

# VGC News

No. 135 - Spring 2012



Spyr 5 - The Odysseus has now  
been flying for 62 years

New Oldies...

2nd Vintage Glider Model Meet

Once in a Lifetime - Celebrating  
100 Years of Soaring Flight

Italian Sailplane History

Waterborne Gliders of the World



Nick Newton - VGC President

## From the President's Corner

The fact that 'Vintage' gliders exist implies, almost by definition, that there are modern gliders too, and sooner or later, like it or not, things move on...!

It is not surprising, therefore, that matters within the organisation of the Vintage Gliding Club itself must also move on from time to time.

Last year the Vintage Glider Club lost its Founder President for life, Chris Wills and a new President had to be found! This year we are now facing two more important changes, which I would like to mention.

The first is the retirement of Margaret Shrimpton as editor of the VGC News for the past ten years. During this period, Margaret, working closely with Chris Wills, has really stamped her authority on our News Magazine.

The VGC News, with its wide ranging articles and superb colour photographs of our gliders, is internationally acclaimed as one of the best Gliding magazines produced anywhere in the world, and we are all immensely indebted to Margaret who, ably supported by her husband David, has carried the burden of editing and supervising the publishing of our Magazine for so many years.

Editing such a newsletter is by no means an easy task, rather it becomes more a way of life! I would like to take this opportunity, on behalf of us all, to say thank you Margaret for all that you have done for us in developing the VGC News into this wonderful magazine which we currently enjoy so much and of which we are immensely proud.

We are now delighted to be able to report that Klaus Fey, has kindly agreed to take over the publishing of the VGC News, and this current issue is the first under his control. Klaus has been a member of the VGC for many years, has a keen interest in everything to do with the sport of aviation, particularly vintage gliding, and is himself an active glider pilot and instructor.

Klaus is heavily involved in aviation publishing through his own company EQIP (which already publishes amongst other books, Martin Simons' three volumes on the history of Sailplanes and is now publishing the new LuftSport Magazin in Germany, which Klaus also edits). Klaus brings a wealth of publishing experience to his new post with us, and we are delighted to have him on board as our new VGC Publisher. Thank you for taking this on Klaus - we look forward greatly to your involvement.



Meanwhile, of course, it is important to stress that Klaus can only publish articles submitted by the Members! We are always very anxious to receive contributions. Currently the post of VGC News Editor is vacant, and at present contributions should be sent to Peter Hardman who is temporarily co-ordinating material for forwarding on to Klaus. Peter Hardman's contact details are inside the front cover of this magazine. Please keep the contributions coming in, and meanwhile we will keep up our active search for a new volunteer to take over as Editor!

Finally there are other changes afoot. Bruce Stephenson, who has been our Honorary Secretary for the past five years, is now standing down from this post. Bruce has been incredibly hard working and over the years and has steered the VGC through the new uncharted waters with great diligence. Since the VGC became a Limited Company in 2008, there was initially a substantial amount of work required to ensure that the company fulfilled its legal obligations and is subsequently able to maintain this status.

In addition, whilst we were temporarily without an Honorary Treasurer, Bruce took over that role as well, and we are most grateful for his help in stepping in to help out when it was most needed. The VGC is indeed fortunate to have such commitment from its voluntary board members.

The VGC is now on a much more secure footing and one of the objectives that Bruce has always kept to the fore in his activities is that the Board should strive to be as open and transparent as it can to the Membership of the club. It is your Club and as such everyone needs to be able to see what is going on and how hard your committee is working on your behalf. To this end, Board-meeting minutes, once approved, are available for perusal by all our members on the VGC Web-site.

Bruce has made extraordinary efforts on behalf of the club and we are very grateful to him for all his hard work. We are now of course also looking for a replacement as Honorary Secretary, so again it is the time for each of us to ask not only 'What can the club do for you, but what can you do for the Club!'

Meanwhile as you will read elsewhere in this magazine, Bruce has also been very active in negotiating with the Wenlock Olympian Games committee to have the VGC playing a leading role in finally establishing gliding as a permanent feature of these historic games. This will indeed be a memorable legacy to your years of service to the VGC as its Honorary Secretary. Thank you Bruce.



<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.

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double landing, Slingsby Petrel  
and Kranich II at Spitzerberg

**photo by Hiroshi Seo**

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and authors of this issue, all and  
foremost Vincenzo Pedrielli who  
worked untiringly to complete it.

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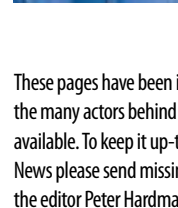
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These pages have been introduced to put the spotlight on the many actors behind the scenes. We used the best sources available. To keep it up-to-date in next issues of the VGC News please send missing photographs, contact details to the editor Peter Hardman [peter1554@btinternet.com](mailto:peter1554@btinternet.com).



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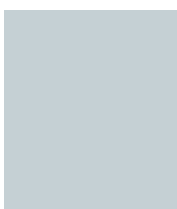
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**POSITION VACANT**

Jan Forster

# VGC News and the Future

Since the No. 134 the last "Margaret Shrimpton" Issue, we have to find an Editor and Publisher. First of all, and more importantly, we need continuity of input: We hope that all the contributors will go on with their work, for the continuity we need your interesting articles and pictures.

Since Chris Wills passed away, (together with Francis Humblet, Chris wrote the majority of the magazine), the National representatives have to take over and show more activity. They are responsible to deliver the news of their Country. In my Bulletin to the International council I did an appeal to come forward with a name of a person that will be responsible in your country for reporting the news and rally dates. If you are interested, contact your National representative!

**We need a new Editor:**

If you think it would be fun to be our new Editor, please contact us! The VGC news is your Magazine, so we are all responsible for it. We, the Board, do a lot of work for the Club voluntarily, but despite some jobs being relatively straightforward, editorial duties of VGC News requires dedication. For the time being Peter Hardman has volunteered to be the "Editor Intermediary", so until we get a more permanent solution, please send your contributions to Peter at: [vgcnews@vintagegliderclub.org](mailto:vgcnews@vintagegliderclub.org)

The next step will be a special website that will be developed by Klaus Fey. The purpose of this is to allow you to upload your articles, pictures, drawings, etc. We will keep you informed.

**The Publisher:**

Because we were looking for the best solution, we are delighted to have been able to turn to Klaus Fey. Klaus is owner of his own publishing company, Equip Werbung & Verlag GmbH in Bonn, Germany. He specialises in aviation and gliding, and has published many successful series of books, which include the well-known Martin Simons books, not to mention publishing some air-sports magazines such as "Luftsport". Klaus is well known within the VGC and what's more he's one of us, and has been a long-time VGC member! Naturally he is running a business, and there will be some profit in producing VGC News, however the costs to us will remain about the same as our old unit cost per magazine, good value indeed! Not only that, Klaus knows our passion, he is very enthusiastic, and knows the profession, and what's more, he is keen to produce the magazine for us as it is his hobby too, so he does not look at the VGC from a totally business point of view. The magazine language will remain the same; English with some



Peter Hardman - Co-ordinating Editor (Temporary) VGC News

club news appearing in German too, so I think that you will be pleasantly surprised when you see this first Spring issue from Klaus.

But remember, it is not just one person that makes the magazine! It is all our valuable contributors that make up the great magazine that we have all got so used to today, so come on, delve into those archives, take your pen, and start writing! What could be more fun than to see your very own contribution in VGC News; what better way to make yourself famous!

## Editors Notes



Welcome to the new look VGC News. As we know, Margaret Shrimpton has decided to relinquish her Editorship after 10 years of great and dedicated work. This has meant that we now have a new Temporary Editor, Peter Hardman; the board also decide to seek a new Publisher and EQIP GmbH (Klaus Fey) were selected. Many of us know Klaus Fey, and with his business in magazine and book publishing he has brought new ideas and a fresh look to our magazine. Unfortunately, with the change of both Editor and Publisher, minor delays have occurred with the publishing and distribution date of this Issue but rest assured, we will be back on track for future Issues.

Peter Hardman performs several roles within the VGC (Archivist, Webmaster and VGC News Editor) and agreed to take on the News Editor position on a temporary basis to keep the magazine going in the short term. We are looking for someone to take on this role on a long term basis, to carry on the fresh new work Peter has started.

Remember readers this is your magazine and we need contributions from everywhere within the VGC (and outside if relevant to us) so please put pen to paper (finger to keyboard) and lets make this the best magazine within the gliding movement. To make the magazine more member focused, we have decided to introduce a Letters to the Editor section so please get writing to the Editor

Please send any contributions you may have to: [vgcnews@vintagegliderclub.org](mailto:vgcnews@vintagegliderclub.org) If you are interested taking on the position of Editor or just wish to discuss it contact the Editor or any Board Member.



Klaus Fey - Publisher - EQIP GmbH

## New Publisher for VGC News

Dear Readers and VGC Members, those who have attended International Rallies during the last 12 years will probably know me personally. For those others I will introduce myself.



Starting gliding at the age of 16 in Trier Germany, nearly 44 years later I am still flying at Luft-sportverein Bad Neuenahr, a place about 20 km south of Bonn, Germany. At the Aventoft International Rally I first came across the VGC and short-

ly afterwards became a member. My company, EQIP GmbH has published some gliding related books, including the Sailplanes series by Martin Simons. Besides books we publish several magazines, including German "Luftsport".

Because of this, the VGC Board asked me if I could help with publishing the VGC News after Margaret's withdrawal. I know that it will not be easy to meet the quality of Margret's works, especially as this first issue is missing the large variety of interesting articles Margret and her contributors presented in the past.

