

VGC News

No. 134 Winter 2011

The origins of the Minimoa

39th International Rally

Modelling report

Rally roundup

100 years at the Wasserkuppe





<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 artefacts 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:
The Vintage Glider Club Ltd

Copy date for the next issue is
1st February 2012

Please submit material to VGC News

Editor:

vgcnews@vintagegliderclub.org.

Peter Hardman, The Old Estates Office,

Putteridge Park, Luton, LU2 8LD

Design: David Tarbutt.

Printed by: Opal Print, Unit 22, Third Avenue,

Westfield Trading Estate, Midsomer Norton, Radstock, Avon BA3 4XD Tel: 01761 412260

Front Cover: Minimoa at Pont St Vincent..Photo: Vincenzo Pedrielli

Back cover: Primary over the Wasserkuppe. 100 year Rally, page 30. Photo: Elias Paserine

The views expressed, and the contents of all material, in this magazine are the opinion of the author and may not necessarily reflect those of the Vintage Glider Club Committee or the Vintage Glider Club membership. No responsibility is accepted by the Vintage Glider Club Committee or its Membership, for any safety related (or any other) technical advice, transmitted in the magazine or any document issued by, or on behalf of, the Vintage Glider Club. No responsibility is accepted by the Vintage Glider Club or its Membership, for any adverts placed in the magazine by individuals or commercial entities. Except as otherwise permitted under copyright, design and Patents act, 1998, this publication may only be reproduced, stored or transmitted in any form, or by any means, with the prior permission in writing of the publisher



Officers of the Vintage Glider Club

President: Nick Newton.

president@vintagegliderclub.org.

Vice Presidents:

Neelco Osinga, Prof C Eykmanstraat 17, 7415

EK Deventer Netherlands. Kranich@zonnet.nl.

Harald Kamper. Leyerstrasse 161, 49076

Osnabruck, Germany.

International Council:

Chair: Jan Forster, Peppelhoven 27, 6225 GX Maastrucht, Netherlands.

Australia

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

Belgium

Firmin Henrard, Rue de Porcheresse, B-5361

Mohiville Hamois, Belgium.

e-mail: henrard.f@belgacon.net

Czech Republic -

Josef Mezera

e-mail: potkjoseph@postcz

Denmark

Niels Ebbe Gjoerup. Seglen 69, DK-8800

Viborg, Denmark e-mail: negjoerup@mail.dk

Finland

Göran Bruun. e-mail: bruu.goran@gmail.com

France

Didier Fulchiron. 333 rue Louis Blanc,

38420 Le Versoud, France.

e-mail: vgcfrance@free.fr

Germany

Peter Ocker, Am Anger 30, 85247 Oberroth,

Germany. Email: dakarpete@web.de

Netherlands

Neelco Osinga. Kranich@zonnet.nl, (Sec: Nell

Dijkstra, Melis Blecklaan 61, 4634 VX

Woensdrecht, Netherlands. knvvpda@xs4all.nl.)

Poland

Zbigniew Jesierski.

jezierski@silesianet.pl

Slovakia

Joseph Ott, Panska dolina 2, Nitra, Slovakia,

SK94901. e-mail: jozef.ott@zoznam.sk

Sweden,

Ingvar Hyllander.

Email: i.hyllander@telia.com

Switzerland

Werner Rueegg. uf Rüti, CH-8498 Gibswil.

e-mail: w_rueegg@hotmail.com

Board

President – Nick Newton

Chairman – Jan Forster, Peppelhoven 27,

6225GX Maastricht. Netherlands.

jftandemtutor@hetnet.nl

Secretary – Bruce Stephenson

stephenson@talktalk.net

Treasurer – (Acting) GrantWilliams

Membership Secretary – RayWhittaker

(Co-opted) vgcmem@gmail.com

International Rally Secretary – Klaus Shickling

Schwalbenring 16, D-63834 Sulzbach. +49 6028

3557.

klausschickling@web.de

VGC Public Relations Officer – Stefanie Gester

sgester@web.de

VGCNews Editor & Archivist – Peter Hardman

Assisted by

Board Secretary: Gayle Pearce (Non Director Position.)

Sales: David Weekes;

david.weekes@vintagegliderclub.org

UK Rally Coordinator: Peter Molloy;

pmolloy759@talktalk.net

VGC News Editor: Margaret Shrimpton, Peter

Hardman*; vgcnews@vintagegliderclub.org

Historic Coordinator: Francis Humblet;

historicgroup@vintagegliderclub.org

BGA Technical Representative: Ian Pattengale;

ian.pattengale@tesco.net

From the Editor –ready for departure

This will be my last VGCNews as Editor. But sad as I am, I am also delighted to say that I am handing over to Peter Hardman who has volunteered to take this on – or at least to see if he likes doing it well enough for it to become a permanent role! Arrangements and plans have been made to make other more fundamental changes to the magazine, and you will see a new style and format under this new management.

That's how it should be. It's time for a change; to look at new ideas and production methods and to align it with the website. Look out for Issue 135 – it will look quite different.... But the principle of the VGCNews will remain. It was central to Chris's later years and I am sure that the new management will be faithful to that.

So, I would like to thank you all for your support to the VGCNews over the many years I've been involved in producing it and am confident of your continued support to Peter in the future. I will miss receiving emails from across the world; being awed by the enthusiasm and dedication that our members put into our sport; being impressed by the quality of the photography and being humbled by the linguistic efforts of our authors to translate into English.

And finally, I must say a huge 'thankyou' to my husband David. He has supported me throughout, and has done most of the 'running around' as the print deadline gets closer and the stress gets higher. I hope that Peter gets as much support, both pastoral and practical as I have had.

See you all soon – on some distant airfield maybe
.... *Margaret Shrimpton*



Contents

Chairmans report	3
Diary dates	5
Classified advertisements	6
Club shop	37
Model reports	40
VGC Historic Group	43

INTERNATIONAL NEWS

Germany	9
USA	10

FEATURES

Gliding in Lithuania	7
39th International Rally	12
Minimoa origins	22
Wasserkuppe Century Rally	30
Glidings return to the Olympics	38
Flying the Rhon Bussard	45
1930's 25 metre super glider	46
Australian Kites	48
Journey to Russia's Curonian Spit	51
2012 VGC Rendezvous details from Poland	51

RALLY ROUNDUP

5th Continental Slingsby Rally, Asperden	16
Slingsby week, Sutton Bank	18
Grunau Babies at Rana Hill	19
2nd VGC meet at Rivoli di Osoppo	20

Was wir gemacht haben, und mehr.

Wir hatten ein Rendezvous mit sehr großer Beteiligung in Aalen Elchingen mit mehr als 40 teilnehmenden Segelflugzeugen und wir können stolz sagen, es war das bis jetzt größte Rendezvous. Wir hatten einen sehr interessanten Abend mit Helmuth Hirth, dem Sohn Wolf Hirths und all dies organisiert von Peter Ocker.

Die Atmosphäre und Organisation der Internationalen Rally in Spitzerberg war genau wie wir den VGC mögen. Während der Rally fand eine beeindruckende Gedenkfeier für Chris Wills statt, in der Justin Wills, ein Bruder von Chris, eine sehr persönliche und eindrucksvolle Rede hielt. In dem er über Chris und seine biologische Familie sprach, erkannte er uns, den VGC, als seine andere Familie an, eine sehr bewegende Geste der Familie. Wir danken Andi Baumann und seinem Team, Spitzerberg war ein Erfolg.

Wie ihr seht, ist der Club voller Leben. Im nächsten Jahr geht es nach Litauen und Harald Kämper arbeitet hart daran, dass wir nach Rositten reisen können, einem historischen Platz aus dem Beginn der Fliegerei. Das Rendezvous wird in Polen stattfinden.

Kümmert euch während des Winters um eure Flugzeuge, aber auch um euch und eure Familien. Der Vorstand wünscht euch allen alles Gute und Gesundheit in 2012. Jan Forster, Chairman VGC

Due to space restrictions, the Chairman's report, in German, has had to be shortened. Apologies - Ed

Chairman's report

What we have done, and more.

The last issue, number 133, a special edition dedicated to Chris Wills, is already a collector's item. As I have already mentioned many times, the VGC News and the web site, are the most important communication with the members and for the members, must be interactive. Further in this VGC News you will find who we have taken on board. Please read it! As you will see in this VGC News, you will see that we have some new faces on the VGC Board, so please make yourself familiar with them!

We had a very well attended Rendezvous at Aalen Elchingen, Germany, over 40 gliders took part, so we can proudly say the biggest Rendezvous ever. We had a very interesting evening with Helmuth Hirth, yes the son of Wolf Hirth, and all of this was organised by Peter Ocker.

The atmosphere and organisation of the International Rally at Spitzerberg was the way we want in the VGC. During the Rally we also celebrated Chris Wills in an impressive ceremony where Justin Wills, Chris's brother, gave a very personal and striking speech. I will always remember his words. By talking about Chris and his Biological family, he recognised us, the VGC, as very much a part of Chris's other family, which was a very moving gesture from Chris's family to the Club. Altogether, with thanks to Andi Baumann and his team, Spitzerberg was a success.

Then our last activity this year, the Annual Dinner, which was well organised by Gayle Pearce. The speaker, Terence Henderson, made an interesting and funny lecture about Concord that he flew as a Captain. The dinner was also attended by well-known long time members Alice and Colin Anson and also Ron Davidson. We were all delighted to see them after a long time!

I wrote already about the web site, it is on the air now, thanks to the builder; Ralph Ebert. We have a stylish new and updated web site. Because the site is a living thing, it will constantly require improvements and changes. We also found Peter Hardman, who will be happy to take over, for the time being, till we find a web master, the maintenance and update of the new site. So why not take a look at it! If you are able to do the web, please come forward!

You will notice the Club is full of life. Next year we have Lithuania and Harald Kämper is hard at work so that we can visit Rositten, in Russia, a historical place from the early beginning of gliding. It is closely situated to Pociunai. The Rendezvous will take place in Poland.

We also have new challenges, because after four years of hard work for the Club, Bruce Stephenson is looking to step back at the next AGM in 2012, from the committee. We need a replacement, so please come forward, a Committee with no secretary is disabled!

Keep care of your gliders this winter, but especially keep care of yourselves and your family. The Committee wishes you all the best and good health for 2012.

Jan Forster, Chairman VGC

The Presidents Corner...

It has been a difficult year for the Vintage Glider Club. We were all extremely dismayed when our President for Life, Chris Wills, passed away in May this year. Since then, there have been several memorial services at which his contribution to the club that he founded has been gratefully remembered. The previous edition of the VGC News was outstanding, containing as it did, a wonderful celebration of all that Chris had meant to our club and its members. We are indebted to Margaret Shrimpton, our longstanding Editor, for all her hard work in putting this classic edition together!

We must however now move on. The

decision was taken at our International Rally in Spitzerberg to appoint a new President without further delay, and it was with considerable surprise that I found myself elected to this post for the next three years! Initially I was concerned that there were many other people who were better qualified, but eventually I was persuaded, (against my better judgement!), to allow my name to be put forward.

It was after attending the International council meeting as well as the AGM held at our recent International gliding Rally in Spitzerberg, however, that I began to reflect on what an amazing organisation we have in our Vintage Glider Club. Some members think that



the VGC is simply an organisation that produces the VGC News three times a year. Others (in the UK) take advantage of the preferential insurance scheme that is offered to VGC members here. The Vintage glider club is however far more than either of these. I would invite any member who is interested in what goes on 'behind the scenes' to try and attend one of our Board meetings as an observer. I am convinced that they would be extremely impressed by the broad range of issues that are tackled on our behalf by the members of the various committees – all of whom, it should be stressed,



Your new Preident, Nick Newton

put in an enormous amount of effort on a purely voluntary basis! Without this work the VGC would simply cease to exist, and we are always looking for new volunteers to put their names forward to help the team in this way.

Currently, as an example, we are all experiencing an ever increasing sense that our wonderful hobby of restoring and flying our vintage gliders is becoming increasingly enmeshed in bureaucratic tape. EASA and their proposals, amongst others concerning SERA in Europe, are threatening to have a very real impact on the flying of our gliders, whether Annex II or not. These issues have a fundamental bearing on our ability to continue to enjoy our hobby, and I am very proud that we have become affiliated to the European Gliding Union which enables us to keep abreast of the issues as they are being confronted.

We had an extremely successful international meeting in Spitzerberg, Austria this year (due rather more to the amazing efforts of the host team than the

weather!) and we are already looking forward to our first meeting in Lithuania which is being organised by VGC members in that country for 2012. This year we had a special invitation to fly some of our vintage gliders at the Wasserkuppe, during the celebrations which were taking place there commemorating 100 years of gliding at this famous site. Next year we are also planning two special events. Following on from the International meeting in Lithuania, Harald Kämper, one of our Vice-Presidents, is actively involved in organising a visit to the famous Rossitten sand dunes near the Russian enclave of Kaliningrad, former Königsberg which will be a very exciting gliding event for those who are able to attend.

In 2012 too, as you will have read in the last issue of the VGC News, championed by our Hon. Secretary Bruce Stephenson, we will also be complimenting the Olympic games that are taking place in the UK by staging a Vintage Olympian Gliding Competition and Demonstration (in conjunction with the Midland gliding club) at the Long Mynd in Shropshire, UK to commemorate the gliding competition which was to have taken place (with 'Olympia' gliders) at the Olympic Games of 1940.

The future for the VGC is indeed very bright, and I hope that we will all enjoy a productive winter whilst we prepare for the excitement of the coming New Year!
Nick Newton

From the Membership Secretary

This is a reminder that membership fees are due on 1st January 2012.

You will receive a reminder with this magazine, unless you have already renewed for 2012. Membership cards will be sent out with the Spring VGC News.

It has been decided to increase the membership fees to £30.00 sterling or 35 euro when paying through your country representative in euro.

Can you please keep your email addresses up to date so that you can receive any important messages we send out between the magazines.

If I have your correct email address and you pay your membership fee by either PayPal or cheque, I will try and acknowledge receipt of your payment by email.

Can you please make sure that you keep your postal address up to date as I have had a lot of magazines returned to

me because of members not updating their address when they have moved.

May I wish everybody good flying in 2012 and hope that we get a better season than this year. **Ray Whittaker**

Information about the 40th Vintage Glider Rally 2012 Airfield Pociunai, Lithuania



<http://vgc2012.pociunai.lt/>

It is a huge honor for us to organize the Anniversary 40th International Vintage Glider Club Rally from the 30th of July till the 9th of August 2012. Lithuanian team is looking forward to your visit and will be pleased to welcome all the members of the International Vintage Glider Club and their relatives in POCIUNAI airfield, Lithuania.

It is the first time when International VGC visits our country. We are working very hard to meet your expectations, and make your visit as pleasant as possible. We put all the energy and strength in order to ensure your comfortable and memorable stay in Lithuania. Memorable experience for the whole family

Pociunai airfield is located in Nemunas Loops Regional Park, which has beautiful surroundings. Not far away



from Pociunai you can find one of the oldest balneology resorts in Lithuania – Birstonas which has been recorded from the middle Ages. There you can spend your time very meaningfully and purposefully. You will be able to choose



Diary Dates for 2012/13

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

2012

2nd - 10th June

UK NATIONAL RALLY SUTTON BANK

It may seem a long way off but its time to think about gliding plans for 2012. The Yorkshire Club look forward to hosting the UK National Rally next year and plan to make it a memorable event. Full details will be on the website soon and in future issues of the News. We intend to build on the very successful Slingsby Weeks we have run for many years and look forward to seeing many more pilots and vintage machines in addition to Slingsby Week regulars. There will be something to suit everyone including:- Aerotows with Pawnees, Super Cub and motor glider; Winch launches when the wind is on our ridges; Prizes for meritorious flights and/or daily task winners; Entry fee will include all on site facilities and temporary membership of the club (plus a nice shirt!). Activities for non flying family members, partners and crew. Evening events plus good food at reasonable cost. The rally will coincide with a significant public holiday in 2012 - the celebrations to mark the Queen's Diamond Jubilee take place that week and its certain that many people will be taking additional holiday at that time. The effect is likely to be that accommodation in the local area will be booked quite early in the year so we urge those of you who intend to come to let us know as soon as possible. If you require hotel or bed and breakfast accommodation we will be happy to help you find something suitable. You will find a booking form on our website www.ygc.co.uk. Also contact details and more information about the club. We look forward to seeing you at Sutton Bank. Contact: Phil Lazenby. phillazenby@onetel.com +44 1845 597237; <http://www.ygc.co.uk>

2nd - 10th June

Sutton Bank Oldtimertreffen

Das landesweite UK Oldtimertreffen findet auf dem schönen Flugplatz Sutton Bank des Yorkshire Gliding Club in Nord-Yorkshire statt. Der Verein, der direkt am Hang liegt, ist in unmittelbarer Nähe zur Slingsbyfabrik, wo viele der Maschinen produziert werden, die heute noch von der VGC geschätzt und geflogen werden. Piloten aller Nationalitäten sind herzlich eingeladen. Sutton Bank ist leicht vom Festland mit der Fähre von Zeebrugge oder Rotterdam nach Hull oder von Amsterdam nach Newcastle zu erreichen; von beiden Häfen kommt man in weniger als zwei Stunden zum Yorkshire Gliding Club. Als eines der ältesten Segelfluggelände hat Sutton Bank viel zu bieten: Ein großer Grasplatz mit zwei Bahnen, Hänge von Süd bis Nordwest, Thermik und Welle, ein Vereinsheim mit Restaurant und Bar, täglicher Flugbetrieb

mit Briefing, F-Schlepp (oder Winde, aber nur, wenn der Hang geht). Es besteht die Möglichkeit, auf dem Platz zu campen (Duschen und eine Küche sind vorhanden) oder in einem der vielen Bed and Breakfasts oder Hotels in der Nähe unterzukommen. Alle sind herzlich willkommen und wir werden eine gesellige Zeit miteinander und Flüge über einer schönen Landschaft genießen. Außerdem sind Exkursionen für Piloten, Familienangehörige und Mannschaften geplant. Mehr Infos gibt es unter. Contact: Phil Lazenby. phillazenby@onetel.com; +44 1845 597237; <http://www.ygc.co.uk>.

7th - 10th June

The 29th International Spatzentreffen, Weißenburg-Wülzburg, Germany.

The 29th International Spatz Meeting will be held in Weißenburg-Wülzburg, Bavaria. <http://www.sfv-wug.de>.

22nd - 25th June

Edensoaring Vintage Rally, Edensoaring, UK.

We are keen to see as many EON 463s as possible but all types are welcome. We hope to launch a Grunau from either our field or the original site at Hall Bank Farm if the farmer allows and get the local TV involved. Contact: Bruce Cooper. bruce.cooper68@virgin.net; <http://www.edensoaring.co.uk>.

22nd - 30th June.

The 17th Camphill Rally / 2nd Annual Capstan Reunion, Camphill, UK.

All vintage gliders welcome and particularly as many Capstans as possible (5 last year!). Full facilities and social programme as usual. Contact: Rob Faulkner. dlgc@glidingclub.org.uk. +44 1298 871 270; <http://www.dlgc.org.uk>.

14th - 21st July

Wenlock Olympian Gliding Games, Long Mynd, Shropshire, UK

Wenlock Olympian Games, with gliding competition classes and general events for both the Olympia and Ka6 gliders (Awards will be given). Official demonstration and prize giving day to Wenlock Olympian Officials on Saturday 21st. Contact: Jon Hall (MGC) or Bruce Stephenson (VGC) info@wenlockolympiangliding.co.uk; +44 1588 650206 (MGC Office). <http://www.wenlockolympiangliding.co.uk>

23rd - 28th July

VGC Rendezvous 2012, Olsztyn, Poland.

The VGC Rendezvous 2012 will be in Olsztyn, Poland. It will be a joint meeting together with the Polish Historic Pepe Peter Puchalski rally. A great opportunity to meet new friends. Contact: Jacek Stawowczyk. jstawowczyk@wp.pl; <http://www.zabytkoweszybowce.pl>. (see page 51)



30th July - 9th 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. l.jurkstaite@googlemail.com; +370 671 09639; <http://www.pociunai.lt>.

24th - 26th August

16th Small Vintage Glider Meeting at the airfield Oschatz, Wermsdorfer Str. 36, 04758 Oschatz, Germany.

