up this figure remains a secret. **SATURDAY SEPTEMBER 4th.** PHIL LAZENBY brought the RALLY to an official end although some stayed on to fly one more time. There had been a great deal of soaring achieved and much reminiscing and debate. In particular those present had considered with concern how the UK 's Gliding Heritage could be preserved for posterity.

Currently, there is no official collection or museum or even secure long term storage and fears were expressed that within the foreseeable future vintage gliders would deteriorate through lack of suitable storage conditions. Documents, photos and artefacts might be lost for ever. There may be a limited way forward through an initiative in Yorkshire but even this is in doubt. As ever, funding is a huge problem and no practical solution can be foreseen to remedy the bleak future facing the British Vintage Glider Movement. Thanks were given to all who had contributed to a very happy, safe and successful week. The YORKSHIRE CLUB had been delighted to host the occasion once again and looks forward to meeting friends old and new with their vintage gliders in 2011. □

*Below left: a Sky called Gertie. Angela Veitch & Liana Middleton, Highland GC  
Bottom left: Kite 1 Chris Raine Upward Bound Trust*

*Below right: Tony Maufe, Kite 1, YGC  
Bottom right: Dave Cornelius, K6CR, Dunstable*





# The 31st Grunau Baby Rally



To be more precise, the meeting took place of course on the initial home place of the Grunau Babys in "Jezow Sudecki", the former Grunau.

To have seen this air field is a "must" in order to experience that air traffic is possible on an area smaller than the deck of an aircraft carrier.

That means after an aero tow distance of max. 150 metres it goes, depending on the direction of wind, more or less downhill. However, after the second familiarisation flight at the latest one gets used to the departure and experiences the whole matter as unproblematic.

The landing, of course, is always uphill. But also here the pilot has to take care. In case he is too fast and does not come to a standstill right in time he just has initiated the next start and for landing he then has to make use of one of the meadows at the foot or the mountain.

Due to the unusual bad weather during the meeting the air traffic unfortunately kept within limits. Already on the way there one of the transport trailers could not cope with the heavy rainfall and so the pilot preferred return. Finally, seven Grunau Babys, one Slingsby T21, one "Hol's der Teufel" and one UL light aircraft had to be put in the old halls (year of construction approx. 1934) on the "Galgenberg" (this is the name of the gliding field in Grunau). Actually enough aircrafts for 19 pilots provided the weather would have been better. After all, flying was possible on 5 days and two days allowed for even longer thermic flights.

The annual Baby meetings which take place as agreed every two years in

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*From the 19th to 27th May, 2010 this year's Baby meeting was organised in Jelenia Gora, the former Hirschberg. A report from Ulf Ewert*

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Grunau meanwhile have a very pleasing side effect. Here, German/Polish understanding among nations is practised. Also elder Silesians meet, who worked before the war in the former Schneider aircraft factory in Grunau or who were allowed to make their first glider flights on the "Galgenberg" under the direction of Wolf Hirth or Pit van Husen.

In his farewell speech, the president of the AeroClub Jelenia Gora emphasised that just this Baby meeting is of sub-

stantial importance for the region round about the "Galgenberg". It achieves a long term maintenance of value and in addition it ensures the continued reconstruction of this historic air field. The infrastructure on the "Galgenberg" is nearly finished. Apart from a little hotel with approx. 20 beds (all rooms with shower and WC), there is a log cabin with room for approx. 50 people. This serves as a "restaurant" and ensures total care. Only the campsite does not meet

the usual standard, however, also here remedy was promised.

Of extraordinary charm is the surrounding of Jelenia Gora with its view to the "Schneekoppe". Here also "non gliders" can spend nice vacations.

Our glider friends from Rana (Czech Republic) and Hoya/Germany applied for the Grunau Baby meeting 2011. Due to the earlier application the participants decided to have the 32nd Baby meeting in Rana. □

*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

**OLYMPIA MEISE BGA 449** without trailer. It should be inspected before purchase. The wing and tail plane have some glue failure. This was a 1943 Schmetz built from the wartime mass production run of 601 Meises. After the war, it was the only Meise that came into civilian hands in 1946 after it had been flight tested and used by RAE Farnborough. Its Werk Nr. was 227 and it received its first BGA CofA in July 1947 after a substantial rebuild. Its post June, pre 1945, Wehrmacht Luft registration was LF+ VO and it was flown in Denmark during the war by the German military. It was one of four MEISES found in Denmark in 1945 by the British Army, which brought it to Britain. Its price in £1,200. Contact telephone No. is (0)1752 339650. E-mail is thomasbolt@hotmail.co.uk :- Address :- Thomas Bolt, 38 Long Meadow Close, Woodford, Plympton, Plymouth, PL7 4JG, Cornwall, England. **SLINGBY GRASSHOPPER** easy to rig primary glider with excellent aluminium closed trailer. Spares and tripod for ground based training. Outright sale or syndicate considered. Value £4,000. Francis Russell, at LGC or 01 462 672 532.

**WEIHE 50.** Restoration project in need of a good home with partially roadworthy enclosed

aluminium trailer. Contact Francis Russell at the London GC or :- (0)1462 672532 or. Francisrussell @ tiscali .co.uk

**T.21B WB824.** Four insurance shares at £150 each PA. Housed in shipping container at Dunstable and greatly under used. Fantastic machine to fly. Great for hill soaring and for a bit of adventurous thermal soaring. Well maintained glider available all year round. Contact :- Peter Hardman on 01582 458201 or 07786 362360.

**JS WEIHE D-8866** and closed trailer built in 2000. The Weihe was Swedish built in 1943. Fully equipped incl. Airspeed indicator, compass, vario, radio and parachute. Located at Achmer, Germany. 1049 flying hours, 1456 flying hours. Everything is in good condition. The machine was twice rebuilt in Britain. For more information, please contact :- Oswald Dickau, 0049 5461 3584. Oswald.dickau@osninet.de

**JS WEIHE RESTORATION. BGA 448.** This is a famous aircraft, having been once the flagship of the Surrey Gliding Club's fleet at Redhill and then at Lasham. It was once flown from Redhill to Brussels by Lorne Welch, the club's C.F.I. on the 12th of April 1950. It was built by Jacobs Schweyer in 1943 and was one of three "organised" to Farnborough from the Wasserkuppe by P.A.Wills in July 1945. It was competing in the 1950 World Gliding Championships at Oerebro in Sweden flown by

Lorne Welch. It has not flown since it was blown over, with no one in it, beneath a thunderstorm, at our VGC International Rally at Thun, Switzerland in 1979. It has now no trailer. Contact is :- Nick Jaffrey. tel :- 01-926- 843302. e-mail:- nick.jaffrey@btpenworld.com.