I hope that all former contributors and some new ones will help us to make VGC News the forum for Vintage enthusiasts around the world. I want to encourage everybody in the Club to send in news, reports or articles together with photographs, no matter if in English or any other language. We will find a way to have at least an English summary.

Due to my connections to the German section of VGC and missing reports from many other countries, Germany is a bit over represented in this issue.

I hope for your understanding and – provided we get lots of messages from all around the world - promise to have a fully international variety in future.

A magazine is a "living" form of communication with its readers. So, please give Peter and me your feedback; how you like or dislike the magazine or articles in it.

Looking forward to future VGC News and a good cooperation with all of you!

No. 135 - Spring 2012

David Williams

## History in our hands



Not many members know that the VGC archive exists and the ones that do know are not fully aware of the content and what we can provide to help you keep your aircraft flying.

We must now have the largest repository of glider information in the world ranging from photographs and books to full sets of plans for many of our gliders. These have been gathered from many sources notably the bulk of this from Slingsby's themselves.

There was a story going around that everything was lost in the great fire of 1968, apparently not so. Slingsby's have now asked the VGC to take on the remaining glider documents and plans etc.

The Archivist and the Chairman travelled up to Sling's twice to pick up the treasure, the long job of sorting through now begins.

To help us with the archiving we would like to ask for your assistance.

The archive will be divided into various sections. The most important will be the aircraft that still survive and those that are sadly no longer with us.

We need to have a survey of all remaining annexe 2 aircraft that are at your airfields, they may be sitting in a trailer, lying at the back of a hanger, in a barn off-site or even hopefully still flying.

With this information we can bring to the fore the important plans, manuals and photographs that you will find interesting. The rest will also be available to historians for study purposes. Amongst the many, many boxes are thousands of photographs and slides from the 1930's to the present day.

The subject matter ranging from groups of people to records of the many VGC rallies that have taken place around the world. So you can see that a lot of work is taking place.

We do understand that not all vintage gliders are owned by VGC members, so if you could let us know what aircraft are based at your airfield and if you could spare the time to have a look around your airfield, find out what is in the trailer that hasn't moved for many years, maybe follow up the rumour of a glider sitting in a barn.

Please send any information you can provide to me at:

[david@motorglider.co.uk](mailto:david@motorglider.co.uk)  
[archivist@vintagegliderclub.org](mailto:archivist@vintagegliderclub.org)

Many thanks in advance.

# Münster 2012



Münster with Aasee - Photo: Presseamt Münster / Bernhard Fischer.



Roggenmarkt  
Photograph: Presseamt Münster / Joachim Busch.

The Annual Dinner 2012 will be held on October 6th at the Mühlenhof ([www.muehlenhof-muenster.org](http://www.muehlenhof-muenster.org)) in Münster, Germany. The Mühlenhof is an Open Air Museum to preserve and exhibit buildings and objects illustrating rural life in the Münsterland and its neighbouring regions.

The Mühlenhof also offers several rooms for private functions.

For accommodation at Münster we suggest the Stadthotel Münster, Aegidiistraße 21, 48143 Münster, Tel.: +49 251 481200, ([www.stadthotel-muenster.de](http://www.stadthotel-muenster.de)). A reservation has been made for 20 double rooms under reference „VGC“ (double room 70 €, breakfast per person 13,00 €). Booking must be made at the latest by August 10th 2012.

Alternative Hotels in Münster: Mövenpick-Hotel, Tel. +49 251 89020, Treffhotel, Tel. +49 251 490990, Factory Hotel, Tel. +49 251 41880 and Hotel Jellentrup, Tel. +49251 981050.

Transport between the Stadthotel and the Mühlenhof will be arranged.

The cost will be € 39 per person. This includes all fees at the museum including a guided tour, the Dinner and the transport between the Stadthotel and Mühlenhof.

Please book the Dinner as soon as possible, September 10th latest, with: **Ege (Erik) Goecke** (brother of Inge Newton)  
Tel.: +49 251 1353550      Mobile: +49 160 5126673  
Email: [erik.goecke@gmx.de](mailto:erik.goecke@gmx.de)

Payments to be made to the following account:  
Erik Goecke  
BIC-/SWIFT-Code: WELA DE D1 MST  
IBAN-Code: DE88 4005 0150 0155 0247 48

Please check the VGC website for additional information and updates!

*Das Annual Dinner findet in diesem Jahr am 6. Oktober im Mühlenhof ([www.muehlenhof-muenster.org](http://www.muehlenhof-muenster.org)) in Münster statt. Der Mühlenhof ist ein Freilichtmuseum bäuerlicher und handwerklicher Kultur im Münsterland. Ebenso sind mehrere Räumlichkeiten für private Veranstaltungen vorhanden.*

*Zur Übernachtung in Münster empfehlen wird das Stadthotel Münster, Aegidiistraße 21, 48143 Münster, Tel.: +49 251 481200, ([www.stadthotel-muenster.de](http://www.stadthotel-muenster.de)). Eine Vorreservierung für 20 Doppelzimmer wurde unter dem Stichwort „VGC“ gemacht (Doppelzimmer 70 €, Frühstück pro Person 13 €). Eine Zimmerbestellung muss spätestens bis zum 10.08.2012 erfolgen.*

*Alternative Hotels in Münster: Mövenpick-Hotel, Tel. +49 251 89020, Treffhotel, Tel. +49 251 490990, Factory Hotel, Tel. +49 251 41880 und Hotel Jellentrup, Tel. +49 251 981050.*

*Der Transport zwischen Stadthotel und Mühlenhof wird arrangiert.*

*Kosten pro Person € 39. Dies beinhaltet alle Gebühren im Museum einschließlich einer geführten Besichtigung, das Dinner und den Transport zwischen Stadthotel und Mühlenhof.*

*Bitte bucht das Dinner sobald wie möglich, jedoch bis spätestens 10. September, bei: **Ege (Erik) Goecke** (Bruder von Inge Newton)  
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*Bitte beachtet auch die zusätzlichen Informationen und Updates auf der VGC Website!*





## ANNUAL DINNER

# Impressions from 2011



Jan Forster presents Peter Hardman with Chairman's Cup



Diners queuing for the buffet



VGC Trophies



Some of the guests enjoying the dinner



Special Award for Graham Saw for Dedicated Services to VGC



Buffet Layout

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Graham Saw and Jan Forster

# Report EGU Congress

For the first time since the EGU was founded, there was a third day at the Congress, on Friday, for a workshop: "Marketing, Club Development, Recruiting and Keeping Members" programme, and we, Graham and I took part on that day, as well.

One of the reasons was that we, the VGC, are losing members as well. In general the International countries have lost 5 to 10% of their members in the last years.

The workshop worked out very interesting. A part of it showing useful figures we had never seen before. There were some speeches with interesting quotations like:

"We know what we don't want, but do we know what we do want?"

"Young People are keen on a "quick sport", learning quickly and cheaply and play.

Gliding takes a lot of time and more money",

"In the 21 century, (young) people have a lot of possibilities to spend their free time on, why should they choose gliding?"

"Do we want to grow, and yes, why?"

The decision was made to form an International working group to work on this case.

The weekend program was filled in with reports of the Board and Committee Members.

One of the discussed items, was the new EASA Ruling: "Part FCL for Glider Pilots".

It is for sure now that they changed some of the rulings for our best:

FCL.130.S LAPL(S) Launch methods.

(3) In case of bungee launch, a minimum of 3 launches performed in dual flight instruction.

We protested against this last year, because we think it is not necessary and even dangerous, so they completed it with: "or solo under supervision", and that will do.

**Under part:**

(c) In order to maintain their privileges in each launch method, pilots shall complete a minimum of 5 launches during the last 24 months, except for bungee launch, in

which case pilots shall have completed only 2 launches.

There was a rumour that flying in Annex 2 gliders does not count for the EASA used pilot logbooks, it means if you fly Annex 2 only you can lose your LAPL. We protested against that, because never mind what you fly it is a glider. By now it is for sure that hours on annex 2 also count in the EASA pilot logbook.

There is again a strong discussion about the near future the obligation to have a radio and transponder on board. Our first problem is the cost, but the main problem is the weight of it.

Most of the Annex 2 gliders are already over-weight.

Carrying the handbook in the glider: Every glider has to carry the glider maintenance handbook. We all protested against this with success! Where do we have to put it, even in modern gliders is no space for a big voluminous bookwork. We can carry them now as an electric file (memorystick).

Before the EASA ruling has his power, it has to be translated to the language of all the Nationalities and they have, in some cases to change the law, so that takes time. One of the problems is this translation. For example in the Dutch translation for Bungee Launch, was translated as: "Afschieten", that means like a rocket, and that is not what it means. It is necessary for the National Clubs to read these translations in an early stage and look for miss translations. When it is law, then it is not that easy to change it anymore.

You want to fly in Italy? Than you have a challenge! Every national authority try to get money from there people, so the Italian government found out that gliding is



luxury, so the owner of a glider has to pay €450,- a year tax on his glider.

But, if you, a foreigner goes to Italy with your glider and stays longer than 48 hours, even if the glider stays in the trailer, then also you have to pay the €450,- So you are warned. The EGU will try to change this.