Arrival and flight operations available from Wednesday, 22nd August. Organizer: Oschatz Flying Club e.V. (registration with www.fliegerclub-oschatz.de). Fees: €15 administration fee per pilot. Free hangar space available, according to demand, limited accommodation and camping in the club building both free of charge. Start at the winch (3 €) and towing by airplane (according to current fuel prices). At the Hall Party on 25th August, there will be prizes for the three most beautiful vintage gliders at this traditional annual meeting, which has already been organized by twelve host clubs.

Contact: Lothar Niederlehner, Tel. 0172-7937281

25th August - 2nd September

Slingsby Week and Vintage Rally, Sutton Bank, UK.

By popular demand this event will once again take place in 2012. All old gliders, not only Slingsby types, are welcome to join us. We are maintaining our deal for VGC members - free temporary membership, free camping and free trailer parking. All you pay for will be the launch fees and flights in our club gliders. Always a fun and friendly event. Contact: Phil Lazenby; phillazenby@onetel.com; +44 1845 597237 (club phone); <http://www.ygc.co.uk>.

15th - 16th September

9th VGC Season Closing, Mengen, Germany.

This traditional event will again be held in Mengen. Limited hangarspace will be available. Camping possible. For hotel accommodation please contact Gere prior to 14th August. Contact: Gere Tischler. gere.margit@gmx.de or gerhard.tischler@gmx.de. +49 751 14281; <http://www.edtm.de>

Diary Dates for 2013

27th July - 2nd August.

VGC Rendezvous 2013, Parham, UK.

The 2013 VGC Rendezvous Rally will be held at Parham, south of London. <http://www.sgc1.org>.

3rd - 10th August

41st. VGC International Rally Lasham, UK

The Vintage Glider Club will celebrate its 40th anniversary at this International Rally at Lasham. Contact: Richard Moyse. Richard.Moyse@lasham.org.uk; +44 1256 384904. <http://www.lashamgliding.co.uk>.

active leisure, for ex: auto tourism, bicycle tourism, pedestrian paths, water tourism with recreational ships, pedalos, kayaks, canoes and boats or you can visit sanatoriums, SPA. More information on this website: <http://www.visitbirstonas.lt>

www.visitbirstonas.lt

How to find us in the airfield POCIUNAI

It is easy to discover us on the Google Earth or Google Maps, where you can find the exact directions how to arrive to



Pociunai, LT-59327 Prienai.

Address for Satellite Navigation System:

Airfield POCIUNAI
54° 39,40N
024° 02,00E, WGS84
Elevation MSL 65m.

The Infrastructure

Pociunai airfield has a grass field which length is 1100m and width 1000 m. which allows the special runways for the winch –launches and for the aero



tows according to the wind direction. We are confident that during the Rally there will not be any problems with taking you off, because Pociunai aero club has two winches for launching, and it is possible to get even one more. Also club has four towing planes, and if it will be necessary there is opportunity to invite three ultra light planes.

The airfield is grateful with his layout. Camping area, Club house with his restaurant, hangar and the gliding field are very close to each other.

Camping area is equipped with sanitary installation and electricity. Also we have to assure you that in camping area we have toilets and showers and of course all communication and wireless internet will be available for free. There

will be possibility even to rent caravans, rooms in a club's hostel, cottages.

In club house we have the small restaurant "DEBESOTA" which supplies meals and drinks. All willing be able to



order board: three times per day (breakfast, dinner and supper) for very tempting price.

There is a huge hangar in Pociunai; half of it will be available for participants' gliders. Everyone who wishes to keep his glider in the hangar must have his own trolley. Another side of the hangar will be reserved for the participants and their families. It will be used for briefing and

different kind of meetings.

Pociunai is in the air space which is controlled. It is possible to fly fl 65 from ground, but during the rally it will be possible to fly even higher - fl 95. Couple km to the south begins uncontrolled air space that is why there will be possibilities to fly cross country. During The VGC Rally 2012 all flying activities will be closed, and flying will be available only for participants and their guests.

Registration Form and further information is available on the Rally Homepage: <http://vgc2012.pociunai.lt>

Errata:

We seem to have printed the wrong email address for the VGC Insurance Scheme. The advert has been corrected in this issue, but please note that the correct email for Crispin Speers and Partners Ltd is: cspaviation@cspinsurance.com and their website is: www.cspinsurance.com.

CRISPIN SPEERS and Partners Limited		
St Clare House, 30-33 Minories, London EC3N 1PE		
	Tel: 020 7977 5700	
	Official (UK) Vintage Glider Club Insurance Scheme	
Various types of coverages are available for Vintage Glider Club UK members. For competitive premiums matched with experience and reliability, please contact: Graham Roberts, David Bacon or Darren Bourner		
Direct Line - 020 7977 5698		email: cspaviation@cspinsurance.com
Fax - 020 7702 9276		www.cspinsurance.com

CLASSIFIED ADVERTS

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

FOR SALE

Ka4. For Sale to a good home. Rhoenlerche Ka4 PH-247. Built in 1956, in excellent flying condition. 3,400 hours. There is also an advertisement in the www.segelflug.de.



We offer the glider for Eur. 3.250. We have also a beautiful trailer, which is newly built in the trailer factory in The Netherlands, it is corrosion proof and always stored inside, so is in top condition. So we ask Eur. 3.000 for this occasion. Contact email: georgeslot@home.nl.

A beautiful model of the **Minimoa** (right), available in Japan by Hiroshi Seo. If any member of the Vintage Club wants it, can contact Hiroshi at airworks@mua.biglobe.ne.jp. A real masterpiece! And a nice Xmas present ...



WANTED

Handbook and Drawings for **Slingsby Eagle T42**. Contact Trevor Dale on (44) 07947 349911 or email flydate@gmx.com

Lithuanian Gliding *in the Autumn*



from *Lina Ivanauskiene*

(Petras Beta's photos)

In the middle of autumn, when the sky tend to be gloomy most of the time and the sunlight aren't yielding much heat, we have more time to analyze our activity and of course more time for reflection.

In particular we would like to enjoy the sensation of our Lithuanian VGC. Benvenutas Ivanauskas raised up Grunau Baby IIb for flight. So, the last week of September was crowned with encouraging Grunau leap into the sky! There is no secret that on the 30th of September



Benvenutas celebrated his 30-th anniversary, so Grunau Baby IIb was the best present which he could ever get, especially when he dreamed about such a flight with Grunau since his childhood. It is nice when dreams become reality!

Lithuanian VGC can be proud of the projects which are carried out by Ramunas Jurkstas. On the 25th of September



*This photo: Benvenutas Ivanauskas' Grunau Baby IIb
Left: Ramunas Jurkstas' moto-glider JR-1
Below: Renatas Samulenas' ASK-14 after restoration*

he completed restoration work on his own moto-glider JR-1.

Also, just not too long ago, Ramunas completed restoration work on ASK-14, which belongs to Renatas Samulenas. When he brought this moto-glider from Northern Ireland, he found out that this unique machine needs a little restoration.





Bergfalke III before start.

Photo: Janina Paplauskaitė-Leonavičienė's



Exciting day for our club is also seen in the middle of September. In Pociunai airfield was held the traditional gliding competition for veterans. Participants were flying with BERGFALKE III and SZD Puchacz. All competitioners symbolically flew for one flight. They had to touch the finish line with the wheel of the glider as close as possible. So, all who had opportunity to fly with BERGFALKE III, enjoyed the company of Benvenutas, who was the crew pilot.

Those who are interested in Lithuanian aviation history, we can notify that we are continuing production of the gliders BRO – 10 „PUKAS“

http://www.vgc.lt/e107_plugins/forum/forum_viewtopic.php?791

and BRO – 9 „ZIOGAS“

http://www.vgc.lt/e107_plugins/forum/forum_viewtopic.php?2674 .

Also, very important fact, that our Lithuanian VGC president Adomas Baublys restores the glider A-15. He seeks to maintain the maximum authenticity. Furthermore, he started intensive work with his A-11. At this moment he is restoring its wings and tail.

It seems that at the moment we are very lucky! Accidentally we found Russ-



Above: Adomas Baublys' A-11
Below: Adomas Baublys



ian KAI – 12 „Primoriec“ fuselage and wings. Metal construction „Primoriec“ is the same as Czech two-seater glider LF „Pionyr“. In Soviet Union „Primoriec“ was the one and the main two-

seater glider. So, trying to give meaning to historical facts we are negotiating for purchase of spare parts.

Our club are also interested in historical material. Couple weeks ago we had a great opportunity to visit Prienai aviation factory, which is already closed. There we discovered the cabinet full of books, letters, pictures, drawings, for example: LAK-14, BRO-11 etc. Also we found lots of various sketches of experimental gliders, like LAK-5 and others. We are glad that we were able to save 5 boxes of the remaining fragments of the various drawings, especially A-15, and many documents relating to the manufacture of gliders and their construction.

And finally, as you already know we are preparing for the Rally 2012! Recently, at the end of September we had guests! Harald Kamper and Klaus Schickling visited us in Lithuania. Benvenutas showed them Pociunai airfield, remind them all the conditions and of course introduced with the director of Pociunai gliding club - Vytautas Sabeckis. □



Above: Klaus is booking glider for the Rally: joking
Below left: „Primoriec“
Below: the cabinet full of books, letters, pictures, drawings, for example: LAK-14, BRO-11 etc



GERMANY

from Alexander Gilles

Rolf Bornheber thought that his Spatz should not be an only child anymore. So he was looking for a Baby for a while and now he found one: He took over Grunau Baby II b D-7156 from Jörg Reichle who still owns a A-Spatz and a Blanik. Rolf did his first two aerotows in Spitzerbeg behind Hartmut Sammet's new Turbo Falke. After the flights he smiled not only because the nice flying characteristics but also because the Baby is in a pretty good condition and it only need some minor cosmetical repairs.

As almost all Blaniks are grounded - most of them forever- it seems that this very important type will disappear from the skies. Good news is that Jörg Reichle told us that his Blanik will soon fly again as he has already brought it to the workshop where the necessary modifications will be done.

From Peter Ocker, who reports on **'Two memorials around the Wasserkuppe for two pioneers'**

In the last weeks, two memorials for gliding pioneers were unveiled in the Wasserkuppe area.

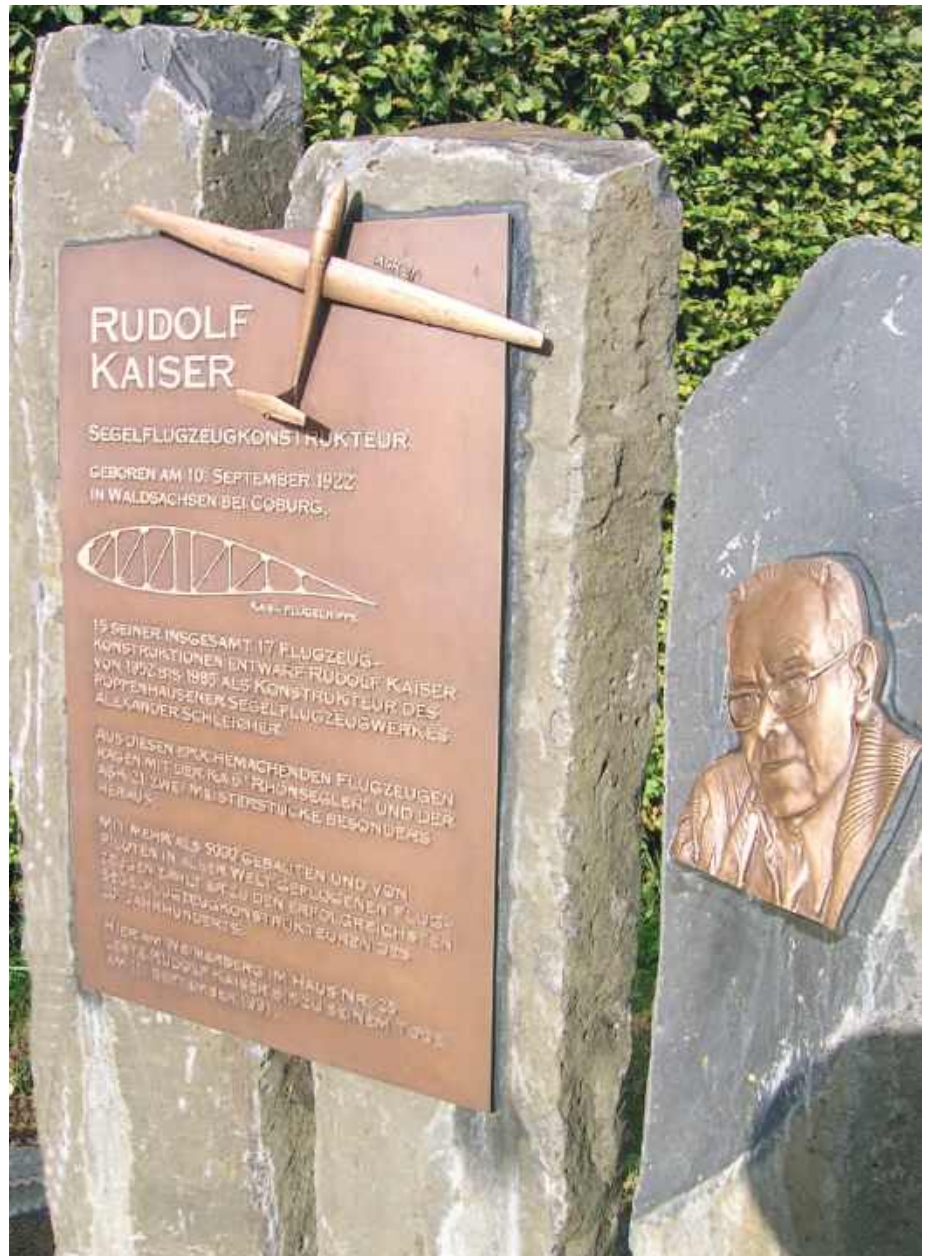
On 5th of October, the grand nephew of Hans Gutermuth was attending the celebration of a re-installation of a memorial. What is a re-installation? Hans Gutermuth was one of the Darmstadt students who founded the FSV (flying club) Darmstadt and started to build gliders as a teenager. Together with some friends they were very active in the Darmstadt area, but were looking for a better hill. After intensive research, done by the young students on their motorbikes in the small hill areas around, they discovered a tree-free mountain with hills of different steeps, open to all sides and so, where ever the wind came from, it was possible to fly there. They started flying on the Wasserkuppe in 1911 and 1912. He did fantastic flight in very early gliding machines, but was killed on 16th of february 1917 as Lieutenant of the German Flight Corps.

In the early 1920s, a memorial was built on the Wasserkuppe on behalf of those young enthusiasts. After WW2, this memorial was removed by the Americans who operated a radar station on the Wasserkuppe. Thankfully, the memorial plate was preserved and now again mounted on a stone at the entry of the Gliding Museum on the Wasserkuppe.

Some weeks before, in the town of Poppenhausen, a memorial on Rudolf Kaiser was established. He was born on September 10th, 1922 at Waldsachsen near Coburg. Although he started gliding in the wartime, he survived the war as army soldier. He studied construction engineering and finished the studies in 1952, but already one year earlier he started building his first own glider - the small Kaiser Ka 1. Although he was engineer, but all aviation-specific knowledge he learned by reading and doing!

He continued designing gliders, and most early post-war gliders in Germany came from his drawdesk: for Schleicher Ka 1, 2, 3, 4 (Rhönlerche), then he

Right and below: the memorial for Rudolf Kaiser at Poppenhausen





changed to Scheibe where he did the Specht, Sperber and Zugvogel (base for further Scheibe-aircraft like SF 27 etc.), the he returned to Schleicher and worked on the Ka 6, 7, 8, 10. With the change of the name, he also did the ASK 13 and even in GRP, he did the ASK 21 and 23. His ASK 21 is still under production with no successor in sight! Also his motorgliders are still well-loved all over the world.

Although this memorial is not on the Wasserkuppe, Poppenhausen honored one of his most innovative inhabitant with this memorial. The memorial is placed very close to the house where he lived - and died on September 11, 1991.

USA

Late news from Simine Short

We are recuperating from the SOARING 100 activities and are starting to write about the happenings. Here is Jim's recap:

Centennial celebration of Wright soaring record

SOARING 100 Is Organizing The Three-Day Event

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. The celebration of Orville Wright's record 9 minute 45 second soaring flight near Kitty Hawk, NC in 1911 is led by a partnership of 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, the lead partnering group." "At the same time we can recognize the power of American ingenuity 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 ... 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.

Primary venues are the host sites, the Wright Brothers National Memorial and nearby Jockey's Ridge State Park, according to Jim Short, Event Chairman and originator of the SOARING100 concept. There will be displays of modern and historic hang gliders, paragliders, radio control and free-flight models and full-size sailplanes. "Most importantly," said Short, "there will be flying demonstrations of each type of sailplane and glider and people to answer questions about how to participate in each form of soaring". Full-size sailplanes will fly from the Wright Memorial and hang gliders will be demonstrated from the dunes at nearby Jockey's Ridge.

Three teams ... from Kansas, Maryland and Virginia ... are building their vision of the Wright 1911 glider, an undertaking made more difficult 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 anything like it." Weather and pilots permitting, two of the replicas hope to fly from the dune at Jockey's Ridge and the third replica will be on static display at the Wright Memorial Pavilion, regardless of weather.

"For youth there will be the opportunity to see and touch sailplanes that many may be seeing for the first time,"



Above: the Wright Brothers National Memorial

Below: Lee Cowie flying his just restored (it is BEAUTIFUL!) Grunau Baby 2B in front of the Wright Brothers National Memorial





Rusty Lowry flying his Schweizer 1-23 the next day. Both photos were taken by Wolf Elber.

said Hilton. "There will be story readings for the youngest, and hands-on workshops so others can build hand-launched gliders or kites. There will be hang glider and sailplane simulators and informational films about gliding and 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 group of panelists, coordinated by Tom Crouch, Senior Curator of Aeronautics at the National Air and Space

Museum has agreed to discuss how aircraft were originally developed and how motorless craft became the ancestors of modern soaring planes and models. The symposium will be held Saturday at Jockey's Ridge State Park and seating is expected to be limited. Following the symposium on Saturday will be the 40th Capt. Ralph S. Barnaby Lecture featuring Wright Brothers National Monument Historian, Darrell Collins. On Saturday afternoon and on Sunday Jockey's Ridge will host a first-ever hang gliding history symposium. The events are free to the public. National Park entrance fees apply.