**Goevier III** in good condition without trailer. It was built in 1952. Total ca.1100hrs. Not operated since about 10 years. We are very unhappy to sell the glider, but our club is too small to fly all gliders we own as well as to pay for the fix costs. And we believe it would be a sin to keep the gliders just in a hangar. If you are interested .. Wanted price is €30 000. Contact : joerg.ziller @t-online.de

Frances Humblet is selling a superb **SF28A** on behalf of the family of a deceased friend (79). He has just got the machine through a C of A so if anyone is interested please let him know. The machine is advertised on Segeflug site with an asking price there of 26000 euros but offers may be accepted. Contact francis.humblet@wanadoo.fr

## WANTED

Bernard Gabolde, APPARAT La Montagne Noire, is seeking a **T 38 primary glider** with tripod to be included in the museum collection. This glider/tripod combination would be used during school visits and could be a pleasant way to recruit young pilots. Replies to Bernard Gabolde bn.gabolde@free.fr or francis.humblet@wanadoo.fr □



# 152 AVIA

## *no. 301 F-AZVI*

*Translation and précis by Margaret Shrimpton*

The Avia 152 is the ultimate evolution of French training gliders (Avia: 1932-1939). For a long time, the Musée Régional de l'Air d'Angers had been tempted to construct a flying replica of this glider since they had the complete set of plans. One of their members, Mr Jacques Faure formed a team of 6 interested people and construction began in early 1998. One of their constant concerns was the research of historical rigour and, with the exception of the use of modern material for covering, the machine strictly conforms to its original definition. The huge workload in the Museum and bad weather delayed the first flight until September 9th. That day, the vis-

ibility was excellent and a weak wind down the runway centreline.

The glider, piloted by Christian Ravel and towed by MS-505 (Roger Gaborieau) flew 3 short hops to verify the initial settings and then a full flight directly above Angers airport. These first flights totalled 15 minutes allowing the pilot to analyse the flying machine quality and performance.

The machine is easy to fly and will require only a few small adjustments. Its full certification will take place at the end of the planned flight program and the glider will be presented at various national and international gatherings. In the meantime, it will be visible throughout the winter in the Museum. □



## L'AVIA 152a



*n° 301 F-AZVI*

L'Avia 152 est l'évolution ultime des planeurs français d'entraînement Avia (1932-1939). Il s'agissait de planeurs "poutre" sans fuselage. Sur les derniers modèles, un simple carénage assurait tout à la fois des performances (?) et un minimum de confort au pilote. Depuis très longtemps, le

Musée Régional de l'Air d'Angers était tenté par la construction d'une réplique volante de ce planeur dont nous disposons de la liasse complète de plans. Un de nos membres, M. Jacques Faure a constitué une équipe de 6 personnes intéressées. L'étude des plans et la construction ont débuté

début 1998 et la construction s'est étalée jusqu'en 2009. Notons qu'une de nos préoccupations permanentes a été la recherche de la rigueur historique et, à l'exception de l'entoilage réalisé en matériaux modernes, l'appareil est rigoureusement conforme à sa définition d'origine. L'appareil a été réalisé



sous Certificat de navigabilité d'aéronef de collection compte tenu de son caractère historique et le numéro 301 correspond au premier des appareils réalisés à l'époque moderne (environ 250 furent réalisés avant guerre). Toutefois, la structure étant finie et avant entoilage, ce planeur a été présenté lors du Congrès historique de la Fédération Française de vol à Voile au Bourget fin 2008 et il a obtenu la Coupe Jean-Marie Le Bris (la meilleure préservation du patrimoine aéronautique pour l'année). L'énorme travail dans notre musée et quelques aléas météo ont repoussé le premier vol au 9 septembre. Ce jour-là, la visibilité était excellente et le vent faible, dans l'axe de la piste. Le planeur, piloté par Christian Ravel et remorqué par le MS-505 (Roger Gaborieau) a effectué 3

sauts de puce pour vérifier les premiers réglages puis un vol complet a été effectué, avec largage à la verticale de l'aéroport d'Angers. Ces premiers vols ont totalisé une quinzaine de minutes qui ont permis au pilote d'analyser les qualités de vol de la machine et ses performances qui correspondent aux machines de cette époque. La machine est facile à piloter et ne nécessitera que quelques petits réglages. Les prochains vols sont espérés dès la semaine prochaine. Sa certification complète interviendra à l'issue du programme prévu des vols de contrôle et le planeur pourra être alors présenté dans les divers rassemblements nationaux et internationaux. En attendant, il sera visible tout l'hiver dans le musée. □

## ERRATA

**I**N VGC NEWS No 130 2010. On page 48 in the obituary for Rudi Opitz It mentions "and worked at AVCO LYCOMING at Stratford Connecticut where he survived another severe accident flying the HORTEN IV LA-AC". He never had an accident flying the Horten 1Va LA-AC. He must have had this accident flying another aircraft.



# Rocket and jet powered gliders in Italy

by Carlo A. Zorzoli

*Carlo Zorzoli observed that the Italian contribution to Jet Powered gliders was somewhat absent in the recent article of that title published in VGC130. In order to overcome this lack of information, Carlo has written some further details on Italian Jet gliders.*

## Ettore Cattaneo RR rocket glider

Following the experiments made in 1929 in Germany by Fritz von Opel, who flew for 8 seconds under rocket power, Ettore Cattaneo, a pioneer glider pilot, designed an aircraft for the experimental development of rocket propulsion.

The airplane, called R.R., was built at "Piero Magni-Aviazione" in Taliedo, near Milan.

To speed up the project, the wings of an existing glider (G.P.1, by Ugo Abate)

were used, coupled to a new short fuselage, of round section and with plywood skin. The tail planes were carried by two booms fixed under the wings. The fuselage carried the pilot, the rocket propulsion gear and a landing skid. The pilot's seat was protected from the rocket compartment hazards by a fireproof former. (Sandwich aluminium – asbestos). After a thorough search on the explosives, with the help of Milan Polytechnic professors Bianchi and Molinari, the June 1931 everything was ready for a test flight. The 25 June Cattaneo first got some acquaintance with the behaviour of the machine in flight, being bungeed aloft without rocket: then proceeded firing a single (out of six) rocket, to find out that the thrust was not enough. But the 28th and 29th June, during an Air Show at Taliedo, the tests were successful; Ernst Udet, who was present at the Show, shaking hands to Cattaneo said: "Es freut mich!". All in all, the RR

made only 6 flights; the best had duration of 2 minutes and a distance of one kilometre, without accidents at all. (Note that the ME 163 rocket fighter had no more than 10 minutes of rocket thrust). Then all the experiments went to a stop, because of financial reasons and a lack of interest by the authorities.