**REPORT EGU KONGRESS  
FEBRUAR 2012**

*Zum ersten Mal seit die EGU gegründet wurde gab es einen dritten Kongresstag, den Freitag, mit einem Workshop: „Marketing, Entwicklung der Vereine, Mitglieder gewinnen und behalten“, und wir, Graham und ich nahmen auch daran teil. Einer der Gründe war, dass auch wir, der VGC, Mitglieder verlieren. Die einzelnen Länder verloren in den letzten Jahren 5 bis 10% ihrer Mitglieder. Der Workshop war sehr interessant. Ein Teil waren sehr nützliche Zahlenwerte, die wir zuvor nicht kannten. Es gab einige interessante Vorträge mit Einschätzungen wie:*

*„Wir wissen, was wir nicht wollen, aber wissen wir überhaupt was wir wollen?“*

*„Junge Leute bevorzugen einen schnellen Sport, schnell und billig zu lernen und spielen. Segelfliegen benötigt viel Zeit und mehr Geld.“*

*„Im 21. Jahrhundert haben die (jungen) Leute viele Möglichkeiten ihre Freizeit zu verbringen, warum sollten sie sich für Segelfliegen entscheiden?“*

*„Wollen wir wachsen und ja, warum?“*

*Es wurde die Entscheidung getroffen, eine in-*



## CLUB NEWS

ternationale Arbeitsgruppe zu gründen, um dieses Thema zu betrachten.

Das Wochenendprogramm war voller Berichte der Vorstands- und Ausschussmitglieder. Eines der diskutierten Themen waren die neuen EASA Regelungen: "Part FCL für Segelflugpiloten".

Es ist jetzt sicher, dass einige Regelungen zu unserem Vorteil geändert wurden: FCL.130.S LAPL(S) Startarten:

(3) Für Gummiseilstart mindestens 3 Starts mit Fluglehrer

Wir haben im letzten Jahr dagegen protestiert, weil wir es für unnötig und gefährlich halten, jetzt wurde ergänzt „oder alleine unter Aufsicht eines Fluglehrers“, und das ist in Ordnung.

Unter Absatz:

(c) zum Erhalt der Berechtigung jeder Startart müssen Piloten mindestens 5 Starts in den letzten 24 Monaten durchgeführt haben, außer für Gummiseilstart, in dem nur 2 Starts durchgeführt werden müssen.

Es gab das Gerücht, dass Flüge mit Annex 2 Segelflugzeugen nicht für EASA Bedingungen zählen, das bedeutet, dass wenn du nur Annex 2 Flugzeuge fliegst den LAPL verlierst. Wir haben dagegen protestiert, denn egal was du fliegst, es ist ein Segelflugzeug. Es ist jetzt sicher, dass Flugzeiten mit Annex 2 auch zur Erhaltung von EASA Lizenzen zählen.

Es gibt auch wieder eine ernsthafte Diskussion, dass in naher Zukunft ein Funkgerät und Transponder an Bord mitzuführen ist. Unser erstes Problem sind die Kosten, aber unser Hauptproblem ist das Gewicht. Die meisten Annex 2 Flugzeuge sind eh schon zu schwer.

Ein Handbuch in jedem Segelflugzeug mitführen: Jedes Segelflugzeug hat ein Wartungs- und Reparaturhandbuch mitzuführen. Wir haben dagegen mit Erfolg protestiert! Wo sollen wir es verstauen, sogar in modernen Segelflugzeugen ist kein Platz für ein voluminöses Handbuch. Wir können es jetzt in elektronischer Form mitführen (Stick).

Bevor das EASA Regelwerk in Kraft tritt muss es in alle Nationalsprachen übersetzt wer-

den und einzelne Länder müssen Gesetze ändern, das bedeutet es dauert. Eine3s der Probleme sind die Übersetzungen. So wurde zum Beispiel der Gummiseilstart in der holländischen Übersetzung als "Afschieten" übersetzt, was eine Rakete abschießen bedeutet und nicht das was es soll. Es wird für die nationalen Clubs nötig sein, diese Übersetzungen in einer frühen Phase zu lesen und auf Fehlübersetzungen zu prüfen. Wird es Gesetz kann man es so schnell nicht mehr ändern.

Du möchtest in Italien fliegen? Dann hast du eine Herausforderung! Jede nationale Regierung versucht Geld von den Leuten zu bekommen, deshalb hat die italienische Regierung beschlossen, dass Segelfliegen Luxus ist, was bedeutet, dass für jedes Segelflugzeug 450 € Steuer pro Jahr zu zahlen sind. Und wenn du, ein Ausländer, nach Italien fährst und länger als 48 Stunden dort bleibst, dann muss du auch 450 € Steuer bezahlen. So seid gewarnt. Die EGU wird versuchen das Geld einzutreiben.

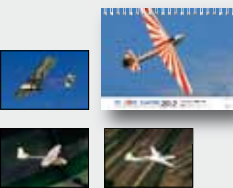
## Aviation Literature · Calendars · E-Books · Magazines

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www.luftsportmagazin.de

### Calendar



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Vincenzo Pedrielli with drawings from Francesco Camastra  
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Italian Vintage Sailplanes (Italian/English)  
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Claudio Lamas de Faria/  
Daniel Uhr

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## DIARY EVENTS

Date	Event name	Location	Contact
15/06/2012 17/06/2012	Holzoldtimer-Treffen Nortel	Gruibingen-Nortel - Germany	email: schnirch@schempp-hirth.com <b>www.aeroclub-gs.de</b>
22/06/2012 25/06/2012	Edensoaring Vintage Rally	Edensoaring - UK	email: bruce.cooper68@virgin.net <b>www.edensoaring.co.uk</b>
22/06/2012 30/06/2012	17 <sup>th</sup> Camphill Rally 2 <sup>nd</sup> Annual Capstan Reunion	Camphill - UK	phone: +44 1298 871 270 email: dlgc@glidingclub.org.uk <b>www.dlgc.org.uk</b>
30/06/2012 07/07/2012	International Vintage Sailplane Meet 2012	Elmira - USA	phone: +1 607 734 3128 +1 607 732 6745 email: nsm@soaringmuseum.org <b>www.soaringmuseum.org</b>
14/07/2012 21/07/2012	Wenlock Olympian Gliding Games	Long Mynd, Shropshire- UK	phone: +44 1588 650206 email: info@wenlockolimpiangliding.co.uk <b>www.wenlockolimpiangliding.co.uk</b>
23/07/2012 28/07/2012	VGC Rendezvous 2012	Olsztyn - Poland	email: jstawowczyk@wp.pl <b>www.vgc.epod.pl</b>
30/07/2012 09/08/2012	40 VGC International Rally 2012	Pociunai - Lithuania	phone: +370 671 09639 email: l.jurkstaite@googlemail.com <b>www.pociunai.lt</b>
25/08/2012 02/09/2012	Slingsby Week and Vintage Rally	Sutton Bank - UK	phone: +44 1845 597237 (club phone) email: phillazenby@onetel.com <b>www.ygc.co.uk</b>
26/08/2012 28/08/2012	16. Kleines Oldtimersegelflugzeugtreffen	Oschatz - Germany	phone: +49 172 793 7281 email: oldi@Fliegerclub-Oschatz.de <b>http://oldi.fliegerclub-oschatz.de</b>
15/09/2012 16/09/2012	VGC Season	Mengen - Germany	email: gere.margit@gmx.de gerhard.tischler@gmx.de
06/10/2012 06/10/2012	Annual Dinner 2012	Münster - Germany	phone: +49 251 1353550 or +49 160 5126673 email: Erik.Goecke@gmx.de <b>www.muehlenhof-muenster.org</b>

If you want to have your event in VGC News and on the VGC website please send an e-mail to Klaus Schickling: [rallysecretary@vintagegliderclub.org](mailto:rallysecretary@vintagegliderclub.org)

## A RARE VINTAGE



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**MODELS**

Chris Williams

# New Oldies...

As this article is being put together in the depths of winter, it seems a good idea to see what's under construction, and what might be in action in the upcoming flying season. Australian modeller Jilles Smits, who is well skilled in all matters CAD (Computer-Aided-Design), is currently putting together a Grunau Baby to his own design.



Australian modeller Jilles Smits' 3rd scale Grunau Baby comes together.

Ivan Goodchild's 6.5m Reiher.

Author with the recently completed Scheibe-Loravia Topaze.

Australian modeller Jilles Smits, who is well skilled in all matters CAD, is currently putting together a Grunau Baby to his own design. As is becoming increasingly common these days, the parts are laser cut in order to remove any human error from the equation.

He has also produced a plan for the Sperry Junior at 1:3.25 scale, which he has made freely available for download from the SSUK website (<http://scalesoaring.co.uk>)

Ivan Goodchild's large scale Reiher is nearing completion and should be quite impressive with a wingspan of 6.5 metres. My old plan for the Type 13 Petrel was produced many years ago and seemed to sink without a trace, until when a couple of years ago, Belair produced a laser kit from

the plan and then they started to sprout up all over the place.

Dave Stokes' has modified the plan to produce BGA 651, and plans to finish it in its old wood & varnish incarnation. German master modeller Oliver Theede has produced many fine models, and his new Ka3 to one-half scale is obviously no exception. His workmanship is in the top echelon of modellers who like to reproduce the full-scale construction as much as possible, and who can fail to be impressed? South African modeller William Hoek has recently completed a Weihe at one-quarter scale from the Martin Simons plan.

The chances are good that we will see this in the UK later in the year, as a bunch of these guys usually make it an annual trip,



The Grunau baby's wings: laser cutting of parts much in evidence

## MODELS



German modeller Oliver Theede's 1/2 scale Ka3 shows exquisite workmanship.

calling in to a few of the scale soaring events while they here. With all these Petrels around, I was starting to feel left out, as I had sold mine many moons ago, so I, too, have started to build another. This time, like the estimable Mr Stokes, I will be attempting to modify the plan to produce a version of 651, although this time it will be in its current livery.