A National Landmark of Soaring will be dedicated at 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 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, Vintage Sailplane Association, and Academy of Model Aeronautics in addition to the event's lead partner the First Flight Foundation, the Outer Banks Visitors Bureau, the First Flight Society and NASA. "All these diverse groups have come together to organize this 'grass-roots' aviation event. It's really exciting", added Harris. □

A RARE VINTAGE



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



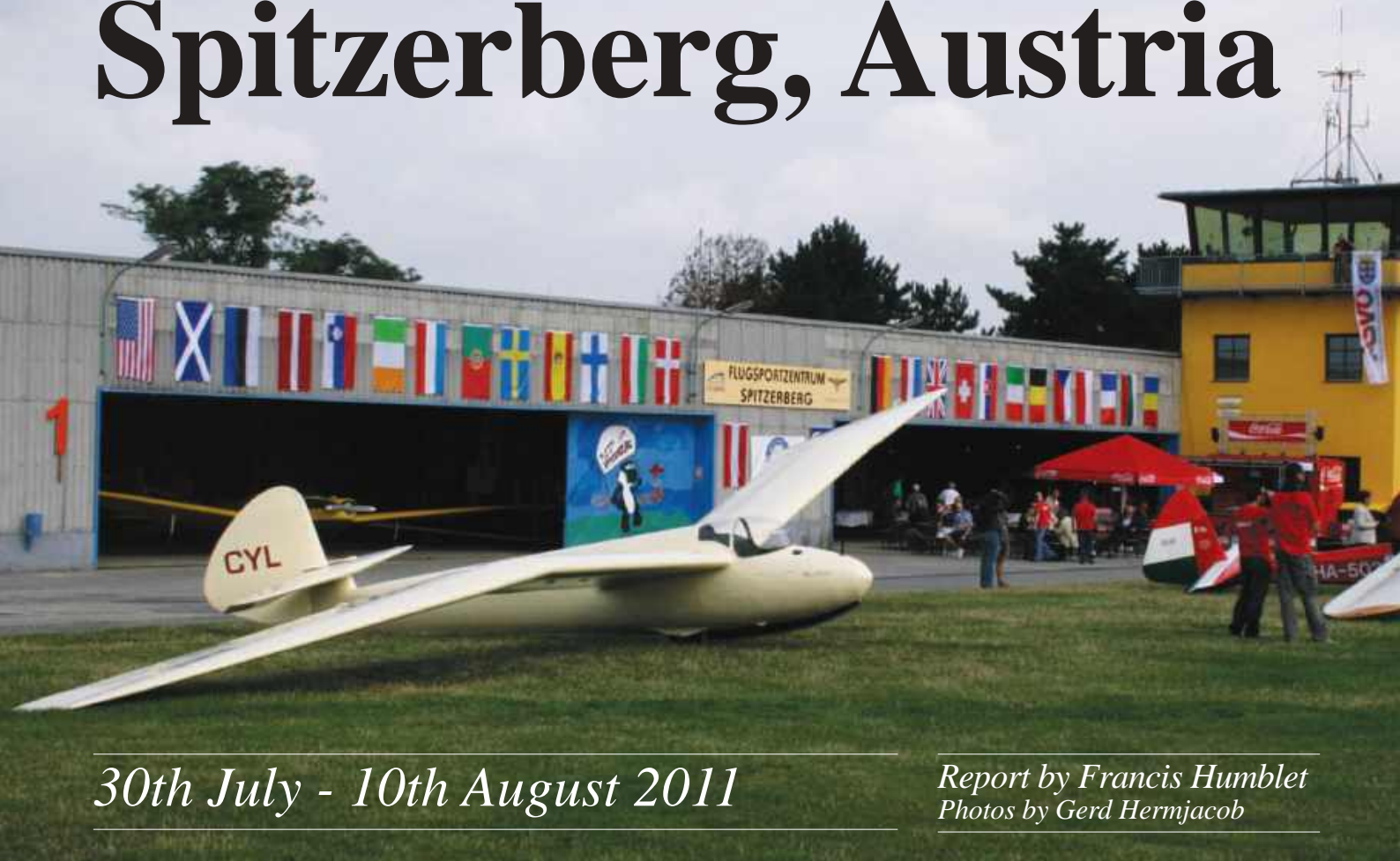
Contact: **Stephen Hill** or **Andrew Hatfield**

Phone: 01765 690777 Fax: 01765 690544 Email: hillaviation@btconnect.com
Unit 1A, Sycamore Business Park, Copt Hewick, Ripon, North Yorkshire, HG4 5DF.
www.hillaviation.com

Authorised and regulated by the Financial Services Authority



The 39th International VGC Rally Spitzerberg, Austria



30th July - 10th August 2011

*Report by Francis Humblet
Photos by Gerd Hermjacob*

Thanks to their owners, seventy one beautiful vintage and classic gliders, built in eleven different countries, were the stars of the week long show. Launching facilities were first class with hardly any queuing at both launch points. Did you know that one of the most asked question by people entering a antique shop is: What is new ! The same also apply when you arrive at the VGC rally!

Three gliders did not show up, the French Edelweiss due to car breakdown, the Zlin Honza and the Hungarian Futar which was not ready on time. As would be expected, the German designs were most numerous with 40 machines followed by eleven British and eight Polish gliders. There were 6 Fokas 4 & 5, 4 T-21, 4 Bergfalkes, 3 Spatz, 3 Hütters and 3 Grunau Babies.

Compared to the 2010 rally, there were, sadly, very few pre 1940 iconic gliders. The Minimoa, entered by Francis Russel and Brian Wise was the only glider present that was flying during the first rally at Husbands Bosworth in 1973. Graham Saw's Petrel, seen by

many as the most beautiful Slingsby design was one of three built and stand in for the white Petrel that was also at Bosworth and is now being restored in America. The Danish Group was very much present with their 1938 built Hütter but also with one of this year novelty, the superbly restored Kranich Kr2 built by MRAZ in Chocen during 1943 whilst Neelco Ossinga's Kranich Kr2 was a 1948 built by AISA in Spain. The other pre 1940 designs were the Hütters, Olympia Meise and Grunau Babies but all the machines taking part in the rally were built after 1947. The Condor IV from Achmer is also based on the pre-war Condor and is still one of the nicest looking glider flying at the rally.

In addition to the Kranich, the other Stars of the rally were the Pik 5c Cumulus and the Krajanek both presented in better than new condition. The Pik 5c, having spent over 2000hours in the workshop and gained three coats of varnish was the rally big surprise. The machine was entered by Pekka Hänninen from Finland. Like most Pik 5, it was a

club built machine during 1958 and was registered OK-188. The Pik trailer was also a work of art as shown on the photo. The Zlin Z-24 Krajanek was another of the great Jiri Lenik's masterpieces. How and when does he get the time to built replicas or renovate an historic glider is his secret. Painted all canary yellow, the machine was a delight to look at ant it also flew very well. This was a different machine from the Krajanek replica seen at Achmer where the only original parts were some of the metal fittings.

The Slovak team from Nitra did not have far to come and two interesting and rarely seen gliders were the Zlin LG-425 Sojaj 3 restored by the Ott family and the VT-116 Orlik II entered by the most popular pilot of the rally: Ulf Kern. The Sohaj 3 was the last of the Sojah line. The Sohaj 1 was an extremely competitive glider when it came out in 1949. At the time, it was one of the few gliders available commercially and was purchased by several countries to take part in early World Championships.



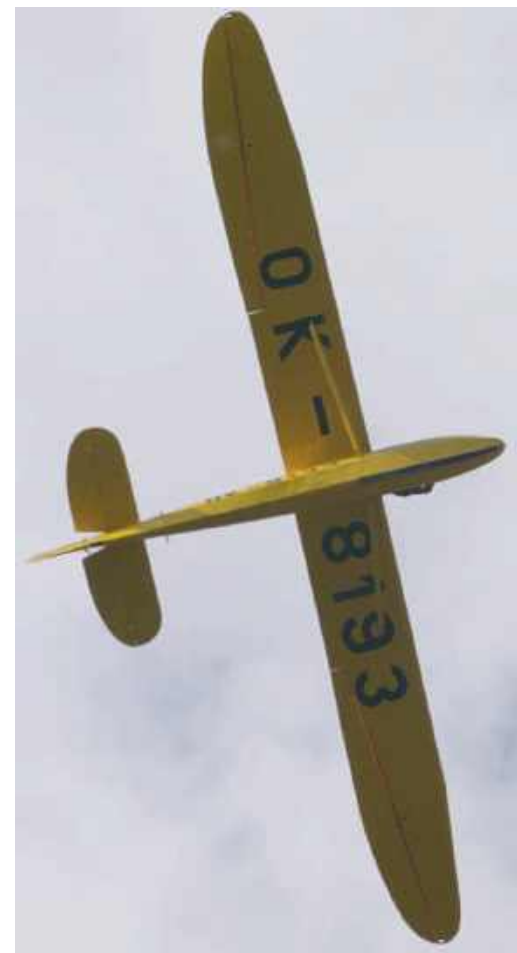
On the open day, standing next to the Cimora, resplendent in its newly painted red fuselage, one VGC Vice-President was overheard saying to another : You know that you are getting old when you see a replica being renovated! And, as usual, the R11b Cimora replica was once again the glider that flew most during the rally! The rally would not be the same if the other regular replicas did not turn up. The Hols der Teufel did a lot of



flying and gave a demonstration of bungee launching from the adjacent hill. Christoph Zahn and his DFS Habicht E gave his usual and very much appreciated aerobatic performance on a couple of evenings.

The youngest glider was a 2003 built Hütter H-28II by Werner Kaluza whilst the 1973 ASK 13 from Frits Urselmann was the youngest Schleicher glider taking part. The SHK, also from Denmark was the last classic glider produced by the Schempp-Hirth factory.

The Breguet 905 Fauvette flown by Jurgen Doppelbauer is only one of four still flying and the only French glider present. The same goes to Lily-Annemarie Grundbacher's Elfe S4a as the only Swiss designed machine on the site. Sadly, maybe for the first time in a rally, there was no Swiss gull-wing





glider to be seen! Please come back next year, we miss you!

The only glass ship was the now well known FS-24 Phönix T, entered by Hans Disma whilst the Danish group had the only motor-glider flying, an ASK-14. Also, for the first time, there was a all-metal Caproni Calif A-21S entered by the Spitzerberg CFI ,Rudolf Wenighofer, who later claimed that he did not know that he had been entered in the rally! Too late, Calif are now part of the game as a classic glider, of course!). The Spitzerberg club was also taking part with the club Musger MG 19a with its strikingly painted blue fuselage.

Once again, many thanks to all those who contributed to the show and let us hope that our Lithuanian friends will surprise us with rare and previously unseen machines during the 2012 rally. □





The 5th Continental Slingsby Rally



Asperden (EDLG)

A relaxed meeting of famous people

A report by Paul van der Vliet

Prelude on Whit Weekend

For us it's a long way (not to Tipperary, but to Asperden, close to the Dutch border by Nijmegen and the German town of Gogh, where the ghosts of the famous Dutch painter's family are still wandering...). Like every year the guest club, LSV Goch has it's Open Days on Whit Weekend. My wife Meggie doesn't like me to steam alone on the Autobahn with our "ship" in tow, the big Anschau trailer with our "super orchid" in it. Mostly five to six hours towing, so Meggie decided to accompany me, to enjoy the "Open Days" and to return by train on Monday. On arrival we meet Eric, who is for the first time on OLC (see www.onlinecontest.org – Eric Fasbender). There you can "admire" his (and my..and a lot of other) flights. Eric shortly visited the Aircraft Museum in Djokjakarta, Java (Indonesia). I had asked him to look for the "Kampret", the first glider, built in Indonesia. "Kampret" means an Indonesian bat and was a Grunau Baby. Alas he found no Grunau Baby. He only found a Zögling! To understand this: "Bob Pringgo" (Raden Mas Pringoadisuryo), wrote a book about his adventures. I discovered this book on the Pasar Malam Besar (Tong-Tong festival now) in The Hague, read his story about the building of the "Kampret", becoming the first Indonesian gliding instructor and got email contact with him. He filmed in 1951 the construction of this Grunau Baby under supervision of the famous Dutch (the later General) Lt. colonel Wim Oyens (i.e. ir C.W.A. Oyens). Every older

Dutch glider pilot had to learn his basic construction theory. Bob Pringgo was so kind to send me a copy of this film, because it is of a great historic value (I managed to make a copy for the famous Neelco Osinga and his archives).

Bob and Sylvia van Aalst, famous Dutch participants of many VGC-rallies, organisers of the Continental Slingsby Rallies and active members of the German LSV Goch are under full steam. Sylvia is frying the famous Dutch kibbeling, a delicious fish and Bob shows his rare motor Tutor he bought from Willem den Baars (see VGC-News no. 131, page 30).

We enjoyed the airshows on the Open Days. In Germany Open Days are doomed to "wreck" if there isn't a lot to

drink and eat! Visitors even sit with their backs to the wonderful performances like the Fox, together with a model, turning and twisting on beautiful music. And what about a Pou de Ciel ("heavenly louse"), built by Henri Mignet (the 59 CFN) or the ex-RAF Tiger Moth (1952) from the "Syltonians" (R-5216) with German pilot Jesco Gravemeier (jesco@tigermoth.de), who speaks fluently Dutch (he was a student of the Dutch Techn. University of Twente, Enschedé). The British occupation forces had this Tiger on the German island of Sylt and were called The Syltonians. After standing in her stand and frying many kibbelings (on the Open Days in total about 75 kilo!) Sylvia has got more and more pain in her back and calls: "I am on holiday!" On Sunday evening the Fox flies a beautiful show against a darkening sky, firework coming from it's wings and flying with a band of blue led lamps along it's wings and fuselage! Breathtaking! On Monday Jan brings us to station of Gogh. Meggie is

**Below: Bob van Aalst's motor Tutor
Bottom: the ex-RAF Tiger Moth (1952) from the "Syltonians" (R-5216)
Below right: Sylvia, busy with "her" kibbeling.**

Photos: Jan Das and Meggie Van der Vleit





going back and should be at home about 6 hours later. The famous Nick and Inge Newton arrive with their Hütter, which is rebaptised in a Slingsby, just like our K6, which is a sKy-Six-Cee-aRrr since last year. Other famous participants arrive, like Ray Whittaker and Christine Swallow, Erwin with his Grasshopper, Eric on Dutch wooden clogs with his Prefect, Evert with his Sky and the “financial wonderboy” of LSV Goch, Erwin Koenen (treasurer) with his K6E, rebaptised in a Slingsby sKy-Six-Eeeee. Late in the evening still no telephone from Meggie. I try to reach her. No way. At last one and a half hour too late a call from her. She started with: “I am all-right, but..”. There had been an attempt at her train in the neighbourhood of Cologne (Köln). There had been a shot at the train with window shattered. Police came on board, investigation etc. and a lot of delay..

Tuesday 14th of june

The day starts very misty. After a welcome by Bob he makes clear that this will again be a relaxed rally. “I allow you all to rig your plane, not more!” Jos Sliedrecht of Wings over Holland will do the aerotow with his Piper Super Cub (PH-WDR), a fifties-oldtimer too. “He understands where to drop you”, Bob says, putting a cock doll on the bar, pulling it’s crest. The cock cries and cries! All are laughing and Nick runs to the cock with his camera. “Every time you feel stressed just pull it’s crest and your stress will be over!” Bob says. The briefing is longer than normal, because there is a new TMZ. Without a transpon-

Below: Paul van der Vliet, on the left (with the “Greek” hat and Eric Fasbender, the KLM-captain ret. on the right (it looks like they are talking about saving the Greek economy).



der do not fly higher than 750 metres (2500 feet). Over the Reichswald all is free. The club and the private glider owners (must be clubmember) got a transponder on loan from the Niederrhein airport (the former RAF “Weeze”, now a Ryan base). There is a Dutch saying: “The perpetrator pays..”. Breakfast will be at 09.30, dinner at 19.00. We all get a wonderful “Kuchen” (cake or tart) as a “thank you” from the club, because we (i.e. Sylvia and me) cleaned the showers and the lavatories after the Open Days. Helping each other rigging and relaxed lunching we really flew. I had a start with the winch and a short flight. Then a quiet aerotow behind Jos, who had a long rope of 60 metres (most German aerotow planes have a – too – short cable, which is hair-raising and often leading to almost-accidents, even I came in the past on the brink of a bad accident, the prop wash catching my left wing) and hurrah, there is a thermal! Testing my logger I have a flight of about one and a half hour.

Wednesday 15th of june

At the relaxed briefing Bob tells us that we made 17 aerotows and 4 starts with the winch. “We started at 2 o’clock, please no sooner today!” he says. Then the special “Bob ritual” begins. Evert receives a small helicopter for his shortest start. Eric on clogs gets a medal, because he had the longest start, but at the wrong side of the field (to wear all day to remember never doing it again..). I receive an orange ballpoint for turning on final and crie: “Oranje boven!” (Orange on top!). To understand this: I was a captain on a ship (for the French “liseurs”: j’étais capitaine au long cours). In the 17th century the Dutch navy flag was not red, white and blue, but had the orange colour on top (oranje, blanje, blue). Orange has nothing to do with extreme national feelings, which some foreigners think. Frater Kees and Cor, both non flying participants of the rally, receive a memory game for telling so many historic gliding stories. Jim flew with bare feet up to 1800 metres (close to FL60)! Ed becomes a small helicopter too and Inge a small golf ball. All non-really-Slingsby pilots receive a Slingsby sticker, to glue on their glider. Jan Das will make a photo of all Slingsby gliders. And as a highlight: Eric Fasbender flew his solo on the Bölkow FS-24 Phoenix T, PH-999, of Hans Disma (both KLM-captains, ret.) after 17000 hrs. flying, more than 23 years as an 747-instructor, with 520 starts on glid-



ing...Cor says: “He is now turning on the BBQ!” Because Nick and Inge spend this evening a BBQ, during a beautiful moon eclipse! This is not the only reason why I am very glad Nick and Inge came to this 5th Continental Slingsby Rally. The Saint of the Dutch seafarers is St.Nicolaas. Close to the historic port of Amsterdam, opposite the Central Station, stands the Nicolaas Church. It’s the third Nicolaas Church (1887). The first was the Oude Kerk (Old Church) dated from 1306 (still existing), the second is the hidden church “Ons lieve Heer op Solder”. In the 17th century three quarter of the Dutch population had to do with seafaring. The yearly celebration of St. Nicolaas (Sinterklaas) on december 5/6 should be on the List of the World Heritage! So far on Nick.

Thursday the 16th of June

Bob, Sylvia and Jim managed to cook a real delicious traditional English breakfast. The briefing again is a Bob-ceremony. Yesterday we did 9 aerotows and 14 winch starts. I am getting another orange pen, receiving it with the crie: “Oranje boven!” Inge gets a yellow golf ball for helping. Cor receives a medal for cleaning the toilets and showers. Eric becomes a clothes hanger in aeroplane shape for going solo on the Phoenix. Robbert took for the first time part of the Slingsby rally with a Slingsby glider and Hans gets a wooden ruler for flying two hours with his “tupperware” glider (the Phoenix, although already a historic glider in the development of the modern high performance glider types, but alas not anymore of wood). Coffee break at 12 o’clock, while two hours later the weather will be better. Some (English most) are going to the bicycle museum in Nijmegen, Netherlands. Onno tells me, that he has the original plans of the Fokker-Spin! In the evening we are going “kegelen” (kind of historic bowling, the balls doesn’t have holes) in the “Zum Schwan”, i.e. Chez Jens, of



Asperden. Nick, the wizard, is very talented and is soon steaming to the “bronze”, while Frater Kees yells: “Be quiet! Nick cannot concentrate on his apparatus!” Doppelraab-Marijke cannot find the hole of the kegelball. Someone cries: “For you the holes are closed!” Carla reaches “silver” and her husband, the photographer Jan..oh la la... wins “gold”, together with Eric (capt.ret.): the Curaçao (wooden) goblet (cup). Suddenly a message! A toast is given to the birth today of Jana, the new granddaughter of Jaqueline, the partner of Johan of the Sedbergh based on Venlo. During the dinner the problem of the double championship is solved. Jan and Eric receive each a half of the Curaçao goblet with a tube of glue! Each half can stand!

Friday the 17th of June

At the briefing Jan complains, that there is a wood-worm in his half of the goblet! Yesterday we didn't fly except Jim, who flew with Jos in the Piper Super Cub. Today Jim and his twinsister have their birthday. So Jim gets the one and

only “first prize”. The English guests receive the book “Holland in vogelvlucht” (Holland from the sky). I am getting “De Ruyter” hagelslag, a special Dutch “hail” to “sprinkle” on a sandwich, part of the hail is orange (untranslatable). Inge gets an orange golf ball, Carla a set of wooden egg cups, Nick a small mouse for his Hütter and Inge again an enormous golf ball, because when you get older the eyes become more and more worse. At 12 o'clock Frau Blümel, the wife of the Clubpresident Dr Thomas Blümel, brings again a delicious “Kuchen” and then it's the (Dutch) traditional “beschuit met muisjes” (round biscuit with white/pink “hail”) for the birth of Jana. In the afternoon I have a very nasty experience. By my last winch start of the rally I am “launched” with 150 km/h for the first time in my whole flying career. Signal. Speed falling back to 70. Signal. I survived. Who is on the winch?? I think it's Buddha, the longhaired Tibethan terrier of Eric on clogs, who is standing outside the winch, yelling: “Buddha, slowly...”!!!

Saturday the 18th of June

It's the day of derigging and thanks. Carla did a lot of work and is happy with a beautiful bouquet of flowers. Everyone gets a bottle of wine with a wooden clog on the cork and a Sedbergh on the label to remember this Rally. Frater Kees, one of the oldest participants receives a beautiful small statue of a man with a small hat, reading a book. I am getting an orange pen again and everyone yells: “Oranje boven!” Inge with her golf ball has a wonderful gift for Sylvia and Bob as a special thanks for all the work....perfume and solar Zeppelin (airship). In the evening there is an unforgettable party on behalf of Sylvia who will “meet Sarah” at midnight. Even men like Nick and Eric go on their knees to film and photograph Sylvia, while a band of funny men sound the trumpets etc. What a Rally!

Paul van der Vliet (one of the founders of the European Gliding Union. Famous? Sorry, just a little bit “historic”..) □

Slingsby Week Rally



August 28—September 3, 2011

25 pilots and 22 gliders took part in yet another successful week at the Yorkshire Gliding Club. A wide variety of old gliders were present including 5 Skylarks, 1 Capstan, 2 Darts and a Sky from the Slingsby stable.

The event was opened by YGC President, 95 year old Moyra Johnson, who wished the participants a safe and enjoyable week and reminded all of the debt owed to the late Chris Wills and the need to continue his work to ensure that our gliding heritage survives for a long time to come.