## Adriano Mantelli AM 12 "Argentina" and CVV 6 "Canguro Palas"

An outstanding character of the Italian aviation history, general Adriano Mantelli, fighter pilot, test pilot, glider record holder, aircraft designer, in 1954, when he was in command of the Military Gliding Centre, designed and built a small glider, the AM 12, (MM 100035) and flew it for the first test flight the 1st November 1954. This machine, named "Argentina", had the classic configuration of other Mantelli's design: central egg-shaped body, two tail booms carrying the empennages with a single central fin and rudder.

Later on, he powered the same glider with a Turbomeca Palas (150 Kg thrust), converting the glider in a light jet plane. Flying this plane, the 7th December 1962, Mantelli won the altitude world record in *C.IA group 1 class*, climbing to 6,700 m. He was then awarded the Louis Bleriot medal and the Tissandier diploma.

About 1961, Mantelli was at work on a CVV.6 "Canguro" two seat glider (MM 100028) aiming to convert it into



Top: Cattaneo RR  
Right: Canguro Palas in Pavullo (Note the aircscoop over the canopy in open position)  
Above: classic configuration of Mantelli's design: central egg-shaped body, two tail booms carrying the empennages with a single central fin and rudder.







a jet powered sailplane. Conversion took much modification to the basic structure. Second seat was deleted to give room to the Turbomeca Palas engine (the same ex AM 12), rigged inside and exhausting below the fuselage. The wing was lowered to a mid-wing position. Two external auxiliary fuel tanks were fitted under the wings, near the fuselage.

Flight tests started January 1962. The glider showed no problems during the experiments, and in September 24 1964, Mantelli won again an altitude world record. This time it was in *C.1B* category, climbing to 9,366 m, and having therefore his second Louis Bleriot medal.

But the amazing feat, about this machine, is that it was experimented with success in the glider tug role. At the time, it was reported that the towing vertical speed was of 2 m/sec, while the take off run was a mere 150 m (with 100 kg of fuel on the tow plane). A real world first.

And that was not enough, for Mantelli; the 23rd May 1963, at an air show held in Parma, the Canguro Palas, in white colour, flew over the field towing two (yes, two) Canguros, one red and one green, to represent the Italian flag. After release, the tree gliders, in close formation, performed a little acrobatic show, filling the sky with tricolour smoke.

Today the glider, repainted green, is in display at the Historical Air Force Museum in Vigna di Valle, near Rome.

#### Carlo Ferrarin Calif A. 21 SJ

In 1970 Carlo Ferrarin, (his father, Arturo, is the worldwide famous ace of Italian aviation) was director of the Technical Office by Caproni factory in Vizzola near Milan Malpensa. Beside other important jobs, he started the study for a high performance two seater sailplane, having already in mind the jet powered configuration.

When the production of the quite successful A 21 Calif (57 built) was in progress, Caproni developed the project with the installation of a small Microturbo TRS 18 (100 kg thrust, built in France) inside the fuselage, just behind the cockpit.

Quoting Nigel Speedy, Australian test pilot, in his report:

*“One of the most pleasing things with the Caproni was the quality of the engine installation. All aspects of the installation were of the standard you would expect from a certified aircraft. The engine mounting, fuel and*



**Above: Calif A21 SJ**  
**Above right: Calif A21 SJ N 821SJ is still flying today**

*electrical connections, firewalls and exhaust were all very well executed.”*

Amleto Zanetti took off the Calif A 21 J prototype the 17th January 1972. Soon it was clear that 100 kg thrust was not enough power, and the take off run was an excessively long 500 m.

When a new Microturbo, giving 130 kg, was installed, performances improved, the take off run was reduced to about 200 m, and the best climb speed rose to 170 km/h.

All the flights were made over the short (600 m) grass runway at Vizzola, as it is possible to watch on You Tube video.

Quoting again Nigel Speedy:

*“Once lined up advancing the throttle to maximum accelerated the engine to 100% RPM and 720°C EGT. The aircraft accelerated smoothly to the rotate speed of 42 knots in 40 seconds using approximately 400m of runway. These figures were obtained with a rolling start and could be improved if the aircraft was held on the brakes until 100% RPM was achieved. Once airborne the airspeed was increase to*



*55 knots which resulted in a 6 knot indicated rate of climb. To achieve this rate of climb it was necessary to accurately maintain speed, as being 5 knots fast or slow had a significant impact on rate of climb. At a safe height of 500' AGL the airspeed was increased to 65 knots and the landing gear was retracted. After retraction the airspeed was increased to 85 knots which resulted in a 6 knot indicated rate of climb up to 3000' AGL. On my first flight, from start of take off roll to 3000' AGL took 7 minutes. On my second flight, with more accurate airspeed control, this was reduced to 5 minutes 40 seconds. These figures show that with an 800kg glider on a 32°C day (2000' DA) a 100kg thrust jet engine provides more than adequate take off and climb performance to be a serious alternative to piston/propeller engine combinations”*

And he was still flying a 100 kg jet. (VH-GCM). Only six A 21 SJ were built and sold. The aircraft was a little too dear for everybody's pocket. One went to the NASA and was flown for boundary layer control investigation and vertical dive airbrakes tests. Others (N 3998, N 821SJ, N 821NL, N 51022) were sold in USA, and some are still happily flying after some 40 years. □

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# More on the Russian sailplanes



By Chris Wills

*Continuing on from the article printed on Page 37 of the VGC NEWS No.130, Summer 2010.*

Of Gribovski's G-9 sailplane, 282 were built between 1933 and 1937, but this might not include those which were built in Turkey. The machine was especially loved in the aero clubs for training, aero towing and aerobatics. In 1933, there began among Soviet glider pilots a contest for aerobatics. Stepanchoc accomplished during one flight 200 figures which included 184 loops. During the next year, S. Boruszdin increased the record to 227 loops. In April 1935, N. Symonov flew this type, which had become known as the "Paternal Father", during one flight of five hours, 300 loops among which were ten rolls, were executed. About one of these records, the Poet Argo wrote "Our Borodin I saw him myself, his military work, he flew 170 loops All of them forward loops! He is alive!" This information was taken from the American book "Without Visible Means of Support" by Richard Miller.