Finally, the beginning of the year saw the first flights of the second version of the Scheibe-Loravia Topaze from my original plan. The colour scheme was inspired by

the recently restored L-Spatz I saw in the last VGC newsletter, and the new model, with a few modifications over the original, has proved to be a delightful performer.

(To see her in action put TOPAZE 2 THE SEQUEL into the YouTube search box.)

Plenty to look forward to in the coming season, then, and be sure that I'll be there with my camera to record it wherever possible...

[c\\_williams30&sky.com](http://c_williams30&sky.com).



Author's new version of BGA 651.

Aerial view of the Topaze.





## MODELS

from Vincenzo Pedrielli

# 2<sup>nd</sup> Vintage Glider Model Meet

The "Gruppo Aeromodellistico Cremonese" (Cremona Model Group), led by the enthusiastic Marco Pattoni, organized the 2nd aero-tow National Vintage Model Glider Meeting on Sunday September 25th 2011 on the airfield at Annicco near Cremona.

of them were built, like the originals, from wood and fabric. In accordance with meeting regulations, ready-built models were not allowed to participate.

Choosing the best looking models would have been an invidious and embarrassing task! Many of them were reproducing sailplanes designed by the German Hans Jakob, such as the Weihe, Rhoensperber, Habicht, Sperber Junior, Reiher and the famous Meise, winner of the competition for the Olympic design of 1939.

From Slingsby Design, the Petrel and the Kirby Kite while the USA exhibited the SGS 1-26 Schweizer and the Super Albatross



This is the most active group in Italy building and flying vintage model sailplanes. Thanks to favourable weather, the meeting went off safely, exceeding the success of the previous year for numbers of participants and variety of models.

Twenty five "pilots", from different Italian regions with 32 models were present, plus five skilled Pilots with efficient tow models. Some of them, after having towed the model gliders, performed aerobatic manoeuvres as they returned to the airfield, in inverted flight very close to the ground. Because of good thermals in the afternoon, some "pilots" took their models to great heights, enjoying prolonged flights. All scale models were reproductions of sailplanes designed before 1960 and most



The airfield of Annicco with all vintage glider models participating in the event.

1/5 scale Kirby Kite landing.



## MODELS



1/4 scale of Borea, designed by Luigi Teichfuss.

1/4 scale Sperber Junior.

1/4 scale of Ka2.



of Hawley Bowlus the latter, built on a 1:2 scale, quite big! There was also a quarter scale model of the Maeda 703, designed by the Japanese Kennichi Maeda. The Borea of Teichfuss was the only Italian representative.

To avoid disappointing anyone, I would like to include all the other model sailplanes participating in the meeting. These were the Ka2, Jastrzab, Minimoa, Fafnir, SG38, ASK13, SZD Bocian, Pyonir, Lunak, Harbinger, Moswey III, Ulf 1 and Macka.

Besides enjoying flying, the meeting in Annicco offered everybody the great opportunity of getting together and sharing the same interest in scale vintage sailplanes. Everyone has been quite happy with this meeting and agreed to meet again next September 2012, possibly bringing more models of Italian design.



The detailed cockpit of Bowlus Super Albatross in scale 1:2, by Carlo Simeoni



### GREAT BRITAIN

From: Alan Harris

#### British Forces Germany Gliding to End

British Forces Germany gliding is to be wound up after more than 60 years. RAFGSA and AGA are to close their association with gliding in Germany.

A commemorative event and party is being held at Javelin Barracks (formerly RAF Bruggen) on 8 September 2012 and all former members are invited to attend.

It appears that coaches/minibuses are being arranged for visitors from the UK.

Further information can be obtained from:

Andy Gardiner

asgardiner@hotmail.com

Phone: 0049 2151 767 4989 (home)

0049 172 600 4706 (mobile)

Transport information is obtainable from:

Alan Harris

lanharris@ewetel.net

### GERMANY

From Peter Ocker

The restoration of a **Weihe** by Hermann Beiker of Hamburg is progressing very well. Some members may remember a picture in a VGC news some years ago, showing a nearly destroyed Weihe. He finished the woodwork on the wings and is already putting on new plywood on the fuselage. We hope that he will keep his enthusiasm doing this big project all by himself!

The **Gö 1 "Wolf"**, that came back from South Africa, is also in the workshop near the Hahnweide airfield, south of Stuttgart next to Schempp-Hirth factory. Some work on the fuselage was done already and we hope to see this original Gö 1 "Wolf" back in the air soon. The other flying Gö 1 "Wolf" is the replica built the unforgettable Otto Grau, operated from Aalen-Elchingen airfield some 80 kilometers from Hahnweide.

You can follow this project on <http://www.klemm-l20.de>

Near Stuttgart, at Vaihingen Aeroclub, the **new DFS Habicht E** has flown for the first time. Some club members started building this replica in 2004, and after thousands of hours in the workshop they were able to get the D-6868 in the air. Mainly, the members Dieter Kemler, Tilman Drechsel and Erich Grettenberger were involved – hopefully they will join the VGC soon. In 2004 their Grob Twin Astir II Acro lost its permission for aerobatics, and so they decided to help themselves by building a "Habicht"! We congratulate the club and their active members for this fantastic achievement. Hopefully, all three "Habicht E" can be seen soon together – the OSC Wasserkuppe (blue stripes), the Zahn family (red stripes) and the new one with its yellow stripes.

See also <http://www.fsv-vaihingen.de/technik/habicht/>

Our member and owner of Scheibe aircraft – building the famous SF 25 Falke motorglider to the most modern standards – Hartmut Sammet sold his Meise to Langenselbold airfield. Hopefully it will be seen at our rallies soon. This gives Hartmut space for new projects, more informations still to come.

Gere Tischler is restoring his **Slingsby T31** according to very high German standards – seeing the fuselage in his workshop it was hard to believe that there is anything original left. something left original. He – of course – wants to restore it very accurate with RAF markings.



Gere in front of all metall fittings of his Slingsby T31.

T31 fuselage in Gere's workshop  
Photos by Alexander Gilles.



The **AERO Exhibition at Friedrichshafen** was attended by the VGC for the third time. This year, there were three V-tail gliders with laminar profile on display: the Austro-German Standard Austria S (of Alexander Gilles and Karl-Bernhard Hurrle, D-4131), the French Breguet Br 905 Fauvette (of Jürgen Doppelbauer, D-1484) and the Russian Antonov A-15 (of Peter Ocker, OK-7906). Once more, new members joined the VGC and existing members visited the booth organized by Gere Tischler. The contacts we made were not countable, but so many people came and we were able to spread the vintage gliding spirit into the public.



Three V-tail-gliders from three countries at AERO 2012 (left).

Spatz-Meeting in Gerstetten (right and below)

All photographs: Alexander Gilles



Among the new members, there were people visiting us at AERO regularly and finally joining our club.

Together with Gere and the owners of the gliders, Klaus Schickling joined the team.

For the first time, also famous organizations like the Deutscher Aero-Club (highest association of civil aviation in Germany) and Oskar-Ursinus-Vereinigung (helping amateur aircraft builders to turn their projects into reality) also joined us in our hall B4.

We highly appreciate the enthusiasm of our member **Erwin Seibold**. He visited the VGC rally at Tibbenham as a scale modeler and was a new VGC member then – in the meantime he was elected chairman of Luftsportgruppe Kempten (Kempten aero-club). There was a lack of candidates and Erwin – although not (yet) a pilot and 7 times grand-father aged 71 – decided to apply for this job. Congratulations and best wishes for successful work. There is also a Geier I under restoration there which was bought back from Rick Fretwell / UK in 2009. More information on Josef Allgaier can be found in this edition of VGC news.

*Gere Tischler, translation Ute Pfrommer*

## Spatz Meeting 2011

The airfield of the "Flugsportverein Gerstetten" on the Swabian Alb temporarily became home to many Spatz gliders, following the call of Tina (Christina) Kucke. She was being supported by Boris, her husband and her father Hartmut and mother Katja as well as by the members of FSV Gerstetten.



75 participants from Belgium, Netherlands, France, Austria, Switzerland and Germany followed the call with 23 Spatz aircraft and one Bergfalke and Doppelraab each, were adopted to the bunch.

26 Spatz friends already arrived the previous weekend with 8 aircraft and used the days until the official start for trips around the region, even as far as the Lake Constance.

Wednesday afternoon, the Camp – by now grown to considerable size – was haunted by a heavy thunderstorm with gusts of up to 130 km/h. Some tents were heavily damaged, one even destroyed completely.

The gusts also caught some trailers, of which one keeled over, destroying the rear window of a car of our Belgian Spatz pilot. Another trailer was rotated and ripped the planking of the neighbouring trailer open to a length of 50cm. Due to fortunate circumstances, the wing of the glider in the trailer was missed by millimeters. The damages were being mended jointly and the "homeless" set up residence in the club house or with other Spatz pilots. The bad weather didn't destroy the good spirits.



Thursday, the last participants arrived and were greeted with great hello by the others. They were supported, if not physically, then by qualified advice and suggestions. In addition to the Spatz pilots, other VGC members intended to join for a short time and stayed until the end for the good mood.

In the evening, Hartmut Sammet and the club's representatives opened the meeting officialy. After a delicious dinner, there was entertainment. A launch order was drawn up. Choosing the task is a challenge for each topman as the pole is quite high. This time, pilot and team had to fulfill the task together. The pilot had to carry a team member blindfolded through a parcours according to the commands of the passenger. Afterwards, he had to guide a ring over a pole without touching it. It was a hoot.