The holiday weekend brought the west winds we were hoping for but unfortunately they were strong and gusty and only a few rally pilots took to the air. Things improved as the week went on and everyone was able to enjoy superb views whilst soaring Sutton Bank in

thermal lift, light winds and occasional forays on the south and southwest ridges. Flights of an hour or more were the order of the day. Bottles of local ale were presented for the best height gain and longest flights each day. Angela Veitch in her lovely Sky (Gertie) was a regular contender for the longest flight with Bill Cook, Graham Winch and Ian Bannister amongst other prize winners. The only x/c flight was by the organiser, Phil Lazenby, with an O & R to the Slingsby works at Kirkbymoorside in the club K8 but he failed to persuade Slingsby pilots to follow to the birthplace of their gliders. Bob Boyd, along with Mary, joined midweek, unfortunately without a glider this time, but Bob was not put off by this and managed to fly more than most including three gliders in one day.

On most evenings we enjoyed excellent food organised by Gayle, Ann and Apple - the latter putting on one of her famous Thai meal evenings. Tim Wilkinson produced his usual delicious meal and Gayle led a team offering three courses for a fiver including a superb meat and potato pie with all the trimmings. As one pilot remarked “the culinary delights rivalled the flying achievements this week”. Profits from the meals led to a sizeable contribution to the Yorkshire Air Ambulance charity.

Moyra had the last word at the end of the event, urging all present to fight for the preservation of our precious old gliders and insisting that all returned in 2012, not only for Slingsby Week but also for the National Rally early in June.

Phil Lazenby September 12th 2011 □



Grunau Babies



above Czech Rana Hill
from the (Oldtimer Glider Team Rana)



Of course, this beautiful word “Babies“ has meant for many years, the famous type of glider, which has flown since the 1930s above the sky of the whole world. Official name is Grunau Baby, Czech nickname is simple “Bejbina“ [baybena]. From an original production of about seven thousands gliders, only the last few hundred remain, but not one is flying in Czech now. Because of some years of co-operation with the Baby owners’ fellowship, it was voted that the 32nd Grunau Baby Treffen will arranged at our home airfield Raná u Loun from 11th till 19th of June. And because our Czech, post WWII designed glider Zlin 24 Krajanek has a similar shape and design, we declared the 2nd meeting of these gliders together. The basic principle of this type of meeting is not a gliding contest but a real meeting of colleagues and their families; to exchange experiences from flying, repairing, complete overhauling and of course, to meet with the organizer’s homeland and local people. Also they like to show off their much loved Babies during the flying days. So all days were full of aerotows and

winch launches. Babies had a chance to fly in thermals and above the Rana hill slope. And when the courage was enough our oldest glider, the Hol’s de Teufel was flown, together with the primary SG 38 Schulgleiter, which by the way, has the same designer – Edmund Schneider from Grunau.

Although the time was shortly after Medard, there were no rainy days and we could fly every day. At the beginning of Saturday June 11th, many of Rana aeroclub veterans met here and many of them came to look during the whole meeting. This year, the original Babies and participants from Germany, Austria, Holland and Czech Krajaneks were present here and also other similar types of gliders. So the atmosphere and feelings of old times happened here at Rana with their historical hangars and surroundings (the oldest functional hangar was built by the gliding people Masaryk’s Aviation League at year 1935).

This year we had the anniversary of the first cross country flight from Rana to the German village of Hermsdorf, which was flown by a Grunau Baby II. So we declared “The Cup of Erwin Primavesi”. The basic rule was to perform this cross country flight with Grunau Baby or by a

worse performance glider. On Thursday June, 16th Ulf Kern tried to obtain this cup with the Hol’s der Teufel (gliding ratio 1:13) but because there was

no transport trailer for his glider at Rana airfield he decided to cancel this task and landed at Rana after 5 hours of flight. But the next day, one of the Czech Krajaneks (gliding ratio 1:17) reached this German village and landed here. The copy of the newspapers from 1938, was full of information about Erwin Primavesi’s famous flight, was presented by pilot Jiri Lenik to the local small museum of village life.

We think that time spent in our country was nice for all participants of this meeting. We need to thank our comrades from Rana Aeroclub, which helped with the meeting organization and during this time, they confined their own flying of almost thirty club and private gliders. This rally, with so many Grunau Babies on Rana, was a unique moment of present history of Czech gliding. You can see more about it on <http://baby2011.comehere.cz/> □



2nd International Vintage Glider Meeting “Ugo Zannier”



*a report from
Vincenzo Pedrielli*

The second International Vintage Glider Meeting “Ugo Zannier” took place in Rivoli di Osoppo from 9th to 16th July 2011.

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

The airfield is located at the foot of the Pre-Alps Giulie, near the mount Cuanan. With a short tow, the participants did enjoy the imposing scenery of Canin and Goglians massif, which is ideal for thermal lifts.

Pilots from Switzerland, Germany, France, Nederland and Italy have attended to this second International Vintage Glider Meeting, some of them by driving over 12 hours with their sailplane into the trailer to reach the place.

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



Fifteen sailplanes were flying at this meeting, of which five two-seaters offered the possibility of flying and admiring the beauty of the region to many visitors. The Meteo was excellent

and we could fly 6 days of the total 8 days of the meeting. The initiative of the people of Club AVRO provided also interesting alternatives to flying, which satisfied all participants.





The “Parco delle Dolomiti” offered in many cases the possibility to the pilots to fly together with griffons as gliding mates. The presence of Griffons in that area is due to the restocking project of the Natural Reserve of the lake Comino, project which is giving already great results, with a population of over 70 units.

The meeting closed down with the dinner of Friday 15th July and both participants and organizers were completely satisfied.

Vincenzo has put more info and pics on his website www.vincenzopedrielli.it.

Click: 2011: *Meeting ad Osoppo*



Participants and gliders were:

JOERG ZILLER	MEISE	D-1420
WAEPTY WILLI	L-SPATZ 55	HB-737
DIDIER PATAILLE	M-200	F-CDHC
WERNER KALUSA	HUETTER 28	D-8223
WERNER ROTH	KRANICH II	HB-475
FRITZ ZBINDEN	MOSWEY III	HB-485
LILLY GRUNDBACHER	ELFE PM III	HB-526
NEELCO OSINGA	KRANICH IIB	PH-103
BERNARD DUVANEL	KA7	HB-653
CHRISTIAN MATHIEU	FAUVEL AV22	F-CAGL
PATRICK RENAUDIN	SIRENC305	F-CDGA
HANS DIJKSTRA	SHK I	PH-1407
ASTID VAN LIESHOUT	Ka6CR	PH856
ENZO SERRAVALLI	BERGFALKE	D-1317
ENZO SERRAVALLI	SF-25	D-KEIH



The Origins of the Minimoa

By Martin Simons

(Talk given at the Minimoa Seminar at Bacchuse Marsh on April 3rd 2011)



A sketch of a glider with a distinctive and graceful wing, but no tail, was used on the cover of the small book *Das Segelflugzeug* by Werner von Langsdorf, published in 1923. This was probably the first book ever about gliders. There is a direct link with the *Minimoa*.

Friedrich Wenk

Friedrich Wenk, born in 1893, inspired by the wandering albatross, had discovered in experiments with models that a tailless aircraft could fly stably if the outer wings were swept back strongly and twisted to negative angles of incidence. Flexible or hinged surfaces near the tips could be used as combined elevator and ailerons, *elevons* as they would be called now. In 1920 a glider on these lines was flown successfully in the

Black Forest by Fritz Peschkes. Several more trials followed with less success.

At the 1921 Rhön competition on the *Wasserkuppe* emerged the *Weltensegler*, latest in Wenk's series of gliders. The wing, like the earlier ones, had marked dihedral over the centre section with sweepback, anhedral and twist of the outer panels, all braced with an elaborate under-wing series of vertical struts and wires. The pilot sat in a small suspended central nacelle.

Wenk was not alone in thinking a glider would be able to gain height by riding wind gusts. When a gust



Left: the Langsdorf book of 1923.

increased the speed of the airflow, if the wing instantly moved to a higher angle of attack it would lift the aircraft higher. Between gusts the wing would return to normal and glide until another gust lifted it again. Wenk did not think a human pilot would be able to respond quickly enough to gusts. The new *Weltensegler* had springs in the control cables. The elevons were expected to adjust automatically, causing an upward surge, springing back to neutral until the next gust arrived.

On August 14th 1921 the *Weltensegler* was to be test flown by Willi Leusch, an experienced pilot of powered aircraft.

The launch was by hand. With the



Despite this terrible accident those seeing it had been enormously impressed; a glider had actually gained height after launching. The gust soaring theory seemed to have been proved. In the following months many gliders were built with wings having variable incidence. The pilot was supposed to sense

a gust, shift the wing to high incidence, gain height and return to normal. They flew and some soared but not by virtue of wind gusts. In 1922 slope soaring flights, with durations running into hours, were made by gliders with tails and controls like those of ordinary aeroplanes.¹

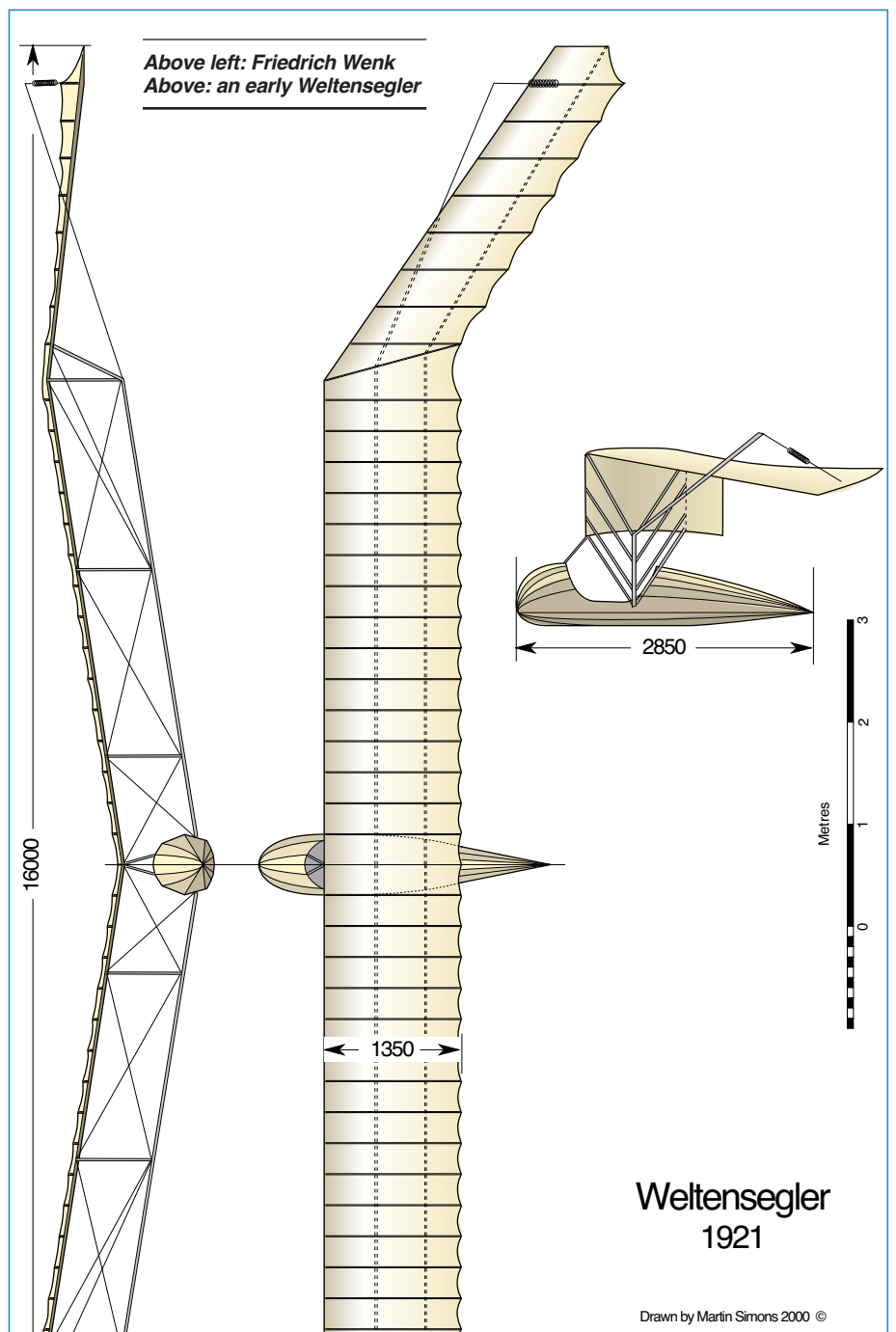


pilot in the nacelle, the ground crew of four, holding the under-wing struts, lifted the entire aircraft bodily and trotted forward, throwing it from the top of the slope. The *Weltensegler* floated away and, to everyone's delight, gained height. No one had ever seen a glider soaring before. Cheers and congratulations to Wenk followed as the flying wing rose and made headway. Then came disaster. The glider was seen to veer slightly and pitch forward into a dive. The wings fluttered and disintegrated. Leusch fell into the valley and was killed.

It seems certain that the spring control system was responsible. As the airspeed rose in the dive, loads on the elevons increased in accordance with the 'square law' of aerodynamics. Twice the airspeed meant four times the forces on the control surfaces. The springs were incapable of resisting and there was nothing the pilot could do.



Above: tailless glider flown in the Black Forest 1920.
Below: an early Wenk glider





That Wenk was correct in his theory about stability with a tall glider, was proved subsequently by Alexander Lippisch, whose Storch IV flew very well with sweepback, washout, lobate elevons and winglets. His work led eventually to the Messerschmitt 163 rocket fighter of World War 2.

Wolf Hirth

One of the young men mightily impressed by the *Weltensegler* was Wolf Hirth, whose father had built up a prosperous engineering business, building, among other things, engines for motorcycles. Wolf suffered a serious motor cycling accident, losing a leg, but this did not prevent him following a career in soaring. He became famous. He was officially recorded as the first sailplane pilot in the world to achieve the *Silver C*. (This was later corrected. The honour

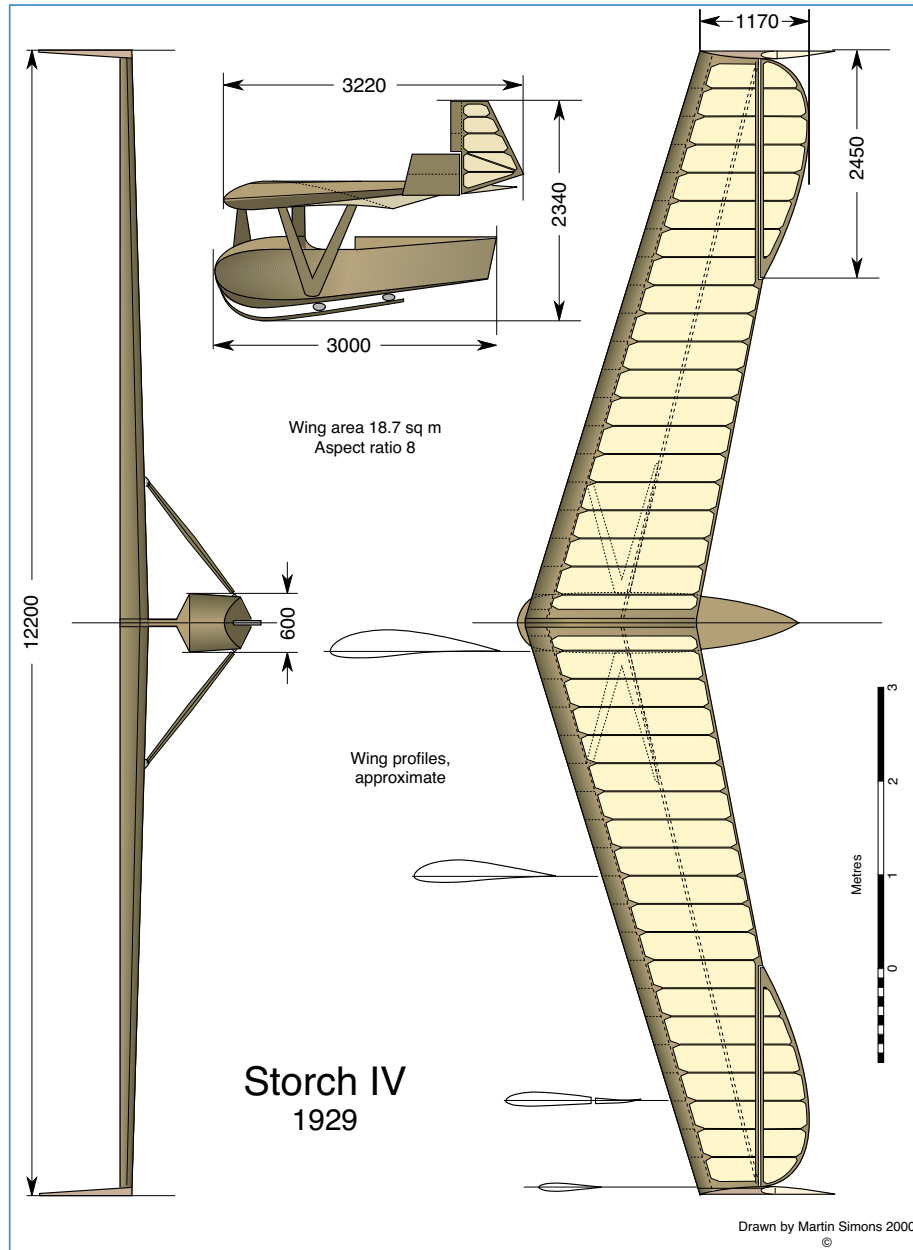
truly belonged to Robert Kronfeld.)

After visiting the USA with his *Musterle* sailplane to demonstrate soaring, on return to Germany in 1931 Hirth went to Silesia where a local gliding group had their hill site above the town of Grunau. Edmund Schneider was already busy producing the *ESG 31 Grunau Baby* and other successful types at his factory in the valley.

Hirth's attention was drawn to a local phenomenon. At certain times when the south wind blew over the mountains, a long white cloud formed very high up, some ten kilometres upwind from the site. Local legend had it that there had once been an old peasant who, when ploughing, paused often to gaze at this lenticular cloud and wonder why it did not move with the wind. He talked about it a great deal. This man was Gottlob Motz, or, following the east European

custom of putting the family name first, *Moatza Gottlob*. When this strange cloud appeared, it was called after him, the *Moazagotl*. The local meteorologists guessed it was formed by some kind of atmospheric wave.

Hirth needed a new, high performance sailplane. He would have the aircraft built for him by Edmund Schneider. In view of the disaster in 1921 it is rather surprising that he turned to Friedrich Wenk to design it for him. He and everyone else had learned much in the preceding decade, but stability in flight was still not fully understood. Wenk had shown that with strongly cranked and swept back wings, a sailplane would fly even without a tail. A modern, strong glider with the Wenk pattern of wing and an orthodox tail unit and control system, could hardly fail to be very stable and easy to manage. So it proved, although



Left: Alexander Lippisch's Storch IV flew very well with sweepback, washout, lobate elevons and winglets. Above: Wolf Hirth.

with very large ailerons it must have had its own problems. An enlarged rudder was needed to counteract adverse yaw when the ailerons were deflected.

Edmund Schneider built the *Moazagotl*. The factory name for it was *Grunau 7*. Edmund's son Harry, now living near Adelaide, remembers as a child wanting to play with the rubber balls that were used to spring the landing skid.

The wing, braced with carefully faired struts, generally followed the *Weltensegler* plan. There were constant chord inner panels with strong dihedral, changing to swept back outer sections



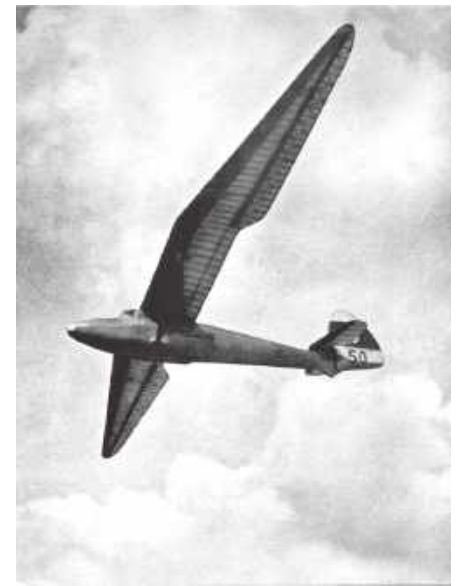
with lobate ailerons and slight anhedral. Since the struts took the main bending loads, the wing root required only the simplest kind of attachment to carry shear loads. The main spar had to bend at the point where the wing plan changed. Wenk avoided the difficulty of building the spar curving in two planes by keeping it straight in plan with a secondary spar to make a highly efficient and light pyramidal structure with the struts.