## The Soviet high performance sailplanes "ROT FRONT 7" and ANTONOV A-9.

Five RF -7 s were built in 1938 and broke outstanding records. Olga Klepikova flew 749 kms, and a world height record of 3,388 m. was flown by E. Proxova, a goal flight record of 343 kms and an out & return record of 94.8 kms was flown by E. Zelenkova. (*Olga Klepikova died recently in Kiev, on the 27th July 2010 – see Obits – Ed*). On the 31st July 1939, P.Savtsov flew an RF-7 602 kms on a world's Goal Flight record starting from Tula and landing in exactly the same place where Olga Klepikova had landed. 27 A-9 s were built in 1948 and might be considered as a utility version of the 1938 RF-7, none of which survived the war. Gone were the water ballast tanks, the retracting undercarriage and the tapered plan view centre section of the RF-7. But installed were air brakes, which were not in pre-war Sovi-



et gliders. On the 6th June 1952, Yefimienko flew an A-9 636.88 kms from Grabtsevo to Molovas for a World's goal flight record. The type set up other World Records. The A-9 bis was a single seat record breaking sailplane developed from the A-9 designed by O.K.Antonov. The prototype had new wings in two parts without the centre section of the A-9. It had mechanised wings (*flaps? CW*). It was test flown in 1955. The A-10 was a two seater version of the A-9. It's cockpit was elongated 25 mm to accommodate the passenger, who sat with his (or her) back to the pilot. It set up four, two seater records, one of which was on the

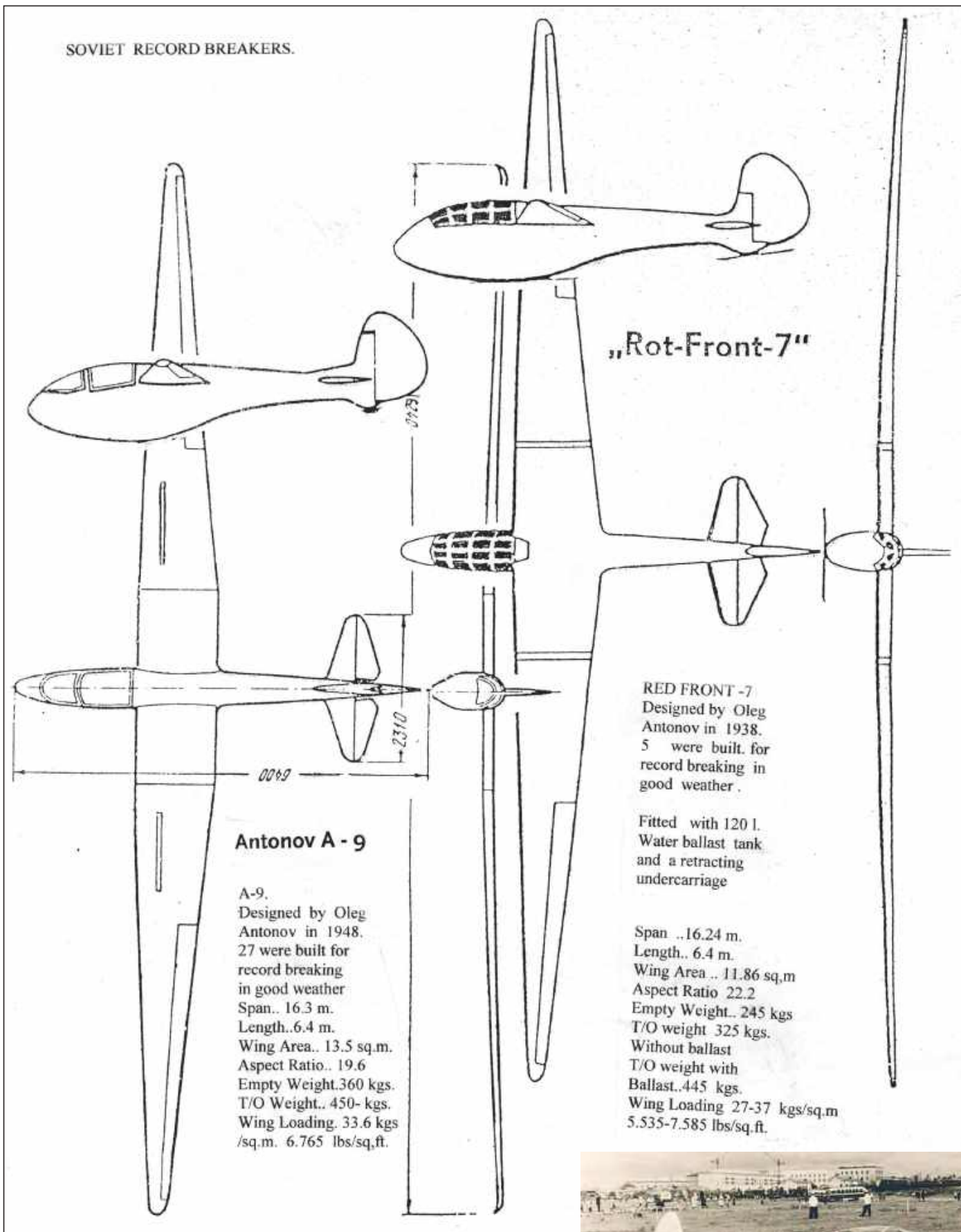
**Above: Gribovski's 1933 designed G-9 sailplane, in Hungary in 1943.**

26th May 1953, 829.8kms from the Kuntsevo region near Moscow to a point near Stalingrad. This was flown by V.M. Ilchenko and G.M. Piechnikov. V.M. Ilchenko received that year's Lilienthal Prize for this flight and described it at the Camphill 1954 World Gliding Championships. The A-10 was the last of the Antonov designed wooden built sailplanes. All later ones were of metal. These Soviet Antonov designed sailplanes had wing loadings from





SOVIET RECORD BREAKERS.



**Antonov A - 9**

A-9.  
 Designed by Oleg Antonov in 1948.  
 27 were built for record breaking in good weather  
 Span.. 16.3 m.  
 Length.. 6.4 m.  
 Wing Area.. 13.5 sq.m.  
 Aspect Ratio.. 19.6  
 Empty Weight.. 360 kgs.  
 T/O Weight.. 450- kgs.  
 Wing Loading. 33.6 kgs /sq.m. 6.765 lbs/sq.ft.

**„Rot-Front-7“**

RED FRONT -7  
 Designed by Oleg Antonov in 1938.  
 5 were built for record breaking in good weather.