## INTERNATIONAL NEWS

Friday after breakfast and briefing the rest of the aircraft were rigged. In improved weather conditions (3-5/cu), Spatzes could be launched or aerotowed. In an afternoon shower, all pilots commendably helped together to secure the gliders on the ground. Afterwards, the Spatzes were flown dry. The day was finished in a "gemütlich" round with a formidable dinner.

Saturday was dry but without good thermals – ideal conditions for a spot landing contest. As on the day before, the first gliders were launched by winch and later we gradually switched to aerotow.

The Spatz pilots showed how beautiful you can slip and spot land an old-timer. The club members in their aircraft including tugs also tried spot landings.

Klaus Schickling was allowed to fly Friedhelm's A-Spatz. It was the very same glider in which he made his 5 hours as a 16 years old – 34 years ago. The grin on his face lasted through to Sunday.

137 launches were made within these two days, and the Spatzes moved in their element for a total 68 hours.

The last evening started with a very typical local dish, lentil soup with Spätzle and sausages. Afterwards, Tina awarded the prizes to the winners, while Hartmut acted as confrencier. There was a lot of applause. As the winner has the privilege to organize the next Spatz meeting, next year the Spatz meeting will take place at the Segelflugverein Weißenburg (<http://www.sfv-wug.de/>).

Sunday, all participants had to say good-bye and despite good thermals, all Spatzes had to return to their home nests.

We thank Tina, Boris, Katja, Hartmut and the members of FSV Gerstetten for organizing a splendid Spatz meeting.



end-of-season meeting took place. Luftsportgruppe Ravensburg welcomed us warmly and provided the infrastructure including winch and aerotow.

The first participants came Friday evening from Miltenberg and occupied their rooms in Hotel Donaublick in Scheer. The others came Saturday morning directly to the airfield. We were especially happy about Margaret and David Shrimpton and Willi Wälty who made their ways from England and Switzerland respectively.

Thus, the VGC end-of-season meeting of the "southern mafia" became an international event for the first time.

In the course of Saturday, Ute and Erhard came from Baden-Baden for a short visit with their Smaragd. Due to renovation works they didn't have time the whole weekend.

The participants rigged the 7 aircraft jointly – Slingsby T21, L-Spatz 55, SF27, DFS Meise, Grunau Baby 3, Standard Austria, Bergfalke II/Mü13 – and brought them to the launch point.



*Impressions from End-of-Season-Meeting in Mengen (above)*

*Perfectly restored Emeraude CP 301 of VGC member Erhard Pfrommer. All photographs: Alexander Gilles*

In the afternoon, LSG Ravensburg took their Ka 6e from the Hangar ceiling and also took part.

It was a wonderful sunny day in early autumn and a pleasant 22-25°C, a slight wind and thin layers of clouds operations started around 10:00 UTC and ended at about 16:25.

Despite weak and unstable thermals, 47 winch launches were made with a total time of 5:38 h. As often before, the L-Spatz could log the longest flight with 41 minutes. Jealously, this was attributed to the home field advantage, as aircraft and pilot have been based on the Mengen airfield for 25 years.



*Gere Tischler, translation Ute Pfrommer*

## VGC News from the South of Germany

*Ravensburg, 16.10.2011*

At the weekend of September 17/18 many old-timer enthusiasts were drawn to the south of Germany for our casual 8th VGC end-of-season meeting.

This time, we met at Flugplatz Mengen (ETDM) where the first

After derigging and hangaring the aircraft jointly, the caravan moved on to Hotel Donaublick in Scheer which is some 5 km off the airfield. After check-in, we all met at about 19:15 in the restaurant for a "gemütlich" dinner. The superb menu didn't leave any wishes unfulfilled. To the delight of all participants, Christoph Zahn came by with his girlfriend, after the show event he was supposed to take part in was canceled due to bad weather forecast.

So the circle had grown to 37 participants. The traditional "awards show" was a hoot.

Alex Gilles revived memories of the year's highlights with his slide show of AERO, meeting of wooden gliders on the Nortel airfield, Spatz meeting in Gerstetten, Rendezvous Aalen, VGC-Rally Spitzerberg and a special chapter with his comments in speech bubbles.

Sunday morning after check-out everyone returned to the airfield. This time, weather was not as kind to us as we are used to. Rain made flying operations impossible.

The hangared gliders were derigged with the big team within record time and in a good mood. Even at days like this, bad mood doesn't have a chance in the oldtimer community.

The 8th VGC end-of-season meeting of the "Southern Mafia" was finished in great spirits and with the common wish to repeat it next year.



**Date for the 9th VGC end-of-season meeting will be the 3rd weekend in September from 15th to 16th September 2012**

Special thanks go to the „Luftsportgruppe Ravensburg e.V. Abteilung Segelflug“ who made the event possible by providing infrastructure, winch driver and aerotow pilot and allowing us to arrange the meeting on their airfield.

Organization and contact (for 2012 as well): Gere Tischler

(email: [gere.margit@gmx.de](mailto:gere.margit@gmx.de) or [gerhard.tischler@gmx.de](mailto:gerhard.tischler@gmx.de))

Information about the event will be available on the VGC homepage in the category "Events/Rallies"



**Colin Anson, whom many of us will remember with great affection, celebrated his 90th birthday in February this year**



*Alice and Colin Anson with Nick Newton and Klaus Fey.*

Colin is one of the very select group of elected *Life Members* of the VGC. He is well-remembered for his beloved 'Blue Brick' Slingsby T 31 glider and his numerous translations into English from German to so many of our past International Rallies. Colin, and his wife Alice, who together managed the VGC Sales for very many years, still take an avid interest in the activities of the VGC. We wish them many more years of happiness together.

Nick Newton



*Text and photographs from Alexander Gilles*

### VGC Rendezvous Aalen Elchingen 2012

“We want to fly everyday”: That was the participants’ motto on the first day (July 24th) when the temperature and clouds were low but the motivation was high. And so Klaus Schickling’s spontaneously rigged T.21b was used for one short flight after the other around the traffic pattern.

In the beginning the Rendezvous was rather small but day by day the parking lot for the trailers and the campsite got more and more crowded. Lots of participants arrived in the middle of the event after having taken part at the Gliding Grand Prix at the Wasserkuppe where they enriched it with their vintage gliders (see report in the last VGC news).

The Rendezvous meeting was used by many as a stopover on the long journey to Spitzerberg. Quite a few of the visiting pilots had already been to the airfield several times on previous occasions, taking advantage of the large camping facilities as well as the relatively unrestricted airspace. For the same reasons, Aalen Elchingen has also been used for the annual IDAFLIEG meeting of the German Akliegs.



Monday, July 25th: The sky was grey and some optimistic pilots moved their gliders to the starting point. Bernd Hurre just managed it to start in dry conditions but obviously the Ka2 worked as a big condensation nucleus which precipitated a strong shower. Long lasting rain then set in. So this day ended much too soon in the airfield’s restaurant.

The next day’s weather was the one that the Schwäbische Alb is famous for: Bright sunshine, countless cumuli and cloud streets. All flyable equipment was up in the air: Mareike Waalkens Doppelraab, the Danish Foka, T.21b and T.31b, Ka6, Standard Austria S and SHK, Kranich II and III, Prefect, Rhoenlerche, Zugvogel IIIa, L-Spatz 55, Minimoa and Mg19. The different vintage gliders in the air were supplemented in the afternoon by Adolf Wilsch’s recently restored Mü-13 D-2 which he had taken over from Francoise Ragot several years ago. Unfortunately the paperwork wasn’t completed yet so this wonderful piece of art had to stay on the ground.

Flight activities had to be finished on time because an interesting presentation was announced for the evening: Hellmuth Hirth joined the Rendezvous to report about his famous father, Wolf Hirth’s life.

He showed a lot of great pictures and films which most of the audience had never seen before and flavoured them by amusing anecdotes. We want to say a cordial ‘Thank you’ to Hellmuth for



the wonderful evening which did not end before midnight.

On Wednesday again the weather conditions were pretty good and now even more vintage gliders could be seen in the air: Phoenix, Petrel, Hütter 17 and T.8 arrived from the Wasserkuppe and a group of young pilots from the Czech Republic brought a yellow Krajanek to Aalen-Elchingen.

Thursday's weather forecast was horrible: Strong thunderstorms with hail were expected so the plan to fly everyday couldn't be realized. The security of the flying treasures was more important than one more day with fun in the air. Instead the gliders were derigged unhurried and with every glider in the trailer the weather got better and better. Not till then in the evening when the closing of the event was held in the restaurant the first raindrops fell. It would have been a flyable day...

We want to thank Peter Ocker for organising of the Rendezvous, the LSR Aalen for their hospitality and support, the supply with tug pilots, winch drivers, club rooms, great atmosphere, hangar space and also for some beverages as well as to Yvonne Stämpfle and Michael Auberger for the first-class support in every matter.



*From: Peter Ocker*

### It's worth to fly vintage: Online Contest OLC offers Vintage Glider Club Oldtimer Scoring

It is an open secret that many pilots fighting for valuable online contest points, often fly vintage gliders.

From September 2011 Vintage Glider flights can be ranked in a worldwide vintage scoring system. Modelled on established On Line Contest (OLC) rules, flights with gliders made of wood and steel, as well as early-generation composite types are now ranked.

The OLC is keen to offer this special scoring to all vintage gliding enthusiasts and clubs, who may not be equipped with state-of-the-art aircraft. You can find the ranking if you go to "Gliding" at [www.onlinecontest.org](http://www.onlinecontest.org).