Hirth had realised now that for long distance flights in thermals, it was useful sometimes to fly with a high wing loading. Accordingly the *Moazagotl* was fitted with a water ballast tank in the fuselage behind the cockpit. When full this added 50 kg. The *Moazagotl* was probably the first sailplane ever to have this feature.

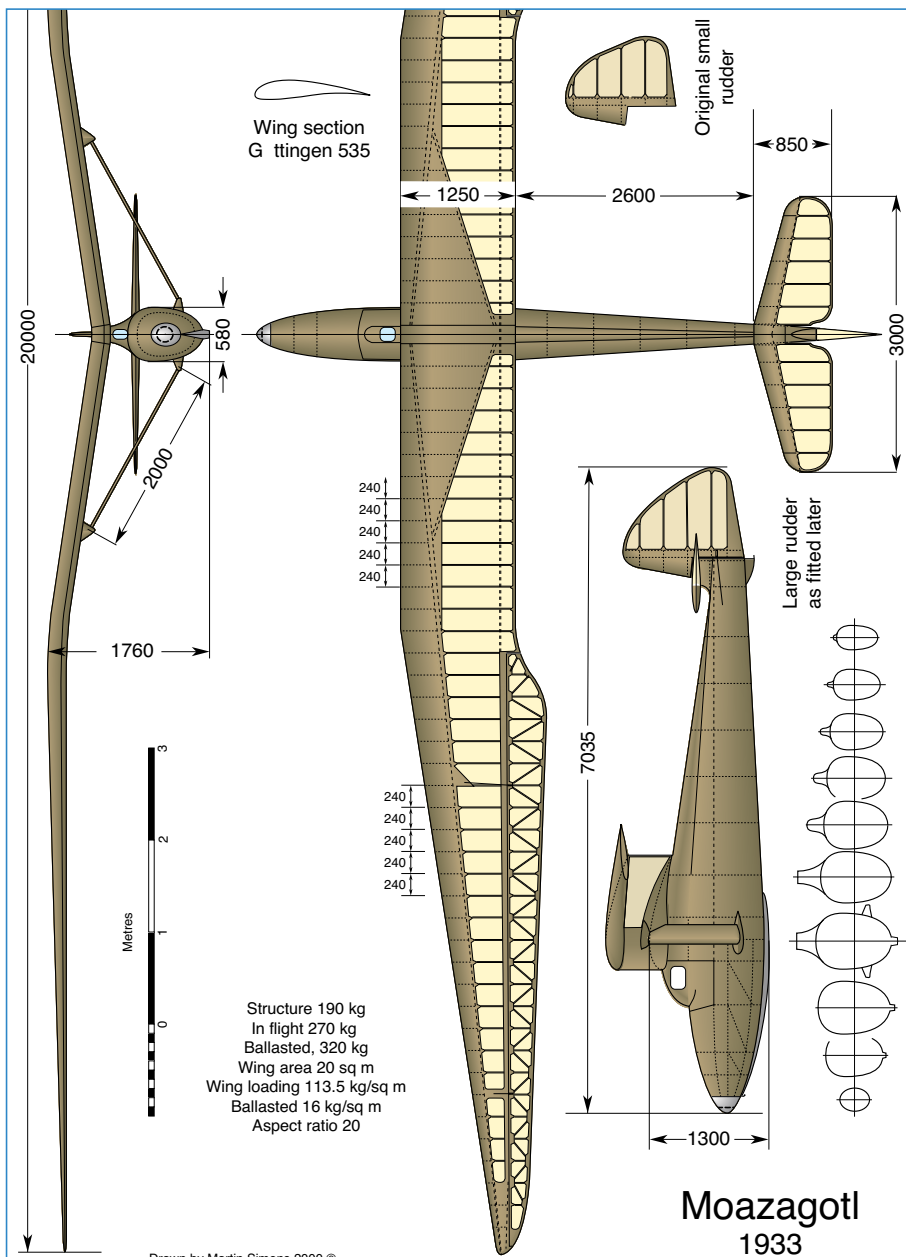
It seems Hirth, despite its name, never



Above: *Moazagotl* at factory.
Below: *Moazagotl* ready for bungee.



Above: *Moazagotl* in flight.



flew the *Moazagotl* in the Silesian wave. Other pilots in other sailplanes, especially Erwin Ziller and Joachim Küttner, explored it. Küttner reached 6780 m (22310) feet there in 1937.

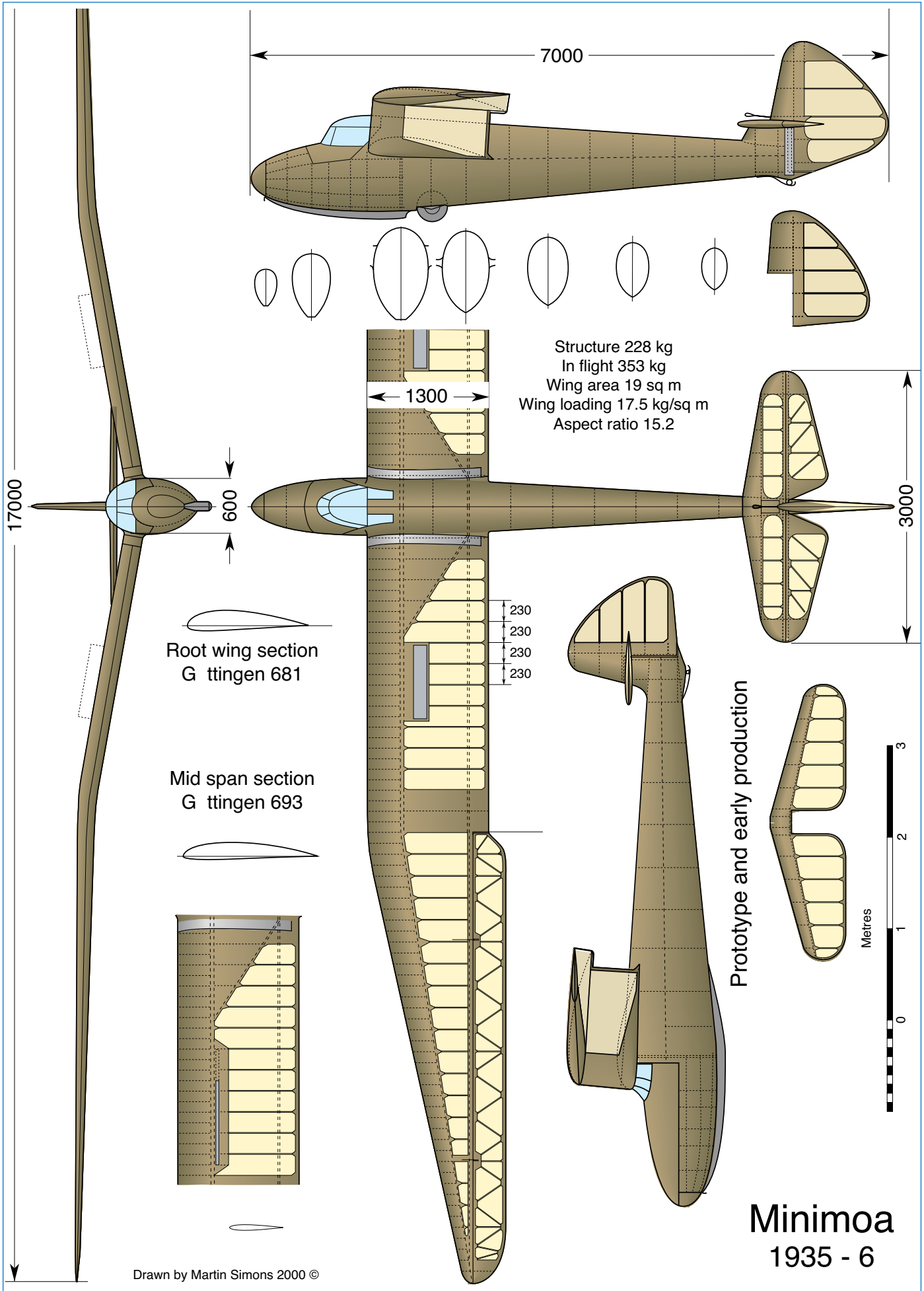
Hirth with the *Moazagotl* placed second in the Rhön contests in 1933, one of his flights exceeding 300 km. In 1934 he was a member of the famous German expedition to Latin America

Re-finished and painted, it was flown by Ludwig Hoffman in the International Championships in 1937, placing second to the *Fafnir 2* which was the most advanced contest sailplane of its time. The *Moazagotl* survived intact until the end of the Second World War, but was deliberately burned at the Hornberg site to prevent its capture by the American army.

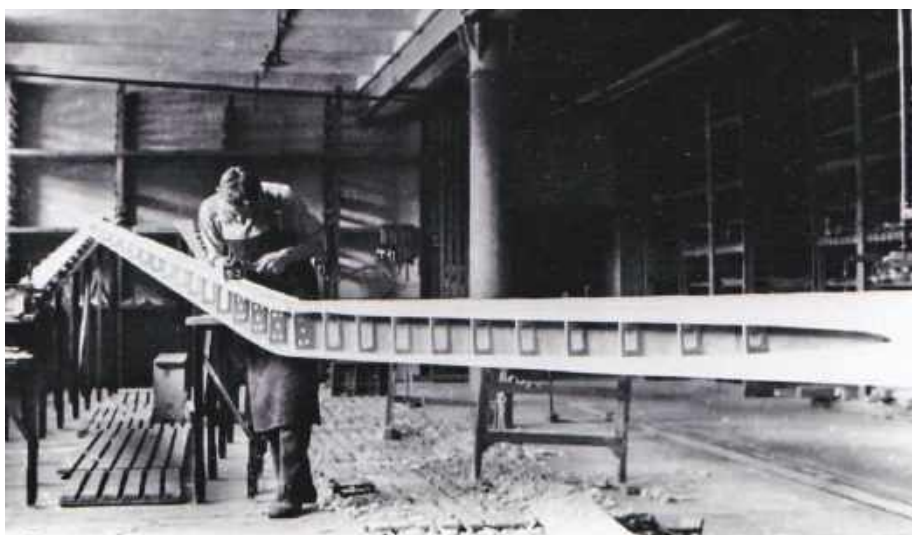
Segelflugzeugbau Schempp Hirth

Hirth's friend, Martin Schempp, had spent some years in the USA. Soon after his return Hirth left Grunau and the partnership of *Segelflugzeugbau Schempp Hirth* was founded in the town of Göppingen near Stuttgart (where it still is). The first sailplane to be marketed was the *Göppingen 1*, *Wolf*, then came a two seater, the *Göppingen 2*. Next, a high performance sailplane was needed, the *Göppingen 3*.

By 1934 there were already several established glider factories in Germany. The most popular cross country sailplane was the *Rhönadler* a 17.4 metre span design by Hans Jacobs and produced in quantity by Alexander Schleicher. Another competitor was the



Drawn by Martin Simons 2000 ©



17.24 m, strut braced *Condor* from the firm of Robert Bley. The designer, Heini Dittmar, was known to be working on an improved, faster cantilever version of this with a thinner wing, the *Condor 2*.

It was important for the *Gö 3* to be easy for pilots of moderate experience to fly. Circling in thermals and soaring in clouds was becoming normal practice, so good stability combined with robust structure was essential. To achieve production and maintenance costs competitive with the Schleicher products, the span chosen was 17 metres. Strut braced wings were no longer considered adequate. The wing must be cantilever, but for cloud flying the structure should be stressed for 10g instead of the usual 8.

Once again, Friedrich Wenk was consulted. The *Göppingen 3* became in every way, a *Mini Moazagotl*, the *Minimoa*.

The wing was mounted high on the fuselage, with a built up transparent canopy set back into the wing root to reduce drag.

It was becoming clear now that to land a sailplane with a good glide ratio was difficult. The *Minimoa* would need something to spoil the glide before touch down. Wenk decided to fit under-wing brake flaps. Martin Schempp had also recognised during his American experience, the many advantages of having a wheel to help ground handling and for the increasingly common methods of winch launching, auto and aero towing.

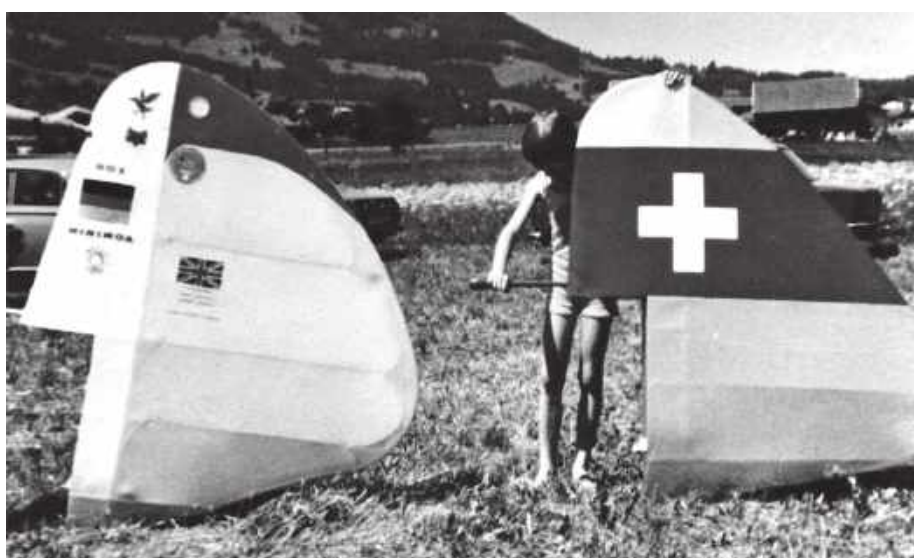
Construction presented difficulties because the main spar had to curve in two planes. Very elaborate jiggging was necessary. A high standard of workmanship ensured both wings were the same.

An unusual feature was an adaptation to allow Hirth with his artificial leg to get into the cockpit without difficulty. The entire forward part of the fuselage

Above: working on the spar.
Below: the spar jigs.



Above: prototype with high mounted wing and under-wing brake flaps.
Below: later rudders were enlarged like the one on the left.



decking including the windscreen and the instruments, was detachable. The control column was suspended from a torque tube in the wing root. These were not necessary for the production aircraft.

The prototype was demonstrated at the 1935 Rhön contests, without competing. Production began on a limited basis. Several early *Minimoas* were



Above: prototype cockpit.
Below: prototype panel.





exported, one to Romania, another to Japan

Some shortcomings became apparent. Mid air collisions between gliders had occurred above crowded slopes and in thermals. The view from the early *Minimoa* cockpit was very restricted. The wing was moved down to shoulder height, giving the pilot a much better view all round. The flaps proved less effective than hoped and to deploy them required a strong arm. They were replaced with simple spoilers on the upper surface of the wing. Trials with different tails led to a larger rudder and the all-moving elevator was replaced with a fixed tailplane and hinged elevator. In this revised form, large-scale production began, with minor improvements in later years. From 1939 the

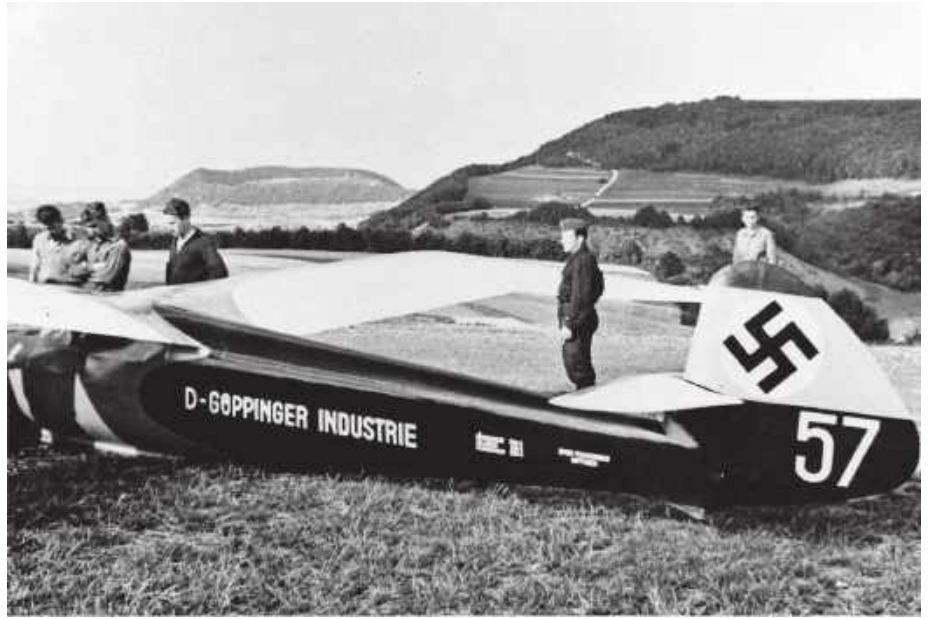


Top right: an early *Minimoa* for export, with the high mounted wing and all flying tailplane. Above: the two seater, the view from the rear cockpit was seriously restricted.

spoilers were replaced with parallel ruler brakes following the DFS pattern.

The distinctive shape of the wing attracted attention not only from pilots but from the general public. The *Minimoa* was everyone's idea of what a glider should look like. Hirth was once asked if this form of wing had some important advantages. He replied that it sold a lot of *Minimoas*. Well over a hundred were produced, which, for those times, was outstanding. There were exports to many countries.

There was an attempt to market a two seat version. The second cockpit was arranged behind the main spar with windows. Hirth visited England with this aircraft, hoping to sell it but there were no takers. The view from the rear cockpit was seriously restricted. In front was the other pilot's head, the wings rose up to cut off the view on each side and there was no downward vision at all. (These defects were true also of the *Kranich* of Hans Jacobs, but the dihedral was less,



This photo: bungee launch. One of the best contemporary photos ever taken of a *Minimoa*.



transparencies for a limited view downwards were provided in the wings and the rear pilot could open the windows to look ahead by putting his head out.)

In England the well-known pilot Philip Wills took delivery of a *Minimoo* and in a few weeks of 1938 made a series of flights that broke the existing British national records for height and distance. His flight from Heston in Western London to St Austell near Lands End was outstanding. He crossed Lyme Bay well out over the sea, riding the sea breeze front. The distance was 209 miles (336 km). Together with an earlier height climb in cloud to 3300 metres, this earned him the Gold C badge. He was listed as the third pilot in the world to achieve this². During one of his many cloud flights, becoming disoriented, he said to himself 'Minimoo is always right', and took his hands and feet off the controls. The Wenk form of wing once again showed its quality and the sailplane settled down.

Kitty, his wife, faithfully followed Philip everywhere with the car and trailer.

Wills with his *Minimoo* was one of the pilots employed during 1940 in tests to find out if wooden gliders could be detected by the RDF stations (Radio Direction Finding, later called *Radar*) along the south coast of England. There was a serious danger of airborne troops arriving silently in gliders. Belgium had already fallen to the Germans after an attack of this kind. It was shown that faint radar echoes could be received from the steel control cables in the gliders, but these could easily be overlooked by the operator.

In post WW2 years the Wills *Minimoo* passed to Prince Bira of Siam, who flew it in England, always carrying his small dog in the well lit space behind the pilot's head. At last it was sold to a group in Iceland. Sad to say, there it was allowed to become damp, the glue failed



Above: Prince Bira with his *Minimoo* in 1946 and his terrier who flew with him.

and it was destroyed.

A few of the old *Minimoos* survive. Four were together and flying at the International Vintage Glider Rally in 1976 at Dunstable. One of these remains in England, recently restored and flying again after a long period of idleness. Another is in Holland, in fine condition, and a silver one in Swiss markings is in the Wasserkuppe Museum.



Four *Minimoos* at the International Vintage Glider Rally at Dunstable in 1976, and three of them flying, above.



The *Minimoo* now in Japan was captured and taken from Germany to France at the end of the war, and remained there for years, little used. It was brought back to Germany by a member of the Münster gliding club. It was named *Spätheimkehrer*, meaning *late homecomer*. It was thoroughly restored by Max Müller and flew for years as a club aircraft. One night it disappeared. It had been sold illegally by the member who had brought it from France, and shipped to Mr Honda in Japan. In Japan it remains and flies. The guilty club member had to face very serious trouble.