Fitted with 120 l. Water ballast tank and a retracting undercarriage

Span ..16.24 m.  
 Length.. 6.4 m.  
 Wing Area .. 11.86 sq.m  
 Aspect Ratio 22.2  
 Empty Weight.. 245 kgs  
 T/O weight 325 kgs.  
 Without ballast  
 T/O weight with Ballast..445 kgs.  
 Wing Loading 27-37 kgs/sq.m  
 5.535-7.585 lbs/sq.ft.



**Left and right: Antonov A-9**

6-7lbs/sq.ft to give them great speed between thermals. At that time, Western European designed sailplanes had wing loadings averaging 4lb/sq.ft. Perhaps the A-9 bis was an attempt to make an

Antonov A-9 fly more slowly for weaker conditions? □

# My journey to the Russian part of the Curonian Spit and to the museum 'Curonian Spit'

18th and 19th October 2010  
by Dr. Harald Kämper,  
Vice President Vintage Glider Club

### Reasons for my trip:

1. Handing over two aircraft models of the original replica Kranich II, M1: 3 (6 m wingspan) and Grunau Baby IIb, 1:7 (2 m wingspan), and also literature, pictures and CDs about the soaring School, Rossitten, as a donation.

2. 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?

The preparation for the second trip to Rossitten began at the end of the first journey from 24th May to 1st June 2010. Thanks again to everyone who helped me to keep my promise to the museum's director, Alexei Sokolov at Rossitten. The delivery of the aircraft models and documents took place on 10/19/2010 around 10:30 to Mr Anatoliy Kalina, Director of the National Park "Curonian Spit", and his deputy, Maxim Oskolkov.

In July 2010 both men took over the part of former museum director Sokolov. Together we assembled the aircraft models and I explained the literature and the visual material. 13:00h to 14:00h invitation of Mr. Kalina for lunch in a restaurant at the Baltic Seashore. As in May 2010 the conversation took place in a calm and also factual and pleasant atmosphere.

Result:

1. Mr. Kalina is very grateful for the historical glider models on historic site;



part of the literature will be translated into Russian, the museum will be restored inside and outside, completion

will be expected in about five to six months.

2. The two model airplanes will find their place under the ceiling of the staircase heading to the first floor, thus visible for every visitor in the entrance and so indicating the historical collection of the glider school Rossitten.

3. After completion of restauration work it is planned to celebrate the hand over of the aircraft models in a formal meeting to which representatives of the Russian administration, the German Consulate General in Kaliningrad, as well as fellow pilots and the press are invited.

4. During our conversation Mr. Kalina expressed that he is very much interested in re-establishing the glider school Rossitten. My suggestion was that in 2012 after the 40th Vintage Glider meeting in Lithuania, to perform a bungee launching at the historical place to raise public interest.

In this context Mr. Kalina asked for a letter from the VGC expressing great interest in re-establishing the airfield and the historic flight school Rossitten promising to support this undertaking.

5. On 12/02/2000 the Curonian Spit was included in the UNESCO list of world cultural heritage.

6. Mr. Kalina will be first Russian member of the VGC. After consultation with our VGC-President Chris Wills and our Chairman Jan Forster accordingly I will prepare a letter for Mr. Kalina, in which the VGC-International assures him full support. □

**Below, left to right:**  
**Museum's employee, director of National Park "Curonian Spit" Anatoliy Kalina, museum's employee, Friedrich-Wilhelm Nehl (chancellor of the German Embassy in Vilnius), Dr. Harald Kämper, deputy director and Boris Vorobyev (Photo: S. Nehl)**



Organizers	Friedrich-Wilhelm Nehl, Chancellor of the German Embassy in Vilnius and his wife Sigrid Dr. Harald Kämper, Vice President Vintage Glider Club (VGC), VGC-Nr. 465, member of Osnabrücker Verein für Luftfahrt (OVIL), Osnabrück Boris Vorobyev, Russian Interpreter, Kaliningrad
<b>List of organizers and donors for the museum Rossitten, Curonian Spit</b>	
Model aircrafts, true to original	Kranich II, M 1:3 (wingspan 6 m) Builder: Heller, Wolfgang, VGC-Nr. 2385, Wedel  Grunau Baby IIb, M 1:7 (wingspan 2 m) Builder: Detlef Hormann, Hoya Restaurateur: Thomas Große, Melle
Donor model aircrafts	Dr. Harald Kämper, Osnabrück
Donors literature	Fred W. Weinholtz, VGC-Nr. 2224, Herford Maria Rohe, Kleinwallstatt Ursula Eckstein, Marburg Peter F. Selinger, VGC-Nr. 285, Stuttgart Dr. Harald Kämper, Osnabrück
Donors CDs	„Diskette Rossitten Historisch“ (Summary of Literatur): Fred W. Weinholtz, Herford  „Originalaufnahmen Oberalting 1936-Rossitten 1938“: Ludwig Fuß, München (provided not to sell or reproduce ths CD)
Donor framed pictures	Prof. em. Dr. habil. Fred Gras, Leipzig
Builder carrier box for the models	Burkhard Koch, Löhne Dr. Harald Kämper, Osnabrück
Transport of carrier box	Georg Engelhard, Osnabrück Fa. Göllner Spedition, Nienburg Dr. Harald Kämper, Osnabrück Friedrich-Wilhelm and Sigrid Nehl, Wilna



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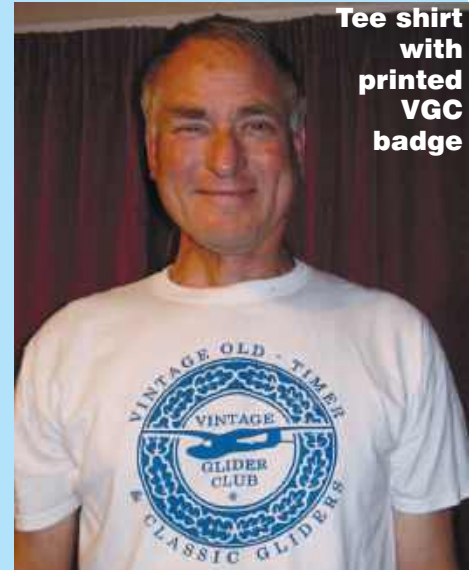
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**Polo shirt**



**Tee shirt with printed VGC badge**



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

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T31 Technical Data	15.00	1.00	2.00
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# Birds eye view