Scrolling further down leads you to the Vintage Glider Club logo and the scoring. The winners of this unofficial vintage class will be awarded for the first time in the autumn of 2012 at the annual OLC Symposium, so go ahead - fly vintage!

## RUSSIA

It's not actually Russian news, but International. To summarize all that, we publish this as Russian news, as it's related with the Russian glider Antonov A-15.

Peter Ocker's A-15 OK-7906 was on display at the AERO Exhibition at Friedrichshafen/Germany in the middle of april.

There were a lot of visitors, among them some old A-15 pilots! One visitor from Norway was pilot of the A-15 now in Petter Lindberg's huge collection. He hopefully will provide some pictures and official documents.

A technical director from Boeing came to the booth and reported that Robert Mudd's A-15 (imported from Lithuania and already registered as N15AN) is planned to be restored airworthy this year!

Also Tomas from Lithuania was enthusiastic seeing the A-15, as he is flying the one in Lithuania that is offered for rent during this year's VGC rally.

Some people from Nyregyhaza aeroclub / Hungary came up and were also delighted to see a restored A-15 – they have the HA-7020 that was present on our 1989 rally at Farkashegy and plan to restore it now too!

Two Russian journalists nearly got crazy seeing a vintage Russian glider in the west – they will write reports and ask their readers if they know of the fate of other A-15's

Peter Ocker



**UPCOMING EVENTS**



Joerg Ziller Olympia Meise at the 36VGC Rally in Wels. (Photo Vincenzo Pedrielli)

# Gliding at Olympian Games

Two great events are coming up in England this year. The Olympic Games in London and the Olympian Games in Much Wenlock from 14th to 21st July 2012. Did you know that the latter is older than the 'famous' modern Olympic games, first held in Athens in 1896.

First Wenlock Olympian Games were held already in October 1850. Baron Pierre de Coubertin, the initiator of the modern Olympic Games visited Much Wenlock in October 1890.

A meeting of the Wenlock Olympian Games was arranged in his honour. While gliding never got to be an 'olympic' discipline, it will be an 'olympian' one at 126th Wenlock Olympian Games.

The organiser says: "One of the most spectacular new sports for 2012 will be the Gliding events run by the Vintage Gliding Club from the Midland Gliding Club on the Long Mynd. All tasks will be based upon pre-declared courses, which will be set by the organisers of the event to take best advantage of the to day's weather forecast.

Pilots are notified of the turning points on the morning of the competition day, with all pilots being required to electronically log their flights to prove to the judges that the course has been completed as per the competition rules. Weather permitting, all

competition days will take the gliders over the town of Much Wenlock which, where possible, will form at least one of the turning points for all tasks set. Points are awarded based on 3 main criteria.

1. Points are awarded on the basis of distance flown. Maximum points are awarded for those pilots that complete the course, whereas any glider failing to land at the declared finishing point will be awarded points on a graduating scale according to distance flown.
2. Time/average speed taken to complete the course from the point of release after being launched, until the glider lands.
3. Bonus points will be awarded on some tasks for maximum heights gained during the course. If weather conditions are adequate, there will be up to 6 competition days allocated for the event."

By the beginning of May, 19 entries of „Olympia“ sailplanes (EoN, Swiss, Meise, Nord 2000) with pilots from five countries have been registered. 22 Ka 6 from 5 different countries will participate as well.

In addition to the competition there will be an aerobatic display over the Games ground and a static display of two aircraft on the Gaskell Field.

[www.wenlock-olympian-society.org.uk](http://www.wenlock-olympian-society.org.uk)

# 40<sup>th</sup> International Vintage Glider Club Rally, 2012

Dear Friends, Pilots, Crew Members,

It is a huge honor for us to organize the anniversary 40th International Vintage Glider Club Rally, 2012.

The 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.

It is the first time that the 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 determination in order to ensure your comfortable and memorable stay in Lithuania.

**VGC 2012 SCHEDULE**

Entries due	30th	July
Opening Ceremony Evening	30th	Jul
Rally flying	30 Jul - 9 Aug	
Closing Ceremony Evening	9 Aug	





**We have great news for the children and teenagers who are coming to the 40th International Vintage Glider Rally 2012!**

We are organising a **Children's Gliding Camp** during the Rally time.

All applicants must register. Only first 20 registered children will be able to take part in this camp. The number is limited because it is hard job for the instructor to work with the big group of children, especially when the camp period is quite short.

During this camp all children will get the main gliding skills, and those who decide



*Photos from children's instructor Igoris Bykovas personal archive*

to come one week earlier than the rally starts, will be able to have their first solo flights with the children training glider LAK-16A.

We are planning to open this camp on the 23th of July and end on the 8th of August. Two weeks gliding course will cost 200 EUR. Those who decide to come on the 30th of July will have to pay 150 EUR.

Please pay attention, if children decide to eat at the Clubhouse restaurant, the 3 meals per day 3 times will cost an additionally 12 EUR per day.

**NOTE:** This camp is for children who are 10 years old and above.

**PLEASE PAY ATTENTION!**

*All the members who are coming to the 40th International VGC Rally 2012 please register on our official Rally website. We have to make the right statistics and order the right amount of equipment which will facilitate your stay in Pociunai airfield!*

## VGC Rendezvous 2012



This year's VGC Rendezvous is organised by Aeroklub Warminko-Mazurski in Olsztyn Poland. Read below what Jacek Stawowczyk writes about the beautiful region. Olsztyn, the acknowledged capital of

Warmia and Masuria, is the seat of both local and central government for these provinces. With a population of some 180 thousand inhabitants and situated in a belt of terminal moraines from the last glacial period, it is encompassed by thirteen lakes.

Among the most important antiquities within the city boundary are: the fourteenth century Church of St. James, the Castle of the Warmian Chapter, the oldest parts of which date to 1347, and Olsztyn Old Town.

Well worth a visit is the collection in the Warmia and Masuria Museum located in Olsztyn Castle.

Within striking distance of city are: the Teutonic castles in Ostróda (approx. 45 km) and Nidzica (approx. 60 km), the Grunwald battlefield site, with its Museum of the Battle (approx. 50 km)

(<http://mazury.info.pl/atracje/grunwald/>), the Warmian Bishops' Castle in Lidzbark Warmiński (approx. 40 km)

(<http://zamki.res.pl/lidzbark.htm>), the Museum of Ethnography in Szcztyno (approx. 40 km), as well as the remains of Hindenburg's Mausoleum in Olsztynek (approx. 26 km).

More information  
<http://www.vgc.epod.pl/>





## UPCOMING EVENTS



a report from  
Ron Ogden

## IVSM 2012

Harris Hill has a lot to boast about early in each July. The long days are warm but not quite hot, a little residual cool has not yet been taken entirely out of the air above the green hills, and that cool air delays the onset of the sweltering mid-summer inversion that so often caps the thermals later in July and August.



*Gliderport at Harris Hill on a foggy morning in July 2009.  
Photo by Jeff Shingleton*

The lakes are warming while the streams have not yet slowed to trickles. In the valleys the anabatic winds start the gentle lift early and, on the south side near Frenchman's Knob, keep it going late. The winds, in general, are too light to cause problems.

This time of year the summer is young and vigorous. The juniors are freshly sprung from school and eager to help visiting pilots. There are still tow pilots who are anxious to jump into the cockpit. You can fly until nine o'clock sometimes later. I've seen the lights on in the old hangar until after ten.

So it is a wonderful time to hold a glider gathering. This year the International Vintage Sailplane Meet convenes on June 30th and carries on until July 7th.

Planning is strongly under way and the sight of deadlines already looming on a June horizon urges us on.

Our chairman, Jeff Byard, visited the NSM in January for a day-long scheduling session. He met with a representative of the Chemung County Chamber of Commerce who said, rather breathlessly, that the IVSM is the biggest thing happening around here this year. And registrations are coming in.

This is the fifth in the series of IVSMs. As always, "international" is an important word. Jeff Byard is hoping for visitors from Italy, the Netherlands, Britain and Australia.



Everyone is welcome vintage and classic, as it is all about the history of our wonderful sport. The gliders, like Jeff says, "are

living examples of the history of technology frozen in time."

What all is happening? It is a bit early to make announcements but when the time comes the words "automobile" and "art" and "wine" are likely to appear prominently.

So may the words "boat" and "cross-country" and "flying models." And of course, the word "food" always competes neck and neck with the word "glider" when there is an IVSM at Harris Hill.

When you are ready to register, please call the National Soaring Museum at 607-734-3128 and we will send the necessary forms, or you can find a registration form on our website at:

[www.soaringmuseum.org](http://www.soaringmuseum.org)

Also Soaring Café has a sponsored link. You can follow us on Facebook, too, by searching National Soaring Museum.

### Editors' Note:

We are indebted to author Tony Condon and Simine Short, Editor of "Bungee Cord", newsletter of the Vintage Sailplane Association (VSA), for permitting us to reprint this article from the March edition. For more information about membership in the VSA, click

<http://www.vintagesailplane.org>





Jeff Byard

## Once in a Lifetime Celebrating 100 Years of Soaring Flight

On Christmas Eve 1968 my family and I were watching Apollo 8's live broadcast of the Earth, rise over the Moon's horizon with my Great Grand Mother. She was rather deaf, quiet, and hard to communicate with. I remember wondering if she really understood what was going on.



Jeff Byard at the controls of Tom Valentine's Wright Model B (the 1904 "Model A" configuration for the movie).

Note the non-Wright control stick and the Ford Model A engine. No, I did not fly it; I was probably just running the engine or checking the controls. Tom Valentine photo.