A *Minimoo* named *Bonomi* is displayed in a museum in Argentina. It was taken there originally as cargo on a Zeppelin airship.

A serviceable *Minimoo* was bought from its American owner, Jan Scott and



Above: British *Minimoo* at International VGC Rally, 2010. Left: *Minimoo* still flying in Japan.

returned to Germany. At least one other of the original production survives in flyable condition in its home country.

The new *Minimoo* being built now for Fernando Salazar by Malcolm Bennett, is the first ever to appear in Australia. Some photographs of the work in progress, with Malcolm and Fernando, appeared in VGC News, Issue 129, Spring 2010. It is not quite unique. In Germany a new *Minimoo* was completed in 2007 by Matthias Voest and at least two more were reportedly under construction at that time.

Perhaps a total of ten, three newly built, exist and there may be more. □

¹ *Gust* soaring has very recently again become a research topic. See the OSTIV journal, Technical Soaring Vol 35, April June 2011.

² As with the Silver C, there was an error. The Silesian pilot Eugen Wagner was the first Gold C pilot, Wills was fourth after Heini Dittmar and Herman Zitter.



Grand Prix, 100 years Wasserkuppe

“100 years Wasserkuppe”, a date which was celebrated on a dignified scale



and the VGC



By Ulf Ewert

In Tibbenham 2010, the participants of the VGC meeting were informed that interested pilots of the Vintage Glider Club would have the opportunity to participate in the programme on the occasion on “100 years Wasserkuppe”.

Together with the DAeC the associations of the Wasserkuppe had organised the “Grand Prix” and the VGC should organise an important part within the framework programme. We had been asked by the event manager Hanno Obermayer to present ourselves on many days of the Grand Prix and, of course, also to fly.

The Grand Prix itself was an event that fascinated all those interested in flying. On a large screen one could experience up close where the individual pilots were located geographically during their flight, in which height they were and with which speed or climbing/sinking they had to struggle. Also every out-



landing could be consciously experienced.

As all participating planes flew with the same index, a very simple and for the visitors exciting rating system could be applied.

Approximately 15 minutes after the last start the starting line was released simultaneously for all pilots and thus the winner was who had reached the finishing line first – like at a car racing.

The pilots’ task was to manage to fly the distances of about 200 kilometres in approx. two to three hours and so the visitors were kept excited. Watching the final approach, partly every few seconds, was of special interest.

During the initial phase and again during the target approach the oldtimers had to remain on the ground.

However, the time windows were generously dimensioned for the VGC pilots



so that all of them had sufficient time for their flights, to enjoy the beautiful Rhön landscape from above.

We were very surprised and could state with pleasure that also the pilots of the Grand Prix were really interested in our fine old planes. After the competition and after the award ceremony they came to the winch launch with the desire to be allowed also to fly with the old wooden planes.

So also Roland Stuck, the vice-president of the EGU, Hanno Obermayer and the later winner of the Grand Prix Giorgio Galetto took the opportunity to fly with the Condor IV from Achmer. Uli Schwenk started with Christian Kroll's Cumulus and with his flights in the Hütter 28 of Werner Kaluza and the Hols der Teufel Tilo Holighaus proved that his love of old historic aircrafts is still maintained.

For compensation the oldtimer pilots were offered a start with the ultra-modern FAI-planes..

Other VGC participants at this event:

UK: Francis Russell and Daniel Jasmin withr Minimoa,

The Netherlands: Jim van Aalst with Slingsby T8,

Denmark: Niels Ebbe Gjörup with a Zögling and a Hütter 17a,

Germany: Christoph Kroll with Baby III, the OSC with a Meise, a Rhönbussard, a Habicht and a SG 38 and the Reiher 3 from Achmer.

The organisers of this event on the Wasserkuppe made available without charge camping and sanitary facilities and the starts with the winch at own expenses. On request hangar space for difficult to mount planes was provided.

All VGC members were invited to participate in the opening ceremony in Gersfeld. On this occasion the Rhönbussard of the Oldtimer-Club Wasserkuppe was awarded "movable technical heritage" and a document of the heritage council of the country Hesse. This honour was awarded especially to Karl-Heinz Kellermann, the long-time chairman of the Oldtimersegelflug-Club Wasserkuppe and who did so very much work for this Club.

Karl-Heinz and his club companions contributed a great deal for the success of this anniversary parts and we have to thank them for this.

Ulf Ewert

More pictures from this event can be found at http://www.osthessen-news.de/beitrag_G.php?id=1200974



Grand Prix, 100-Jahre Wasserkuppe und der VGC

In Tibbenham 2010 wurden die Teilnehmer des VGC-Treffens darüber informiert, dass interessierte Piloten des Vintage Glider Clubs die Möglichkeit haben, sich an dem Programm anlässlich „100-Jahre Wasserkuppe“ zu beteiligen.

Die Vereine der Wasserkuppe hatten gemeinsam mit dem DAeC die Ausrichtung des „Grand Prix“ übernommen, der VGC sollte einen wichtigen Part im Rahmenprogramm gestalten.

Wir wurden vom Leiter der Veranstaltung, Hanno Obermayer, gebeten, uns an möglichst vielen Tagen des Grand Prix zu präsentieren und natürlich auch zu fliegen.

Der Grand Prix selbst war eine Veranstaltung, die alle Fluginteressierten in ihren Bann zog: Auf einer Großleinwand konnte man miterleben, wo sich die einzelnen Piloten während des Fluges geographisch jeweils befanden, in welcher Höhe sie waren und mit welcher Geschwindigkeit oder Steigen/Fallen sie gerade zu kämpfen hatten. Auch jede Außenlandung konnte „hautnah“ miterlebt werden.

*„100-Jahre Wasserkuppe“,
ein Datum, das in einem
entsprechenden Rahmen
würdig gefeiert wurde*





Da alle Teilnehmer-Flugzeuge mit gleichem Index flogen, konnte ein sehr einfaches und für die Zuschauer spannendes Wertungsverfahren angewendet werden:

Die Abfluglinie wurde ca 15 Minuten nach dem letzten Start gleichzeitig für alle Piloten freigegeben und somit war Sieger, wer als erster die Ziellinie erreichte usw., also wie bei einem Autorennen.

Die Aufgaben wurden so gestellt, dass die Piloten nach ca. zwei bis drei Stunden die Strecken um die 200 Kilometern geflogen hatten und somit die Spannung hochgehalten wurde. Besonders spannend war dann das Beobachten der Endanflüge, die teilweise mit wenigen



Sekunden Differenz erfolgten.

Die Oldtimer mussten im Zeitraum der Startphase und wieder während des Zielfluges am Boden bleiben.

Die Zeitfenster für die VGC-Piloten waren aber ausreichend bemessen, so dass allen Piloten genügend Zeit für ihre

Flüge zur Verfügung stand, die schöne Gegend über der Rhön von oben zu genießen.

Mit großem Erstaunen und Freude konnten wir feststellen, dass unsere schönen alten Flugzeuge auch bei den Piloten des Grand Prix auf echtes Inter-



esse stießen. Nach den Wettbewerbsflügen und der Siegerehrung kamen sie an den Windenstart und äußerten den Wunsch, auch einmal in den alten Holzflugzeugen fliegen zu dürfen.

So nutzte der Vice-Präsident der EGU, Roland Stuck, Hanno Obermayer und der spätere Sieger des Grans Prix Giorgio Galetto die Gelegenheit mit dem Condor IV aus Achmer zu fliegen, Uli Schwenk startete mit dem Cumulus von Christian Kroll und Tilo Holighaus zeigte mit seinen Flügen in der Hütter 28 von Werner Kaluza und dem Hols der Teufel, dass seine Liebe zu alten historischen Flugzeugen auch weiterhin besteht.

Zum Ausgleich wurde den Oldtimerpiloten auch ein Start mit den supermodernen FAI-Flugzeugen angeboten. Weitere VGC-Teilnehmer bei dieser Ver-



anstellung waren aus

England Francis Russell und Daniel Jasmin mit der Minimoa,
Niederlande Jim van Aalst mit einer Slingsby T8,
Dänemark Niels Ebbe Gjörup mit einem Zögling und einer Hütter 17a,
Deutschland Christoph Kroll mit einem Baby III, der OSC mit einer Meise, einem Rhönbussard, einem Habicht und einem SG 38 sowie dem Reiher 3 aus Achmer.

Der Veranstalter dieses Events auf der Wasserkuppe stellte den VGC-Teilnehmern kostenfreies Campen und Sanitäranlagen zur Verfügung, die Windstarts konnten zu Selbstkostenpreisen abgerechnet werden, auf Wunsch wurden für die teilweise schwierig zu montierenden Flugzeuge Hallenplätze zur Verfügung gestellt.

Alle VGC-Teilnehmer konnten an der feierlichen Eröffnungsveranstaltung in Gersfeld teilnehmen. Bei dieser Gelegenheit wurde der Rhönbussard des Oldtimer-Club-Wasserkuppe feierlich zum „beweglich technischem Kulturgut“ und mit der Urkunde zum Denkmalschutz des Landes Hessen ausgezeichnet.

Mit dieser Ehrung wurde auch ganz besonders Karl-Heinz Kellermann gewürdigt, der seit vielen Jahren dem Oldtimersegelflug-Club-Wasserkuppe als Vorsitzender vorsteht und der für diesen Club unendlich viel geleistet hat.

Für das Gelingen dieser Jubiläumsveranstaltung haben Karl-Heinz und seine Vereinskameraden einen großen Beitrag geleistet, der uns zu Dank verpflichtet.

Ulf Ewert





VGC Sales

embroidered VGC badge on assorted clothing



Clothing with embroidered VGC badge

Available in **S, M, L, XL** and **XXL** and **many colour options!**

Packing and postage not included

	Price Pounds	Post UK Pounds	Post Europe Pounds
Polar Fleece	27.00	6.00	8.00
Bodywarmer	17.50	4.00	5.00
Cardigan	18.50	4.00	5.00
Sweatshirt	15.50	4.00	5.00
Polo shirt	15.00	4.00	5.00
Tee shirt	9.00	3.00	4.00

Tee shirt (white with printed VGC badge)

Available in **child, S, M, L, XL** and **XXL**

Packing and postage not included

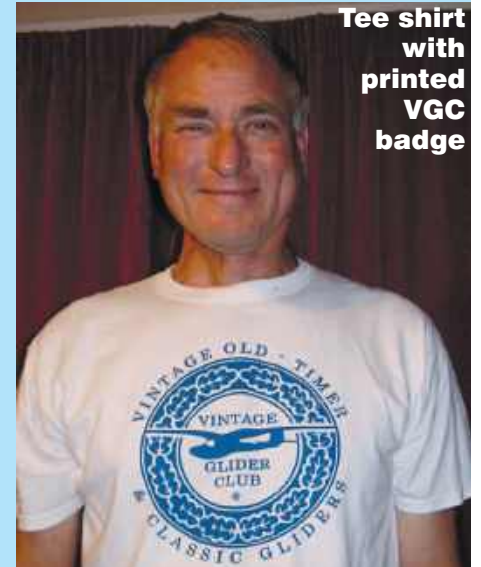
	Price Pounds	Post UK Pounds	Post Europe Pounds
Tee shirt	6.00	3.00	4.00



Sweatshirt



Polo shirt



Tee shirt with printed VGC badge



Sticker

VGC stickers for your trailer and car

	Price Pounds	Post UK Pounds	Post Europe Pounds
Front glued for windscreens, 80 mm diameter	1.60	0.80	1.00
Rear glued, silver background, 80 mm diameter	1.50	0.80	1.00
Rear glued, silver background, 250 mm	4.50	1.50	2.00
Rear glued, silver background 390 mm	6.20	2.00	3.00

Books

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

DVD

	Price Pounds	Post UK Pounds	Post Europe Pounds
T21 Technical Data	15.00	1.00	2.00
T31 Technical Data	15.00	1.00	2.00
Tibenham Rally	10.00	1.00	2.00

VGC mugs!

	Price Pounds	Post UK Pounds	Post Europe Pounds
VGC mug	5.00	2.50	5.00

Skid suspension rubbers suitable for T21, Olympia etc" £25 each plus P&P

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

Please contact David Weekes for an exact price. Payment in Euros welcome.

Payment by cash, cheques (to Vintage Glider Club) or via the VGC website "donate" facility

For sales and details contact David Weekes at sales@vintagegliderclub.org

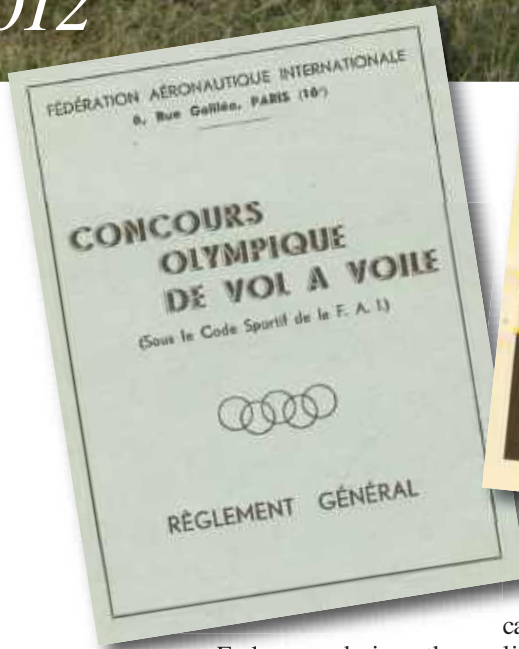


Gliding's return to the Olympic fold!

*Long Mynd.
14th-21st July 2012*

Ask most owners about the roots of the humble Oly, and they will tell you that it was the glider that was to take our sport into Olympic Competition. Selected at a special contest in February of 1939 by an FAI Technical Committee challenged to choose a monoclass glider for the 1940 Games, the Meise, or more commonly known as the Olympia, was to take the sport to new heights. With the advent of war, and a change of direction in the FAI post-war, unbeknown at the time, the Olympia was to signify gliding's defining moment in Olympic history.

From the highly successful 1936 Berlin Games when gliding officially featured as a demonstration sport, to the Olympic Gliding aspiration dying in the late 1950's, the dream has remained just that; a dream. With the Olympic Games being awarded to London in 2012, a group of VGC enthusiasts entered some informal discussions on how the Olympic dream could be symbolically revisited, and as a result, planned an unofficial, informal rally to mark the occasion during the 2012 Games.



Early on during the discussions with National and International regulating and governing bodies, it became apparent that there was little or no scope for creating an infrastructure for such an event during a time of heightened security and wide-sweeping airspace restrictions. (Not to mention the formidable commercial copyright laws surrounding the 2012 Games!)

Determined not to be beaten however,

there was a suggestion that maybe we could find an appropriate avenue for our cause through the quintessential "English" Wenlock Olympian Society? Buoyed by the obvious advantages of joining an established organisation that had a unique place in the history of the Modern Games, one which is officially recognised by both the British Olympic Association and the IOC themselves, we quickly made contact with the WOS secretary, Peter Thompson.

After a few weeks of discussion, there was a vote by the WOS Committee to



accept gliding as a demonstration sport into the 2012 calendar, but not only that, with the view of the sport becoming a yearly feature within the WOS sporting calendar from 2013 onwards, thus being eligible for Olympian Gold, Silver, and Bronze medals!

For those of you that have never heard of the *Wenlock Olympian Society*, turn back the clocks to 1850, with the creation of the Wenlock Olympian Class by a Shropshire doctor, Dr William Penny Brook. Penny Brook had been passionate about the benefits of promoting a healthy body and mind through the newly developing sporting craze that was sweeping across British schools and universities. Drawing inspiration from the Ancient Games at Olympia, by 1865 these very regional Games had become a British National event with the creation of the National Olympian Association, boasting audiences in excess of 10,000 spectators!

Now fast-forward the clocks to 1890 when a young aristocratic Frenchman, Pierre Fredi, Baron de Coubertin, visited the Games. Deeply interested in Penny Brooks works, Coubertin devised a plan to revive Penny Brooks' long-standing dream of restaging the Olympic Games at the ancient site of Olympia. It was rather surprising however, that in 1892 his ideas were met with opposition in both France, and within Greece itself. In order to better publicise his plans, Coubertin organised an International Congress in Paris on June 23, 1894, and although Penny Brooks was listed as an honorary member, he was unable to attend due to ill-health, and died just four months before realising his life long ambition; to launch the first International

Above: Italian Team Staaken.
Top right: Hermann Schreiber receives his Olympic Gold Medal. Photo Sabine Schreiber
Right: Staaken Swiss team. Photo Sabine Schreiber

al Olympic Games in Athens in 1896.

Today the Wenlock Olympian Society (WOS) is widely recognised as the spiritual home of the Modern Games, and is in fact the oldest surviving active Olympic organisation today, predating the IOC by some 44 years, and our own FAI by some 54 years!

With the Games being staged in London in 2012, next year's WOS event is very special indeed. In recognition of the WOS role in this unique event, the London organisers have named the 2012 Games mascot as "Wenlock". With the acceptance of gliding into the Wenlock Olympian Games, in accordance with WOS protocol of holding events local to Shropshire, we are delighted to



the final Saturday, there is a planned visit by WOS and other officials, where the sport will be officially introduced in the form of gliding demonstrations and the official award ceremony for the competition. Whilst the structure of the event is still being finalised, for 2012 the emphasis will be on the development of the sport, and in recognition of the role that the Olympia Meise has played in our Olympic history. As the Olympia Meise forms the main historic basis of the event, there is not a requirement for those Olympia pilots to compete, however for the other classes, all entries will be expected to officially take part in the competitions. With pilots from some 6 countries currently registered, we wish to emphasise an international fostering of gliding comradeship through the sport.

So if you want to be part of this unique opportunity and want to find out more about this exciting event, why not visit our website at

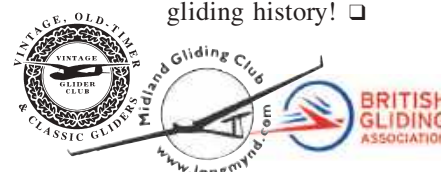
www.wenlockolympiangliding.co.uk and you too can be part of our living gliding history! □



Comradeship through sport...

announce that the venue of the Gliding event will be the Midland Gliding Club, at the Long Mynd, which lies only a few miles from Much Wenlock itself.

With the start of the gliding event scheduled to coincide with the final weekend of the Wenlock Games on the 14th July 2012, the event is scheduled to run over a period of seven days, ending a mere 6 days before the 2012 Olympic Games in London are due to start. On





Model report

by Chris Williams



Pat Teakle's latest creation: 1.4 scale Swallow

WHITE SHEET SCALE FLY-IN, SUNDAY 28th AUGUST

As the 2011 season wound its way to a conclusion, the main memory for most of us was the ever-present wind, intent it, seemed, on blowing us all into the sea. Nevertheless, hardy souls that we are, there was still some flying to be had and enjoyed. One arena where at least some wind is necessary is the slope, and the White Sheet club's second slope scale fly-in of the season was eagerly looked forward to by the usual suspects. Although the morning was a miserable affair, thanks to the rain, by midday the skies had cleared and there was soon the cheerful clink of models being rigged. Event director Steve Fraquet led the way by being the first to launch his new Racek; built to 1:3.5 scale from the Vic Steele plan. Short on elegance, but long on character, the Racek proved a smooth performer with its wing section modified to the useful HQ34/12 profile that has proved so well-behaved on many scale gliders. Alan Boyles was persuaded to remove his Petrel from his van and put her to flight, now there's a sailplane with elegance and character! Clive Learwood's

HW-4 Flamingo suffered from some choppy conditions as the wind swung ever more westerly off the slope although my own version enjoyed better luck. Pat Teakle, well known in scale glider circles from years ago when he used to produce some excellent budget glass sailplane



Above right: the Racek in action at White Sheet Hill
This photo: Steve Fraquet with his 1:3.5 scale Racek

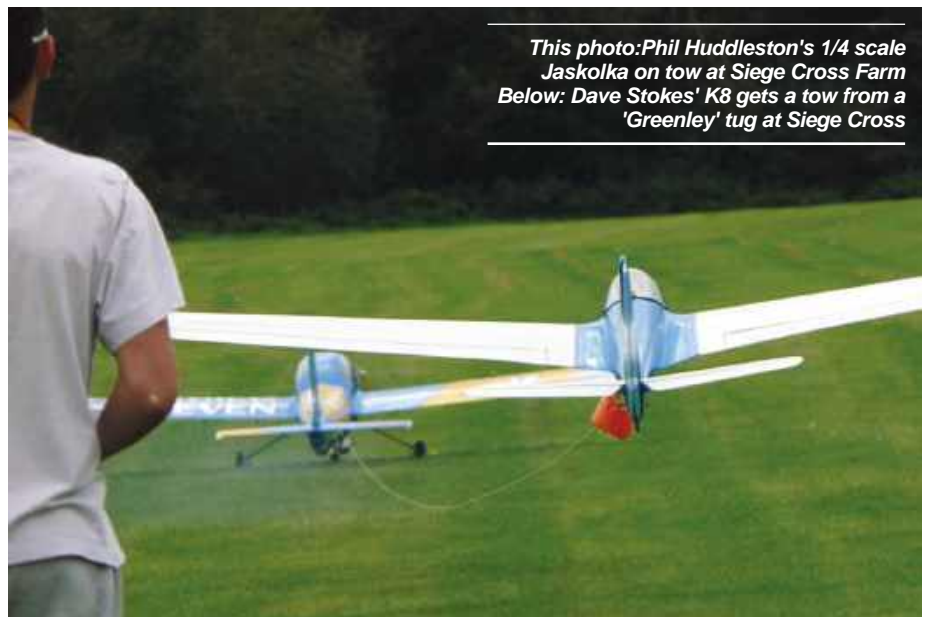


*Top left: Author's 3rd scale Rhonsperber tastes the Wiltshire air
Left: Dave Horton's Waco getting airborne at the TVSA event
This photo: Clive Learwood's 1:3.5 scale HW-Flamingo enjoys a non-scale launch*

kits, had reverted to type, and on this occasion was campaigning his new 1/4 scale Slingsby Swallow. This is not a machine that would spring to mind when the phrase 'cross country' is mentioned, but he spent a good part of the day flying across the divide to White Sheet's north-westerly slope, not bad for a relatively small woodie. As we have come to expect in recent years, as the day wore on the wind grew ever stronger, and by mid afternoon it had become too gusty to fly safely. Not a classic day, then, but in these climate-changed times you have to get your flying where you can.