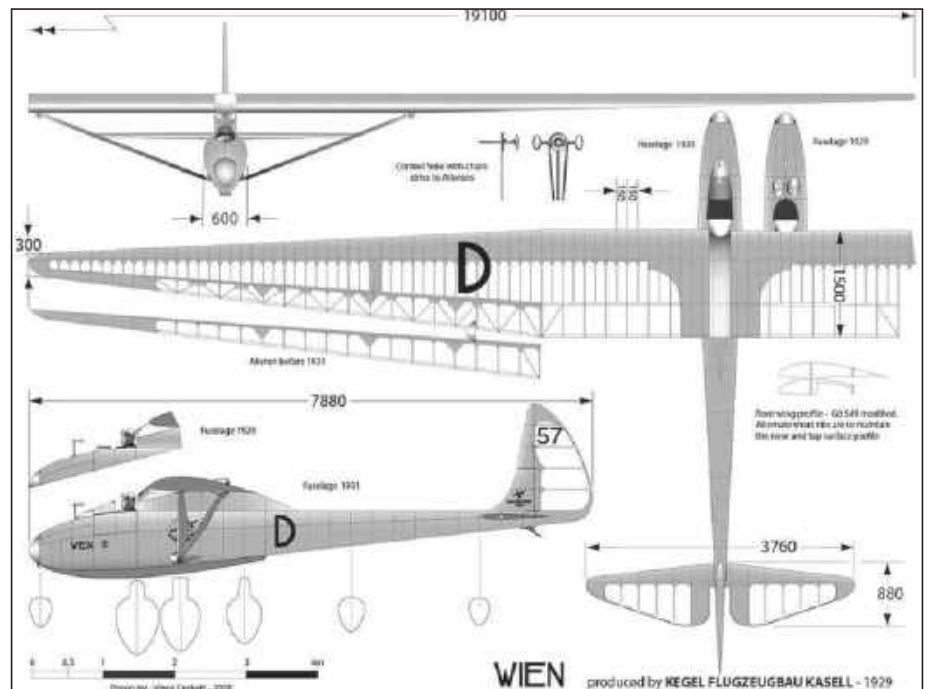
by *Chris Williams*

This time around I thought it was about time to mention the work of long-time modeller Vincent Cockett. Resident of the Isle of Guernsey, and the Fat Controller behind the Scale Soaring UK website, Vince has had a long-held interest in the history of gliding and has been researching the subject as an amateur historian for a number of years now. This, coupled with his computer and Internet skills has led to the establishment of a database that has been of immense value to like-minded scale modellers the world over. A couple of years ago he researched and amended the available information on the Fafnir, and then proceeded to make a model of it at 1:3.5 scale. The model drawings were then made available to be downloaded from the SSUK website for

the free use of other modellers, whereupon they had to be removed again due to the high demand. As a consequence there are now many more models of the Fafnir

around than there otherwise would have been. Lately, in a new refinement of his skills, he has been producing drawings to back up his research of such a quality that

**Above: author's 1:3.5 scale Minimoa over Seige Cross Farm, Thatcham, at the last scale soaring event of 2010**  
**Right: the excellent Wien drawing from Vincent Cockett**

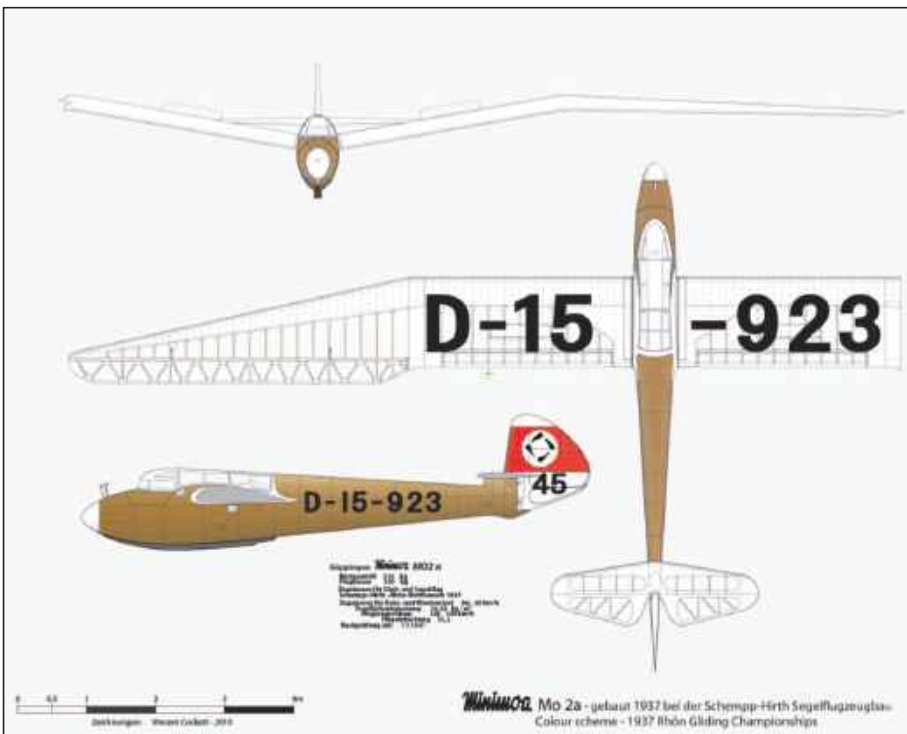




**Above: Terry Holland with his 1/4 scale Wien at Middle Wallop in 2010, based on Vince's drawing**

**Below: the 1:3.5 scale Minimoa 2-seater under construction by Peter Chaffe**

**Bottom: the 2-seater Minimoa drawing from Vincent Cockett**



some have been hi-jacked by other historians and authors for future publication. One of these drawings was of the beautiful Wien, and towards the end of the summer we were treated to the sight of Terry Holland's 1/4 scale version, based on these same drawings, which enjoyed its successful maiden flight at Middle Wallop.

Another recent piece of research involved the 2-seater Minimoa, and now we have modeller Peter Chaffe in the process of building a version of this too.

It is hard to overstate the importance of information when embarking on a scale project, and those of that embark on these journeys owe Vince a considerable debt of gratitude...

**PERSONAL PLEA**

One of the members of the White Sheet club, which is one of the birthplaces of scale soaring in the UK, is Roy Proctor, one time member of the late-lamented Gull 2 syndicate. Roy's description of this sailplane's demise, in Martin Simon's 'Slingsby sailplanes' book, makes for a memorable read, as it came to grief on take-off before his very eyes. Roy has



**Above: The Slingsby Gull 2 in happier days (Pic: Roy Proctor)**

kindly supplied me with the few photographs he has of this machine, but they are of 1960's Polaroid quality and a little lacking in detail. I wonder if anyone out there has any more pictures of this one-off glider, as it was around for a number of years and may have been framed in a lens or two...? Of special interest would be pics of the cockpit interior, but any info would be most welcome.