She eventually spoke up and said that she hadn't been so excited since her father had taken her to see one of the Wright brothers planes fly in Los Angeles. She was sharp as a tack! The Wright brothers have fascinated me for as long as I can remember. Before this though, the stories of the Wrights seemed like ancient history and certainly not within living memory.

Wilbur and Orville Wright first took their gliding experiments to Kitty Hawk, NC in 1900. By 1902 the Wrights had not only developed a practical flyable glider, they had also invented an effective method to control it, and perhaps most importantly they learned how to fly it. In their hundreds or even thousands of glider flights, while honing their design and their flying skills, the Wrights began to recognize the potential of using the air currents alone



for sustained flight without any additional power. In their journals and correspondence they frequently use the word "soaring" while describing their early glider flights. All of these experiments culminated in their epoch-making powered flights of December 17th, 1903.

Orville Wright returned to Kitty Hawk in 1911 with a glider, making some of the world's first documented soaring flights. On his longest flight, of October 24th, he remained aloft for 9 minutes 45 seconds

over Kill Devil Hill, a record that stood for ten years. Orville Wright made his record soaring flight just 42 years before I was born. Soaring is only 100 years old. To my generation, the Wright brothers and the beginnings of aviation are only one handshake away, I have met two people who actually knew Orville Wright and another who learned to fly from Glenn Curtiss.

My interest in the Wrights was renewed in 1978 when I had the opportunity to work on Tom Valentine's replica 1909 Wright



October 24th, 2011, the 100th anniversary. No flying due to weather, we pretty much had the park to ourselves. Alison Clough photo.



Landing on hallowed ground. Wolf Elber Photo.

Model B Flyer for a TV movie "The Winds of Kitty Hawk".

I spent several months working on the Model B and helped build flying replicas of the 1900, 1901 and 1902 gliders. The Model B was fixed up to look like the '03, and the '04/'08 Model A Flyers for the movie. I think that Tom's replica flew a total of 10 or 12 hours during the filming. I still have the elevator and rudders from the '01 and '02 replica gliders.

My next Wright brothers encounter came just a few years ago when the FAA presented my Dad with the Charles Taylor Award, recognizing aircraft mechanics who have worked in the industry for over 50 years. This prompted me to again get out the books and learn more about Charles Taylor and the Wrights. Taylor was the Wright's mechanic who, among other things, built the engine for the '03 Flyer and accompanied Cal Rodgers, keeping the Vin Fiz flying, on his coast-to-coast flight in 1911. Looking back, the Wrights have fascinated me for a good part of my life. So when Jim Short called and asked if it would be possible for me to bring my TG-2 to Kitty Hawk for the 100th Anniversary of Orville Wright's 1911 soaring flight, I said "yes!" on the spot, without even thinking about it.

When I accepted Jim's invitation to participate in SOARING100, I wasn't at all sure how I was going to make this happen. With the help of many friends and family members we worked it out. My Dad took the lead and ordered a trailer that would fit any of our gliders. My Sister Kim rented us a house on the beach near Kill Devil Hill and made all the arrangements for a small family reunion while we were there.

While fitting the TG-2 into the new trailer, the unthinkable happened. We lost Bob Gaines. Bob had planned to display his Kirby Kite in the Wright Brothers Pavilion along with Rick Young's replica of the 1911 glider and a couple of other ships. In the heat of the moment, I volunteered to substitute my Baby Albatross for Bob's Kirby Kite. Now I had to figure out how to get two gliders into one trailer. With a lot of head scratching and plenty of help we fit both ships into the new trailer. My parents then drove the trailer with both gliders from the west coast all the way to Kitty Hawk.

I am not sure when the planning for SOARING100 actually got started, but Paul Schweizer talked about some sort of recognition of soaring's 100th anniversary back in the 1990s. A lot of people put in a tremen-

dous amount of work to organize this celebration. Jim Short and Rusty Lowry from the VSA and Peter Smith from the NSM were among the leaders of this effort. All I had to do was show up at Kitty Hawk with a couple of gliders.

This was my first visit to Kitty Hawk, rekindling my longtime interest in the achievements of the Wright brothers. Part of the celebration was a "Showcase of Soaring History". On October 22nd and 23rd, fourteen gliders representing a cross-section of sailplane designs from the 1930s to the present, landed in the grass on the hallowed grounds just a few feet from where the Wright's made their first powered flights in 1903. All of this in the shadow of Kill Devil Hill a few hundred yards away. The gliders and sailplanes were then on display to the public in the afternoons after our landings. Unfortunately, the

The Baby Albatross on display in the Wright Brothers Pavilion. Alison Clough photo.





Safely back in their trailer and ready for the next adventure: IVSM'12. Alison Clough photo.

weather on the 24th prevented us from flying on the actual 100th anniversary. Even so, I heard one Park Ranger estimate that about 10,000 people had attended the celebration, exposing many newcomers to our sport of soaring flight.

I can't even begin to describe the experience of participating in this celebration. Just being at Kitty Hawk and on Kill Devil Hill, one can readily sense that something truly great happened here not all that long ago. Landing with my Dad on these hallowed grounds, with our family watching, was a powerful, once in a lifetime, experience that I will never forget. Thanks to all those individuals and organizations that made this celebration possible. The Bowlus and the TG-2 are currently

stored in their trailer at Lawrenceville, IL, waiting for some spring soaring with the Wabash Club and then on to Elmira, NY, for IVSM'12.

The VSA made an outstanding showing at SOARING100. Of the 18 gliders and sailplanes flown or on display, twelve ships were either vintage or classic, mostly brought by VSA members. I hope that we see the same strong support at IVSM this summer (June 30 to July 7, 2012). IVSM'12 is a great chance for all of us in the VSA to show our support for the preservation and flying of these historic aircraft. As far as our little part of aviation history is concerned, we are the "keepers of the flame".

### List of gliders and their pilots

Fourteen sailplanes participated in the "Flying Showcase of Soaring History", launched by a Piper Pawnee, furnished by Bermuda High Soaring and flown by Jayne Ewing-Reid.

Grunau Baby IIB (1930s), flown by Lee and Leland Cowie, Schweizer TG-2 (1943), flown by Jeff Byard, Schweizer 1-21 (1947), flown by Jim Short, Schweizer 1-23 (1948), flown by Rusty Lowry, Schweizer 1-26 (1955), flown by Clayton "Bill" Vickland, Olympia 2b (1948), owned by the International Olympia Club and flown by Bill Jokerst, Schleicher Ka-6E (1963), flown by Dave Schuur, Glasflügel Libelle 201B (1968), flown by Robert "Boom" Powell, Schleicher



My Family and the TG-2; Lorrell and George Byard, Kim and Brian Wurtz, Lindy and Steve Dunn, Alison Clough, Jeff Byard, Cassie and Mike Wurtz. Cindy Brickner photo.

ASW-20 (1978), flown by James "Buddy" Denham, Schleicher ASK-21 (1979), owned by the Skyline Soaring Club and flown by Shane Neitzey and Paul Secala), Schempp-Hirth Duo Discus (1994), owned by the Harris Hill Soaring Corporation and flown by Moses Acee, Schleicher ASG-29 (2000), flown by Al Tyler, DG Flugzeugbau 808B self-launching motorglider (2000), flown by Woodward "Woody" Cannon, and Phoenix motorglider (2011), flown by Jim Lee.

The static display in Wright Brothers Pavilion included: Baby Bowlus (1938), trailered from Tehachapi, CA, for the event, Schweizer 1-26 (1954), brought from Blairstown, NJ, by Gus Johnson, HpH 304C (1998), brought from Elmira, NY, by Peter Smith, 1911 Wright glider replica, brought from Richmond, VA, by Rick Young, and several colorful and historically significant hang gliders were hanging from the ceiling.

The display at the grounds of Jockey's Ridge State Park included: PW-5, brought by Gary Van Tassel, as a nice counterpoint to the hang glider concentration; 1911 Wright glider flying facsimile, brought from St. Mary's Airport, MD, by "Team Dayton"; and several historically significant hang gliders were also displayed on the grounds.

### Editors' Note:

We are indebted to author Jeff Byard and Simine Short, Editor of "Bungee Cord", newsletter of the Vintage Sailplane Association (VSA), for permitting us to reprint this article from the March edition. For more information about membership in the VSA, click:

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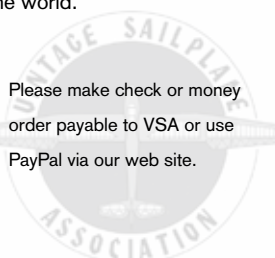
## VINTAGE SAILPLANE ASSOCIATION

### Soaring from the past into the future!

The Vintage Sailplane Association is dedicated to the preservation and flying of vintage and classic sailplanes. Members include modelers, historians, collectors, soaring veterans and enthusiasts from around the world.

U.S. VSA Membership	International VSA Membership
1 year: \$ 30	1 year international: \$ 45
2 year: \$ 55	2 year international: \$ 85
5 year: \$ 135	5 year international: \$ 210

Mail to: Vintage Sailplane Association  
31757 Honey Locust Rd.  
Jonesburg, MO 63351-9600



Please make check or money order payable to VSA or use PayPal via our web site.