**TVSA AEROTOW,
SIEGE CROSS FARM,
THATCHAM, 25TH SEPTEMBER**

Siege Cross Farm is the home base of the TVSA organisation (Thames Valley Scale Aerotow) and is normally a full-size grass strip for the likes of Piper Cubs and Ultra-lights. The narrow runway runs more or less north-south, and is bordered on one side by trees, so wind direction is important for the purposes of aerotow. On this occasion it was from the southwest, and although only a nominal 10mph, take-off and landing was a mite uncomfortable. This seemed to imbue an air of lethargy to the proceedings, and the flying that ensued was somewhat sporadic in its intensity. Up until this point, the TVSA events, which also combined three dates at Middle Wallop every year, had enjoyed a reputation for the very finest that the weather could offer, but as it turned out, the last Middle Wallop aerotow and the next at the Thatcham venue were both washed out with gale force winds and rain. Perhaps if we had known this we might have tried a little harder. Oh well, there's always next year, the Olympics notwithstanding...



*This photo: Phil Huddleston's 1/4 scale Jaskolka on tow at Siege Cross Farm
Below: Dave Stokes' K8 gets a tow from a 'Greenley' tug at Siege Cross*





RETROPLANE

It's been a while since we took a peek at what that French master modeller extraordinaire Vincent Besançon has been up to. You might remember his exquisite steel-tube Frankfort Cinema some time back, well he's done it again, this time with one of those obscure subjects that he delights in reproducing. In the Triplan Clément he has out-done himself, because this is a contraption you might think unlikely to ever fly, and looking at the newspaper reports of the time it is no surprise to see that it met its demise in a tangle of metal and fabric. Originally a powered aircraft, one of its most unusual features was the fact that the two main-wheels of the undercarriage were located at the tips of the lower wing. As you can see, the workmanship is well up to his usual flawless standard, and the opportunity to fly the beast came with the annual Rétroplane event for classic gliders.



This is a slope-based gathering of like-minded folk, the rules being that the sailplanes must be vintage and have been built by the owner. To ensure a constant supply of new blood, the same model can only be flown for two years in a row. Well, I've seen the photos and the video, and she really does fly, so the most earnest congratulations are due to Monsieur Besançon for a really creditable achievement. Should you wish to see the beautifully detailed build log, just log on to the Rétroplane website: the Triplan is on the main page... www.retroplane.net

Well, that's about it for 2011, I hope that the projects that will be taking place over the winter months will all come to a successful fruition and place themselves conveniently in front of my camera when the time comes...

c_williams30@sky.com □

*The original Triplan in action
Below and left: The all-metal framework of Vincent Besançon's Triplan Clément*



It flies! The Triplan maiden's at Rétroplane 2011





VGC HISTORIC GROUP

By Francis Humblet

Spitzerberg, being in the centre of Europe, was the ideal location to attract a great number of gliding historians from many countries and as a result, all of them had a great time. It was also for some of them, the first time they met physically after the many emails exchanged over long periods of time. It was also said that the amount of hot air displaced in the rally hangar was sufficient to generate a permanent thermal over the airfield.

GLIDING INTERNATIONAL.

This is a bi-monthly magazine, dedicated to arresting the world gliding membership decline, published by John Roake in New-Zealand. Since the September issue, John has agreed to include Vintage news and articles which, hopefully, will contribute to the general aim of the publication. The magazine's web pages can be viewed at www.glidinginternational.com and you can subscribe through the web page.



Group photo below: Unfortunately, Vincenzo Pedrielli and Jurgen Doppelbauer were not present when the group photo was taken by Bernd Diekmann. From left to right : Reinhard Keimel –The Austrian Aviation specialist and authority on vintage gliders: Manfred Krieg-Specialist on pre 1940 German gliders and Kronfeld: Klaus Fey-well known editor of Luftsport magazine and Martin Simon's trilogy: Peter Ocker-who is writing the definitive book on Hans Jacobs: Bernd Diekmann-Specialist on Kronfeld and early German gliding history: Martin Simons-The grand-father on Vintage glider publications. Sitting: Francis Humblet- co-ordinator and researcher on world glider production: Frits Ruth-92 years of age and a living encyclopedia on German designers. Worked for Hütter and Hirth amongst numerous others: Gábor Fékacs - Specialist on Hungarian gliders and reputed to have the best glider site on the net as well as being an authority on Russian gliders.





FEEDBACK from 133.

The comments made on The Festival of Britain attracted a reply from VGC Archivist Laurie Woodage. In the archives, Laurie found a Memo on the question to be asked in Parliament concerning the design of the Olympia EoN sailplane. The question (by Mr Turton) was:

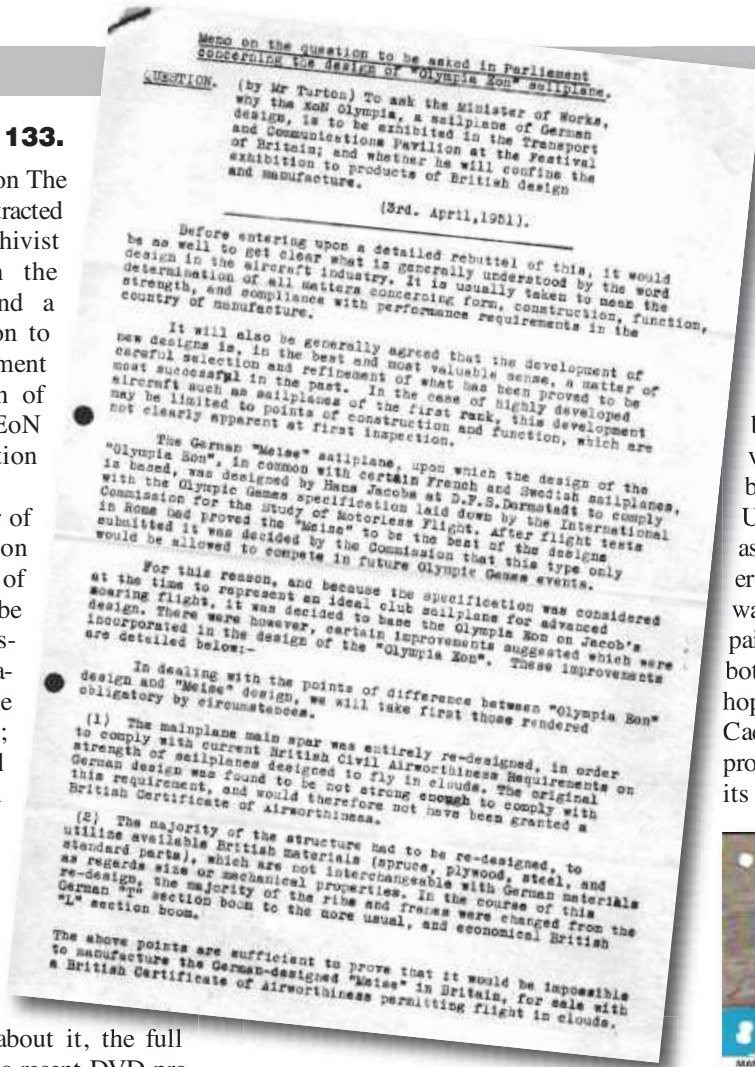
To ask the Minister of Works, why the Eon Olympia, a sailplane of German design, is to be exhibited in the Transport and Communications Pavilion at the Festival of Britain; and whether he will confirm the exhibition to products of British designs and manufacture.

Well, this was only six years after the end of WW2. Now should you want to know more about it, the full answer is included in a recent DVD produced by Laurie and his team concerning the Eon Olympia. The DVD can be obtained via VGC sales. It is a super piece of work and is highly recommended.

Following a query on Eon gliders two nice photos received are included below.



Above: Mick Wells's Farnborough syndicate Olympia and below, Olympia 403



and flown by Art Babiarz. This glider was last seen in Elmira at the 2008 IVSM rally when it was still in the original Slingsby finish. Since then, Art had the glider resprayed in an attractive yellow with Canadian roundels added. Fortunately, he has retained the AIR CADETS sign that was on the glider when he bought it. At the time, Art was convinced that the glider had originally been used by the Air Cadets in the UK. However, this was never the case as the T 53 was not adopted as a trainer by the RAF. This particular glider was in fact the Slingsby demonstrator painted in Air Cadet colour scheme, both for publicity purpose and with the hope of attracting an order from the Air Cadets. The copy of the Slingsby leaflet produced at the time shows Art glider in its prime!



MOTOR GÖVIER.

Jan Roza, a Gövier owner in Holland sent some photos, found on internet, showing a Gövier conversion to a motor glider having taken place in Warsaw. Did we know about it? Yes, we had it on our list on Polish gliders with little infor-



A Gövier in Warsaw

mation attached. Tony Morris, world specialist on polish aircraft was asked to comment on this matter: The conversion was carried out by LWD company under the supervision of Tadeusz Soltyk in Lodz in late 1945 but was never completed. Later, it was rebuilt at Bielko-Biala as a normal Gövier and registered as SP-442 on 18/12/47 and used at Ligota Doha. A story with a nice ending!

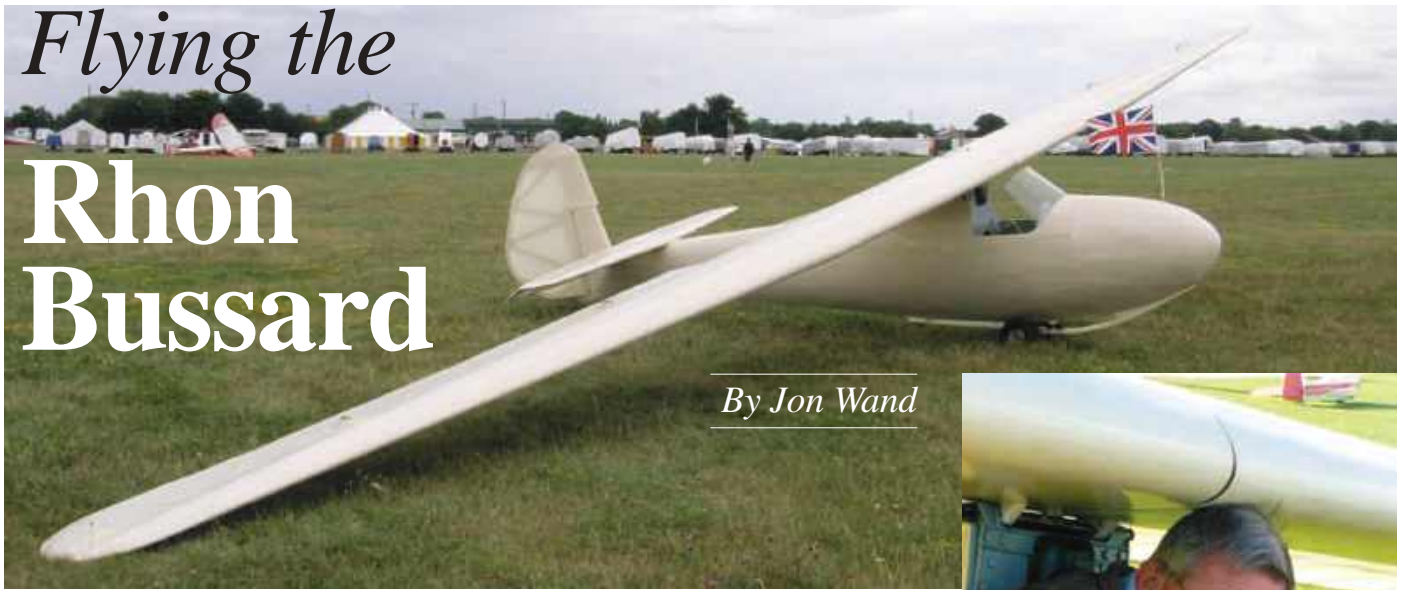
T 53 IN THE USA.

In the last issue of VGC News, on page 16, there is a photo of the T 53 owned

Advertisement for the Vintage Sailplane Association. It features the association's logo, a photograph of a sailplane, and text describing the organization's mission to preserve and fly vintage and classic sailplanes. It lists membership benefits, including a newsletter and access to meetups. Contact information for the association is provided, including a website and a mailing address in Hoffman Estates, IL.

Flying the Rhon Bussard

By Jon Wand



I normally fly an ASH 26E from Bidford but have always had an interest in older gliders. This summer Chris Wills kindly entrusted his Rhon Bussard BGA 337 to Justin Wills, David Findon and myself with the intention that it be flown and ideally flown in the manner for which it was designed, namely to fly cross county and that it should be stored in the winter months in a covered area. The glider has been beautifully restored and has been provided with a high quality metal trailer with good quality fittings.

Our first attempt at flying it was in early October 2010 at Shennington. The weather was good, with a light breeze. The first problem was rigging it! This is a minimum of a four man job! The wing has to be assembled on the ground before it is placed on the fuselage. While the wings are quite light, the combined weight of the two wings, which have to be lifted to shoulder height, is quite hard work (the wings of my ASH are much heavier, but with a rigging aid, the glider can easily be rigged single handed in about 15 minutes!). The ailerons connections have to be passed through holes in the undersurface of the wing. This is not as easy as it looks, since the connections have a tendency to double over in which event they can get stuck. Needless to say, this is what happened and we damaged a small area of plywood at the wing root. We felt that it would not be safe to fly in that situation, so the glider was put back in its box and taken to Dave Bullock in Bicester for repairs, an up to date CofA and general inspection.

Our next attempt at flying it was again at Shennington, this time late October and again on a sunny day with cumulus and a light northerly wind. This time the rigging was successful (having used

sleeves to prevent the aileron connections from catching in the wing). Even then it took David and Helena Findon, myself and two others about an hour to rig it. The glider does not have a wheel, so to move it around the airfield a removable wheel dolly has to be placed under the skid. Getting in the glider was the next problem! The wing lies on top of the cockpit and to get in involves sitting bolt upright with your legs out straight. Various cushions were needed to get even slightly comfortable. A wedge of foam rubber as a back rest should help to make it more comfortable. Having been used to the supremely comfortable seating of the ASH, I found the seating position of the Bussard something of a shock. We have since moved the rudder backwards, so my knees will be more bent and this should help.

Take off by aerotow was relatively easy – it lifts off at about 25 knots. The ailerons are light and sensitive with lots of adverse yaw. It is directionally not very stable and I found that I was over controlling the rudder on tow. Maximum aerotow speed is only 51 knots, so the Super Cub was flying near the stall. Off tow, she climbs very well, in super small diameter circles and you can hear and feel the airflow, which helps to make thermalling easier. One feature was disturbing, namely, when circling with an ASW 19, I was unable to see the other glider which was on the other side of the circle, since it was obscured from view by the wing. However there was no

problem out-climbing the ASW 19. There seems little point in flying faster than 50 knots between thermals, but the glide angle at 40 to 45 knots was better than expected. Nonetheless, you dare not go far downwind for fear of getting back to the airfield, even in a light wind. Speeding up does not help.

The approach was no problem and the spoilers were effective, but not as progressive as top surface brakes. The flare was normal and landing without a wheel, resulted in a very short, if a little bumpy, ground run. Attaching the wheel to the skid by lifting the rear of the glider was not difficult. Being so light, it is easy to ground handle.

De-rigging did not take too long to do, but to our horror, we discovered that the safety pin securing the elevator circuit had become detached in flight (the pin could have slipped out in flight). Both David and I had checked that the safety pin had been correctly applied after rigging. In retrospect, it appears that the safety pin may have caught on the inside of the fuselage, and having a weak spring, came undone. A pip-pin or more substantial safety will be needed before the next flight.

Overall impression, a quirky historic pretty glider, difficult to rig, uncomfortable but soars well and should be good for down wind dashes or small triangles in light wind conditions. □



The unknown super glider:

25 metres wing span in the

*Author: Frank-Dieter Lemke
Translation: Stefanie Gester
Acknowledgements: Thank you very much to Lutz Mueller, Juergen Doppelbauer and Manfred Krieg for helpful input.*

In 1933, one year after the crash of the giant 30 m wing span Ku 4 Austria glider designed by August Kupper the "Flugsport" magazine published a report about another enormous double seater also having its roots in the city of Weimar. The glider, menacingly named D-STURM, had a wing span of 25 m and was designed by Engineer Bernhard Braeutigam. Manufacturing was carried out by Braeutigam's own company Flugzeugbau Braeutigam GmbH in Weimar.

With regard to aerodynamics, D-STURM gave a stunning impression. The mid-wing glider's design included a lot of innovation to avoid all kind of drag: bended wings, tapered wing leading edge and an advantageous changeover from fuselage to wing. Especially the latter was not very common at that time. Furthermore, the slim and long fuselage showing a constant elliptic shape was a master piece of aviation

engineering. Also the first canopy version was smoothly splined, not jutting out of the fuselage, having huge observation holes at both sides. Later on the canopy was replaced by a windshield for better view. One of the last pictures of D-STURM shows the glider with a swivelling glass canopy covering the pilot's seat. In any case, view for the second pilot in the back seat was very likely always restricted.

The base wing profile was the state-of-the-art fast Goe 535. The wing's bottom side was adapted symmetrically up to the tip to improve low-speed characteristics. At the base fin the wing was originally single spar. For construction reasons it has very likely been modified to a double spar version later on. However, the flaps' and ailerons' support spar gives the impression that the wing is completely double spar. The ailerons showed constant dimensions and were driven at two points. Even at a very slow speed of 17 km/h they were still fully efficient.

The D-STURM did not have any airbrakes, even if various other sources mention them. To support the landing pilots only used the flaps. The rudder part consisted of a supported pendular rudder driven by the support bars, which was an absolute novelty in those days.

The cockpit was fully equipped for blind flying including a for gliders relatively rare steering wheel. The gear was jettisonable using the skid for landing.

The "Flugsport" magazine talks about an enormous wing span of 25 metres at a total wing surface of 31 square metres and a fuselage length of 9 metres. The D-STURM's basic weight was at 380 kilogram thus far exceeding competitive gliders like the Ku 4 Austria or the OBS, the flying observatory of the DFS. With two pilots in the cockpit, D-STURM weighed 560 kilogram at a wing surface load of 18 kilogram per square metre which was within the usual range. Vne value was very high at 250 km/h, and so was the 11.2 load factor. Lowest sink rate was at 0.6 m/s.

Obviously, the sturdy D-STURM construction was foreseen for cloud and thunderstorm flying. Chief Engineer Bernhard Braeutigam was very much ahead of time with regard to the glider's construction philosophy. But next question is: How to handle such a heavy aircraft on ground? It is for sure that bungee launch was impossible for the D-STURM what only leaves aero or car tow as possible start methods.