**EYE IN THE SKY...**

I have been messing around for a couple of years now with various makes of miniature video cameras; small enough to strap on to my models and get a fascinating birds-eye view of the model in action. As we live in an age of bewildering technological change, each camera soon became superseded by something better, and before a knew it I was parting with a large wodge of the hard-earned for the GoPro Hero HD, a camera hitherto in the domain of thrill-seekers such as surfers, divers, race car drivers and base-jumpers. At an average operating speed of around 30mph when straight and level, a model vintage sailplane hardly fits into these categories, but what the heck? The results have been spectacular and fascinating: not only does the camera take broadcast quality video, it takes publication-quality stills as well. When it's set to take a picture every two seconds, it's fascinating to see the way the light changes as the sailplane circles, but it did get me into trouble one evening up on the slope. I had loaded it on to my Minimoa and hauled her off into the void, but the pesky

wind decided at that moment to put its feet up and take a rest. A careful circuit produced a landing on the slope edge and all seemed well until she hit a bump, whereupon the canopy opened and she staggered back out into the void again. (yes, I know, a proper scale canopy would simply have fallen off). Now there was no wind and a gynormouse see-through air-brake had whittled the glide angle down to the level of a grand piano with the lid open. The result was inevitable...a landing out was called for, not an easy option with trees at the bottom of the slope, but I pulled it off and landed near a nice shiny tractor pulling a huge implement of some

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**Right: Scene from author's YouTube video 'SUNSET FLAMINGO'**  
**Below: Slingsby Dart 17R with the GoPro HD camera on the wing**

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agricultural persuasion. Not being quite as agile on the pins as I used to be, I opted to load up the car with my goods and chattels and beetle off down the hill to the road at the bottom, from whence I should be able to navigate to the field containing the stricken glider. The farmer was a real trooper, having avoided driving over the Minimoa with his tractor and thingy, and I gratefully trudged back to car for a de-rig. Later, back at the computer, I regarded the 600 plus identical photos of an empty field and noticed that if I flicked through them fast enough, you could see the clouds move!

Never mind, the previous week at the same site I had a much more successful session with my HW-4 Flamingo during the most glorious of sunsets that Dorset can offer, and you can see the results by logging on to YouTube and putting SUNSET FLAMINGO in to the search box. [c\\_williams30@sky.com](mailto:c_williams30@sky.com) □

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## Letters

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### T21 trail goes cold

Dear Editor,

I would be most interested to hear from anyone who has information concerning the whereabouts of any components of a particular Slingsby T21 (BGA 856). My recollection is the fuselage was built by pupils at Leighton Park School in Reading in about 1958 to 59, at the instigation of John Simpson who was Physics Master at the school at that time. In its original livery, the aircraft was orange in colour, with the school badge of oak leaves on the side of the cockpit, and a competition number '79' on the tailfin. The aircraft was christened 'Min' with obvious Goon Show recollections. The aircraft was originally based at Lasham and, later, probably in the care of the gliding club there rather than the school. I understand that eventually the aircraft moved to the Upward Bound trust. It was then damaged (severely?) by being blown over. The last information available indicated that the damaged aircraft was towed away from the airfield on a trailer. I have spoken to persons who recollect the aircraft being operated by the Upward Bound Trust, but thereafter the trail goes cold. Has anyone any further information concerning this aeroplane or, even better, does anyone know the whereabouts of any parts or components? I would be interested to hear from anyone with information or leads, however obscure. With thanks, *Sincerely, James Furnell.* (address supplied) □







## Willi Schwarzenbach

*Vice President and Founder member of the VGC.*

*By Chris Wills*

It came as a great shock to learn of Willi's death through cancer at his home last September. We believe that he was 83 years old. He had cancer for some



time but it suddenly increased in momentum. He had borne the illness with great fortitude and was helping us to the end. No-one could have been more true; his advice was always valued and if something was wrong, he did not hesitate to let us know.

Willi was one of the Swiss veteran pilots and came to support us with his Spalinger S18-3 together with Willi Bischof with his Moswey 3 and the Muenster' mafia' with their Minimoa at our 1st International Rally at Husbands Bosworth in 1973. Willi had the reputation of doing the best flights at our Gliding meetings and at this 1st meeting we only had one good flying day and when Dunstable was suggested as a task, Willi did the distance 3 times, finally landing at Dunstable after a dis-

**Above: Willi and Geraldine Shwarzenbach at Pavullo with his Spalinger S18.**

*Photo: C.Wills*

**Top right: Chris Wills and Willi Schwarzenbach at the 1975 International Rally final ceremony, at Gruyere.**

*Photo: Karlheinz Kellermann*

**Right: letter of condolence sent to the wife of Willi Schwarzenbach by Jan Forster, Chairman of the VGC**

tance of 225kms.

Willi married into French Switzerland and he and his wife Geraldine, to whom we send our deepest sympathies, were always popular at our rallies with their little S18, it's red registration HB-411 and transparent fabric. He organised our International events at Gruyer and Thun and took part with his S18 in our 1985 Jungfrauhoeh meeting – and again did the best flight, finding lift over the

mountains on the way to Thun.

Willi acquired us the VGC Swiss Cow bell which has been rung at the beginning and end of our International Rallies and engraved with the name of each one of them. When there was no more space



Peppelhoven 27  
6225GX Maastricht  
Netherlands

Date: 12.10.10

Dear Geraldine and Family,

We did receive the sad announcement of the sudden death of Willi. At the last International Rally at Tibenham, we spoke with Werner Ruegg, and were happy that, even though Willi was ill he made light of it and was in good spirit.

His death was for us a great shock. But we are only friends of Willi, so the shock must be enormous to you and your family. Last Annual Dinner, the 3rd of October, we remembered Willi.

We will remember Willi as a kind person, also a man who brings people together, defines the Members of the Vintage Glider Club, Willi was one of the founders, one of the first participants and Vice President.

We also remember his songs and conducting the VGC choir at the rallies. Once he was conducting on a table, the table collapsed, and Willi?... just went on. His translation 'performance' on the Rally briefings in cooperation with Collin Anson where famous.

In Willi we will always remember the two bells Willi kindly donated to the Club, and in their resonate tones they call our members together at our International Rallies, and in doing so, Willi will always be with us at that moment every time we hear the bell ring out in their call to friendship, something that we know was very dear to Willi.

We will miss a good and amiable member and friend. We wish you and your family the strength to bear this loss. We will miss him, but never forget.