D-STURM's check flights were done between July 13th and 16th, 1933 at the



D-STURM in front of the hangar at Erfurt-Nord Airport.
Foto: Archiv Manfred Krieg



Erfurt-Nord Aerodrome as the two Weimar airfields have been much too small or did not allow any flying apart from training. On July 18th, 1933 the glider was transferred by aero tow behind

a Klemm-Argus from Erfurt to Leipzig and with an overnight stop to Dresden, finally. There D-STURM was welcomed by its new owners, the local DLV Saxony gliding group who bought the plane.

Right before the ferry flight tug pilot Hermann Steckhan befell a rare mishap: On July 18th, 1933, right after getting airborne for a test flight his Klemm L26a lost its airscrew. A blessing in disguise, Steckhan managed to land without damage in a nearby rye field. Reason was a fatigue crack in the crank between the airscrew attachment and the front bearing. Unimpressed and dauntless, Steckhan started off for the ferry flight

Top: D-STURM at Dresden Heller airfield, 19th July 1933. Foto: Archiv Manfred Krieg
Below: in the hangar of later on Grossenhain Gliding & Construction School (Saxony). Foto: Jürgen Doppelbauer
Below inset: in front of the hangar at Erfurt-Nord Airport, looking at the apron. Foto: Archiv Manfred Krieg
Right: D-STURM Pilot Otto Braeutigam. Foto: Archiv Manfred Krieg

the same evening.

Right after the super glider arrived at its place Otto Braeutigam, Principal of the Grossrueckerswalde gliding school and brother of the D-STURM's Engineer, had a 220 km cross-country from Grossenhain to the Altmark area. This is the only recorded cross-country flight of D-STURM.

Also in 1933, D-STURM and Otto Braeutigam appeared on the competitors list of the 14th Rhoenwettbewerb. Meanwhile the wing span had been reduced to 22 metres at a surface of 27 square metres to improve the glider's vertical axis agility. Furthermore the fuselage was extended by 0.5 metres which seemed to be the result of an enlarged rudder. Finally, D-STURM never showed up at the 14th Rhoenwettbewerb and the traces of this super glider have vanished into the blue yonder. □





The Australian Kites

by Ray Ash

The Australian designed Kite was built as a joint venture by Martin Warner and Alan Campbell around 1936. In the early 1930s Campbell was studying Engineering at Sydney University and had come to an understanding with Warner that when he had completed his studies, they would co operate in the design and construction of a sailplane

It is not clear what each individuals input into the project was but it is believed that Campbell was responsible for the basic concept and design outline, the engineering and stress analysis and is thought to have made the metal fittings. Warner's contribution was the detail design of the components including testing to destruction of many of them and as the skilled artisan, the actual building of the aircraft.

The pod and boom design of the fuselage was apparently prompted by Kronfeld's Austria but here the similarity ended as the Austria was at the time the world's largest glider and the Kite was close to being the smallest.

No plans exist, or were ever drawn for

the aircraft and any that were drawn were done in chalk by Warner on his garage floor. In the mid 1950s the late Leo Diekman was so taken by the Kite that he took numerous measurements and sketches of it with the intention of one day building a copy, and these are the only records still in existence, thankfully in this writers possession. Sadly Leo died before he realised his ambition.

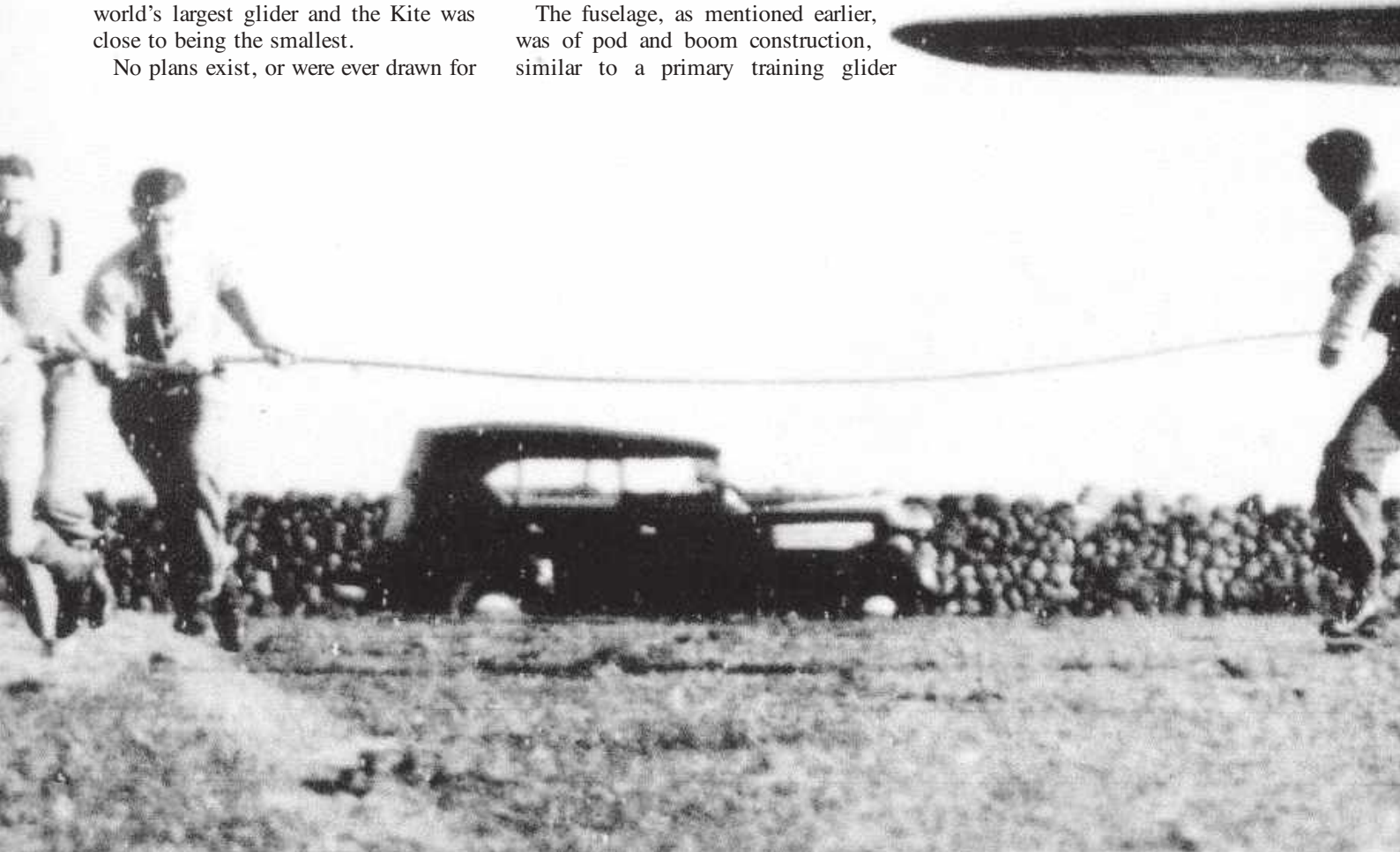
The wing was of cantilever construction, approximately 38 feet (11.58mtrs) span and in three pieces for ease of transport. The centre section was parallel in plan 16 feet (4.8mtrs) long and 4 feet 6 inches (135 cms) chord and utilised the then popular Gottingen 535 profile. The outer tapered portions were each 10 feet 9 inches (3.2mtrs) long and carried the ailerons. The wings were bolted together by external fittings that protruded into the airstream above and below the wing using nuts and bolts in tension. A single pin at a light rear spar took the drag loads. The leading edge was covered with only 1mm plywood to take the torsional loads.

The fuselage, as mentioned earlier, was of pod and boom construction, similar to a primary training glider

except that it had two upright kingposts instead of the usual one, diverging at an angle of about 30 degrees to one another to meet up with the wing attachment fittings. The plywood boom started as a 16 inch (400 mm) square section attached at the front between the kingposts, then changing to a triangular shape with the apex downwards after exiting from the nacelle. The boom rested on a single rear kingpost with a small bulkhead inside the boom that joined up to the rear spar attachment of the wing. Twin diagonal bracing from the top of the twin kingposts to the bottom of the rear kingpost completed the construction. This was all enclosed in a very light timber and fabric nacelle with an open cockpit.

The rudder was triangular with a distinct pointed top and had a small aerodynamic balance forward of the hinge line

The original tailplane was an all flying





pendulum type but this was changed to a conventional tailplane and elevator at a later date. The front of the tailplane was held by a tumbuckle which allowed it to be ground adjustable.

The gliding angle was probably only about one in sixteen or so and the empty weight was 240 lbs (109Kgs). The aircraft was built out of selected Douglas Fir timber.

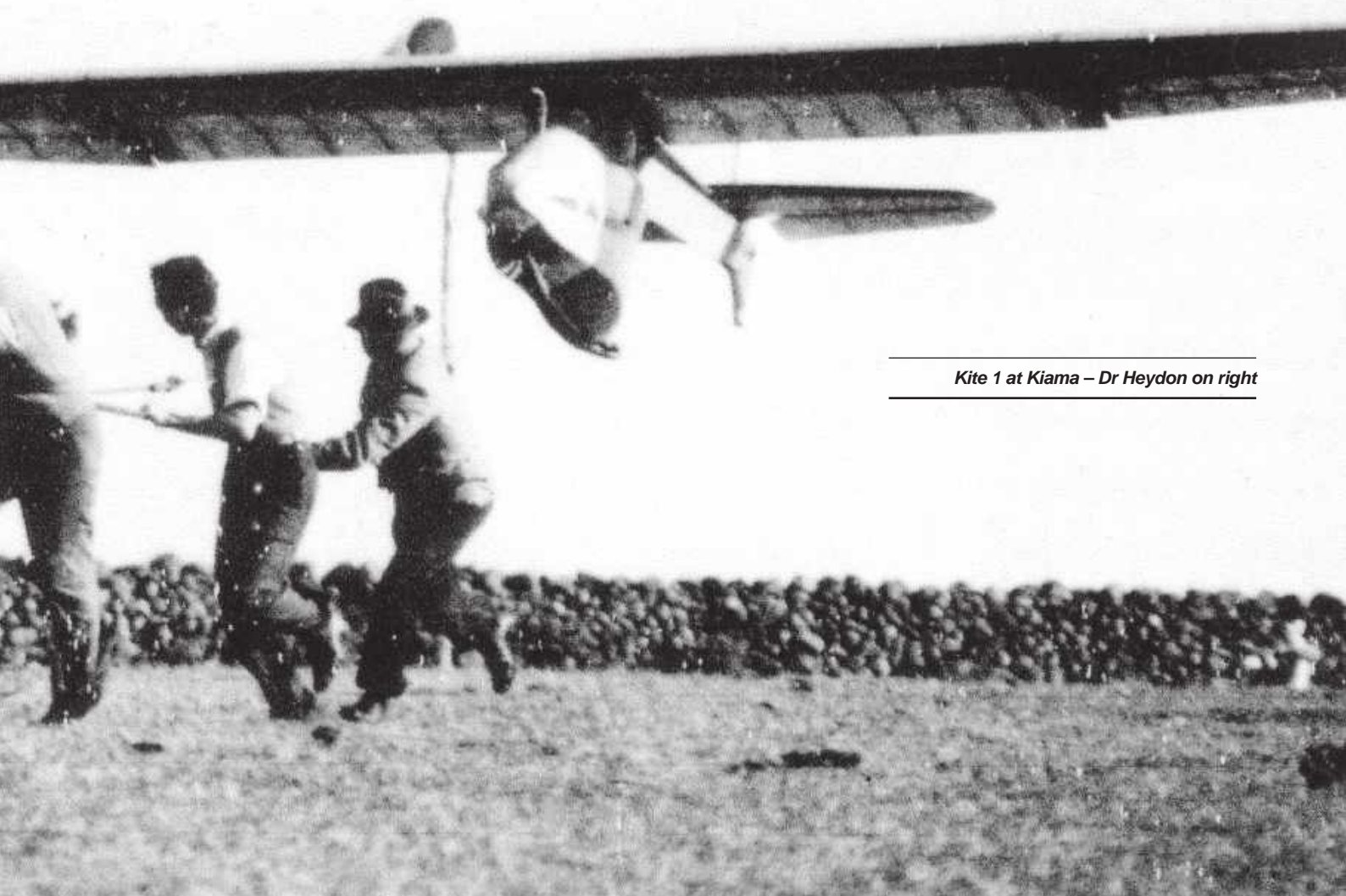
At about this time, a number of like minded people had been attending lectures at Sydney University given by Professor Tom Leech who was trying to establish an Aeronautical Engineering course at the University. Among these were Dr George Heydon, Steve Newbiggin and Harry Ryan as well as Warner and Campbell who would all later form the Sydney Soaring Club

The Kite was designed specifically for slope soaring as thermal soaring was still an unknown quantity and they set about searching for a suitable site to fly the aircraft. A site at Stanwell Tops about 30 Kms south of Sydney called Bald Hill had been used with some success at times but it overlooked the Pacific Ocean and the only landing place was

Kite 1



Kite 1 at Kiama



Kite 1 at Kiama – Dr Heydon on right

Kite 2 at Camden 1948 – Ray Ash standing



Kite 2



on a small adjacent beach usually occupied by bathers. This was considered unsatisfactory and after some searching, another site was located eventually some 130kms south of Sydney at Kiama called Mt Pleasant. The hill utilised both north-east and south-east winds and was several kilometres in from the sea and overlooked open farmland suitable for outlandings.

The glider, which was test flown in December 1936, proved very successful making many soaring flights from the Kiama and other sites. Dr Heydon was so pleased with the Kites performance that he commissioned Warner to build him one for his own personal use. This Warner did during 1937 and except for some minor cosmetic changes,

Kite 2 was identical to Kite 1. The changes were a more rounded nose to the nacelle and a flatter landing skid as the rounder skid on Kite 1 tended to make it rock fore and aft on take off and landing. The other most significant change was to use aircraft grade spruce in its construction instead of Douglas Fir, saving approximately 201bs (9kgs) and bringing the empty weight down to 2201bs (100kgs). The cost of materials was 30 Pounds.

The Sydney Soaring Club operated both Kites for several years until Dr

Heydon imported a Slingsby Gull 1 from England in 1939. Kite 1 was then sold to a Dr Thiersch, a member of the Waikerie Club of South Australia. Unfortunately for the good doctor it was the early days of the second World War and being a German national he was not allowed to fly, so he sold it to the Waikerie Club for £120 payable after the war.

Warner was known to have been slightly concerned about the Kite going to a strong thermal area like Waikerie owing to its light construction, but it served the club well for many years without incident.

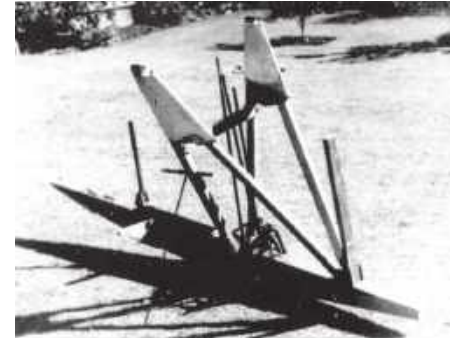
Unfortunately in October 1944 while being flown by an experienced pilot, it was observed at an estimated height of 10,000 feet under the base of a large cloud. When the aircraft failed to return, a search party was organised, but it was not until the next day that the wreckage was found with the pilot deceased. Investigation indicated that the spars in both wings had failed simultaneously under negative load and the assumption was that the pilot had probably lost control after being inadvertently drawn up into the cloud.

Kite 2 stayed with the SSC until about 1947 when it was sold to Gilbert Miles who operated it at Camden Airfield near Sydney for a short time until



Above: Kite 2 construction, tailboom and fuselage

Below: Kite 2 construction



it also was sold to the Waikerie Club in 1948.

In a letter to the writer a number of years ago. Jock Barrett of the Waikerie Club, praised the Kites highly, particularly their handling qualities and said that the club built a Grunau Baby from a Slingsby kit and were so disappointed with it compared to the Kite that they sold it shortly after its completion.

Kite 2 stayed with the Waikerie Club for a number of years until it was sold to the Alice Springs Gliding Club in Central Australia around 1958, where after a short time it was damaged beyond repair when the hangar it was in collapsed on top of it during a violent storm.

After building the Kites Warner completed studies in aircraft maintenance and design and ended up as the chief designer for de Havilland Australia, where he was involved in the design and construction of troop carrying gliders and the Drover trimotor transport aircraft.

Alan Campbell left for England about 1938 where he helped in the purchase of Dr Heydon's Gull 1 and was employed by the Marconi Company in radio and Radar design leading up to WW2. He returned to Australia in 1940.

Some of the foregoing information came from my brother Alan's book "Gliding In Australia" first published in 1990 but unfortunately now out of print and from an audio tape interview made by him with Alan Campbell in the 1980s during research for his book. □

Travelogue

My journey to the Russian part of the Curonian Spit to the museum "Curonian Spit" on 09/20/2011

by Dr. Harald Kämper



Reasons for my trip:

- I. Search for a suitable starting point for bungee launches near the historic airfield at the lagoon side and the Baltic Sea coast.
- II. Preparations for the implementation of take-offs next year.

In addition to Mr. Kalina, Director of the National Park "Curonian Spit", the following persons took part in this meeting:

 1. Elena Khimichenko, Head of the Information Center of the National Park "Curonian Spit"
 2. Boris Vorobyev, our Russian interpreter
 3. a television crew of the Russian TV channel 2 from Kaliningrad
 4. Mrs. Sigrid Nehl and myself (due to professional reasons Mr Friedrich-Wilhelm Nehl, Chancellor of the German Embassy in Vilnius, was not able to attend)

Course of the day:

1. After a warm welcome Mr. Kalina asked for the confirmation promised at Wasserkuppe, that the DSMM (Deutsches Segelflugmuseum und Modellflug), represented by Theo Rack, is ready to be a productive cooperation partner for the upcoming ten years. Furthermore, a benevolent attitude and statement of the "German-Russian-Parliamentary Society in Berlin" that the formerly existing Rhön-Rossitten-Gesellschaft is to be revived - represented by Gerhard Allerdissen. Mr. Kalina and Ms. Khimichenko urgently need this written confirmation for their superior authorities in Russia to be able to start the project of constructing a glider museum at the historic site in Rybachiy/Rossitten.
2. In the name of Theo Rack and

Gerhard Allerdissen I apologized that a document has not been made available yet. After consultation with Fred Weinholtz I already had prepared a letter which was translated into Russian by Boris Vorobyev.

3. Mr. Kalina received a written confirmation by me that the VGC International wishes longterm cooperation with the National Park. We will support Mr. Kalina to build a glider museum at the historic site in Rybachiy and that glider starts on the Curonian Spit will be possible again as before.
4. In this context, Mr. Kalina asked me to find out whether there still exist drawings or photographs of the buildings of the historic gliding school Rossitten.
5. On behalf of Klaus Heyn I presented Mr Kalina his three photos of Ferdinand Schultz' „Broomstick“-model airplane. I also showed photos of the state of the restoration work of

the SG-38 on a scale of 1:1 in OVfL (Osnabrücker Verein für Luftfahrt) by Oswald Dickau. Both shall be donations for the glider museum of the Curonian Spit to be built. Mr. Kalina was very pleased and grateful.

6. Bungee launches with a glider on the lagoon are possible only in the dunes behind the bird observatory. However, this is an absolute nature reserve and the public is not supposed to enter.
7. Bungee launches with a glider off the edge of the dunes on the Baltic Sea side are possible only at the woodless area opposite the museum, being the only accessible site.
8. Sights of the start sites - see photos.

Result:

Tighten, run, go! Namely on 08/11/2012 on the dunes edge of the Baltic Sea opposite the Museum "Curonian Spit". To make it easier for everyone involved towards the Russian authorities we will have to limit ourselves to just start with one glider, Grunau Baby IIb D-5221 from the OVfL. It can be flown by different pilots.

Technical and formal details and arrangements such as access roads to the dune, start site, winch retriever, import permit for the glider and equipment, etc., will be taken care of by Mr. Kalina and me on my next visit in spring 2012. □

2012 VGC Rendezvous, Olsztyn, Poland

Fly your vintage glider over the most beautiful lakes and forests mosaic. The 2012 VGC Rendezvous will be held at the most beautiful airfield in Poland between July 23rd - July 29th 2012. Contact: Warmia and Mazury Capitol, Dajtki Airfield – EPOD; Olsztyn, Poland; Please see further information at :www.vgc.epod.pl; or www.aeroklub.olsztyn.pl; or www.zabytkoweszybowce.pl.