On behalf of Our President Chris Wills,

The Vice presidents; Nick Newton Neelco Osinga, and Harald Kaemper, the International Council, and the VGC Committee and the Members,

Sincerely,

Jan Forster, (Chairman Vintage Glider Club.)

on the bell, he presented us with another one – even more beautiful than the first.

He has left us with a vacuum; and we send our sincerest condolences to his family and friends.



## Jochen Ewald – 'Cassius'

Just before printing this edition of VGC News, we received the sad news of the sudden death of Jochen Ewald, better known as Cassius, who died of a heart attack. Cassius was one of those members that you just can't miss, what with his knotted handkerchief upon his head; he was always there when we had an International Rally. He translated the briefings in his humorous way, and was always there to help the organizers and members of the club. Cassius was a person who kept in the background, but he was very much in the foreground. Cassius made the club colorful, just the way we like our club, and knew so much about gliders, so much so that he both co-authored and wrote many books on the subject. Not only that he was a skilled photographer, and the picture of him flying the T-38, was taken by himself. (By the way, I never saw him shaved as smooth as that!) He flew over 300 different types of gliders, some we have never heard of! We are proud that he was chosen for the VGC's 'Chairman's Cup' last year, and we would like to offer Sandra and his family our deep felt condolences, and hope they can find the strength to bear this loss. Cassius - we will miss you.

*Jan Forster*

Gerade als die VGC news in den Druck gehen sollten, erhielten wir die traurige Nachricht vom plötzlichen Tod von Jochen Ewald, besser bekannt als Cassius, der aufgrund eines Herzinfarktes starb. Cassius war eines dieser



Mitglieder, die man einfach nicht missen kann. Mit seinem geknoteten Taschentuch auf dem Kopf war er doch bei jeder Internationalen Rallye dabei. Er übersetzte die morgendlichen Briefings in seiner humoristischen Art, er war immer jedem behilflich, sei es den Organisatoren oder den Mitgliedern. Cassius war jemand, der immer im Hintergrund stand und dennoch im Vordergrund war. Er machte den Club farbenfroh, eben so, wie wir unseren Club mögen. Und er wusste so viel über Segelflugzeuge, dass er diverse Bücher als Co-Autor begleitete, aber auch selber schrieb. Nicht zuletzt war er ein begnadeter Fotograf, und das Foto von ihm, wo er die T-38 flog hat er selbst gemacht. (Übrigens, ich habe ihn niemals so gut rasiert gesehen!) Er hat über 300 verschiedene Segelflugzeugtypen geflogen, von manchen hatten wir nie zuvor gehört. Wir sind sehr stolz, dass wir ihm im

vergangenen Jahr den „Chairman's Cup“ verliehen haben. Wir möchten Sandra und seiner Familie unser herzlichstes Beileid aussprechen und hoffen, dass sie die Kraft besitzen, diesen Verlust zu ertragen. Cassius wir werden Dich vermissen.

*Jan Forster*

*The name Cassius can be written with one or two 's'; the version with 2 's' is the name. Cassius als Name kommt aus dem lateinischen und stammt vom Namen Cäsar ab.*

*Casius (ital.: Casio) ist ein Titularbistum der römisch-katholischen Kirche. Ein Titularbischof ist in der römisch-katholischen Kirche und ebenso in der orthodoxen Kirche ein geweihter Bischof, der im Unterschied zum Diözesanbischof keine eigene Diözese leitet, sondern andere Aufgaben oder Funktionen übernimmt*



## Olga Klepikova

On the 27th of July 2010, the legendary Russian lady glider pilot, Olga Klepikova died in Kiev at the age of almost 96 years. In 2006, a small delegation was able to visit her in Kiev by the Magdeburg Gliding Club. Quite unexpectedly, they found not an old lady but a vigorous pensioner with a sparkling tempera-



ment. She was very enthusiastic about the engagement of women in flying on an equal basis to men and was glad the delegation from Magdeburg had taken the trouble to visit her. Olga Klepikova was born in 1915. She started flying at age 18. She worked in a factory and completed her flight training at the local Aeroclub where she eventually worked as a flight-instructor before attending an advanced

soaring school.

She gladly liked to be referred to as the Grandmother of Russian gliding. In the history of gliding there are glider pilots who have become known throughout the world; she did so because of her numerous National and World records. The world free distance record of over 749.8kms was flown from Moscow to Leningrad in 1939, in the sailplane, the Red Front-7. This was the world record amongst men for 12 years and amongst women for 38 years. □

## SNIPPETS



**This photo: Rossitten Ridge.** (Frits Ruth via C Wills)  
**Right, top two photos: Ferdinand Schluz on his FS4, Broomstick in 1924, world duration record of over 8 hours.** CW collection

# Some Rossitten history

by Chris Wills

It is proposed to hold our 40th International Rally in Pociunai, Lithuania in 2012. Nearby Rossitten is now called Rybachiy, in the Russian territory Kaliningrad. On 20.12.2000, the Curonian Spit was included in the UNESCO list of World Cultural Heritage Sites. The Russians are very keen to have us and we welcome Mr Kalina as our first Russian member. We congratulate Harald Kaemper for his efforts to bring this famous gliding site of Rossitten to our notice.

It was from here that the East Prussian schoolmaster, Ferdinand Schulz flew his Besentiel (Broomstick) FS3 for 8 hours and 42mins on 18th May 1924, after it had been forbidden to fly for technical reasons from the Wasserkuppe. He later flew a 'Westpreussen' on a world distance record of 60.2 km on the 14th May 1927 along the sand dunes at one hand's height, from Rossitten to Memel! On the

3rd and 4th August 1933, Kurt Schmidt flew a Gruanau Baby 2, which he had helped build, for 36 hours, 36 minutes for a World duration record. On the 9th-11th December 1938, Boedecker and Zander flew a Kranich 2 for 50 hours 15minutes for a World two-seater duration record, over Rossitten (August Boedecker was a member of the Achmer/Osnabruck gliding club). On the 22nd-24th September 1943, Ernst Jachtmann flew a DFS Weihe for 55 hours, 51 minutes for the world single seat duration, but this was not recognised because of the war. This was



**Above: Ferdinand Schulz in 'Westpreussen' after his world distance record 60.2 km at 'zero' feet!** CW collection  
**Left: Bodecker & Zander in 1938.** Manfred Hermeling collection

an incredible achievement as he had only recently been injured and had lost a leg.

It seems that the Gliding Museum of the Kurische Nehrung (the Curonian Spit) is really going to happen so the famous site of Rossitten will not drift into obscurity. □