<http://www.vintagesailplane.org>

FEATURE

Vincenzo Pedrielli

# Italian Sailplane History

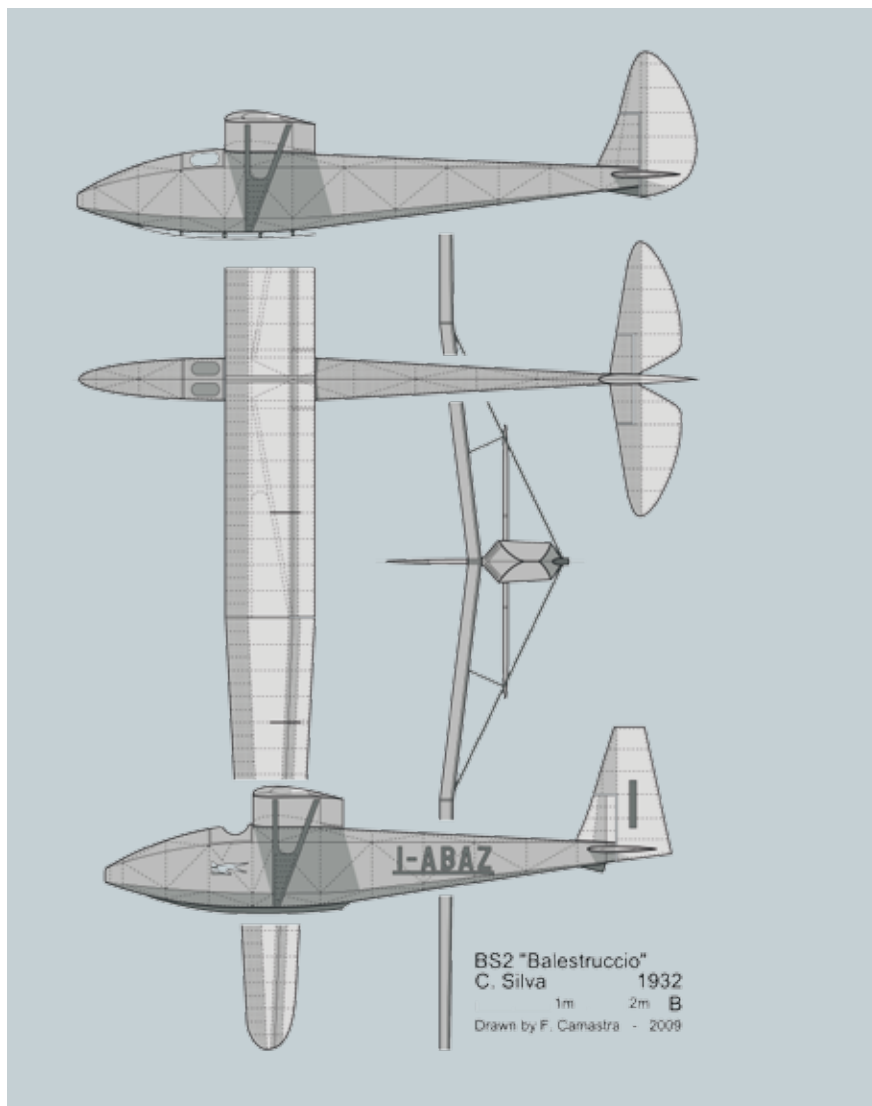
Apart from the first flying attempts around 1904/1910, gliding in Italy actually started with the Asiago competition of 1924, organized by the National Aero League and sponsored by the newspaper *La Gazzetta dello Sport*.



The cover page of "Domenica del Corriere" dedicated to the event.

The BS17 Allievo Cantù at Sezze Littoria.

The 3-V-Drawing of BS22 Balestruccio by Francesco Camastra.



BS22 "Balestruccio"  
C. Silva 1932  
1m 2m B  
Drawn by F. Camastra - 2009

Famous German pilots, such as Martins, Fuchs and Papenmeyer, led by Oscar Ursinus, were invited to the event to help the Italian Students of Pavia University to learn motor-less flight.

On December 1926 Ettore Cattaneo, a student of the Pavia University, set an Italian distance record of 11.5km, flying the sailplane GP1 from Campo dei Fiori over the Lake of Varese. The year after, a gliding school was established in Pavullo and Luigi Teichfuss was appointed project leader to design and build the sailplanes needed by the school.

From 1927 till 1940 Luigi Teichfuss designed and built sixteen different sailplanes, some of them inspired to German machines, but others unique coming out from his great creativity, like the Tenax, Orione, Supergrifo, Sparviero and Borea. Before World War II, Vittorio Bonomi and

## FEATURE



The recovery of CV3 Arcore from an out landing.



A nice caricature of Edgardo Ciani by Enzo Centofante.

Camillo Silva designed and built a number of gliders for training and sport activities. Very successful were BS2 Balestruccio, Airone, Ardea and Alcione, which took part in many national competitions. The BS17 Allievo Cantù, a primary glider adopted in many schools, was produced over 100 units and one is displayed in Vigna di Valle, near Rome, at the Museo dell'Aeronautica Militare.

Ermenegildo Preti of the Politecnico of Milano has an important role in the Italian gliding history, having designed eight different sailplanes, such as the CVV1 Pinguino, CVV2 Asiago, CVV3 Arcore, CVV4 Pellicano, CVV5 Papero, CVV6 Canguro, CVV7 Pinocchio and the last one, CVV8 Bonaventura. The CVV4 Pellicano entered the competition of 1939 in Sezze, for the design of the Olympic glider. The CVV6 Canguro was one of the best two-seater of the time.

The Morelli Brothers formed on 1952 the Soaring Centre of the Torino Polytechnic with a group of seven enthusiasts. Some of their machines are still flying in many parts of the world, like the M-100S and the



The CVT2 Veltro on Rieti airfield 1957-1958.

Ettore Cattaneo with GP1.



## FEATURE

M-200. The Zigolo, Veltro, Strale and M-300, are no longer in flying conditions and are kept in a warehouse of the Polytechnic of Torino. From 1953 to 1964 Edgardo Ciani designed seven different gliders.

The EC38/56 Urendo was restored few years ago and it's still today flyable. The EC40/62 Eventuale is on display at the Volandia Museum in the Malpensa airport of Milan. Many drawings and photos have been saved of his prolific work.

Besides these designers, who made flying their profession, there are many other persons who driven by great passion for motor-less flight, designed and built gliders and in many cases flew with them.



The flying float sailplane Roma at Schiranna.



Written in two languages, Italian and English, it is distributed worldwide by the editor EQIP in Bonn, Germany, at the price of 45,00€ plus shipping.

The float glider Roma and Anfibio Varese of Angelo Mori. The EB1 Littore and EB2, designed by Ermanno Bazzocchi. The S. Ambrogio, designed and built by the 19 years old Gian Luigi Della Torre. Adriano Mantelli, Gianfranco Rotondi and many others designed unique sailplanes. None of these machines exists today, but luckily, drawings and photos are proving their existence.

Sadly time and two wars have destroyed a large part of Italy's gliding history, but I could collect documents, drawings and photos which I assembled in my new book "Italian Vintage Sailplanes".

This volume of 272 pages in format 22x30cm with hard cover is the result of a meticulous research lasted a few years and it shows notes rich of historical information and drawings about the beginning of gliding in Italy and its growth in the past

century. The book is enriched by the scale drawings of each individual sailplane, skillfully drawn by Francesco Camastra and supported by a wide photographic documentation.



Daniel Steffen  
translation Francis Humblet

## The Odysseus has now been flying for 62 years

On both sides of the cockpit, just under the canopy of the vintage glider Spyr 5a, the name Odysseus is inscribed! And quite right that is as it should be! said Georg Fliss (a long time owner of the glider) because since its birth on the drawing board, the history of the glider has been a true odyssey!



See the small ... trim ...

The Spyr 5 is a two-seater glider where the pilots are sitting side by side but with one of them being located further back. (Ed: the C 800 and M 200 have a similar arrangement).

As a result of its roomy cockpit, the glider was known as the "flying gardening shed". With its massive gull wings, the glider offers the elegance of a bird. During 1943, the brilliant Swiss glider designer, August Hug, was told by the Swiss Federal Office for Air, the task to redraw his Spyr 5 according to the latest designs requirements and specifications. At the same time, he also had to finalize drawings that would lead to a series production for the glider.

The stress engineer, mandated by Hug, Hans Farner produced hundred pages of calculations. Hug himself had completed 73 new drawings which have been kept preciously up to now.

### The Spyr glider

August Hug (1894-1983) started his first glides when he was still at college.

The Spyr 1, designed in 1930, was his first performance glider. "Spyr" is the Swiss terminology for the black martinet (Apus apus).

Excellent soarer, that bird is, according to recent research, able to stay airborne during a whole night.

The "Spyr" probably derived its name from the bird pointed wings.

The well kept Swiss glider register tells us that a total of 13 machines were built for the five versions made, the Spyr 3 being the most successful.



### A long way from the drawing board to the test flight

"It flies!"

These were the words used by August Hug as a beginning of a report on the Spyr 5a, HB-509, in the Swiss AeroRevue n° 1/1950.

The point of exclamation (!) was a reminder of the time it took from initial design to first flight. During the spring of 1946, the Pilatus factory, having a gap in its production, started building the unique machine as the anticipated series would never follow.

As about two-third of the machine were completed, more urgent and rewarding work put an end to the construction of the prototype. Everybody on the bridge! Wrote August Hug describing the work achieved so far on the Spyr 5a. He was encouraging the members of the Nidwald

Gliding Group to pursue the completion of the machine as a Group activity.

As these only came up with about 40% of the promised hours required, it became necessary to contract the aviations carpenters Planta and Keller.

The hourly rate, at the time, was 2.50 Swiss francs. The Bureau Federal de l'Air, having already covered the initial expenses for Works drawing and stress calculations, allowed for another SF 1500 to complete the machine, these were the happy days!

The main structure was inspected by Chief inspector Weber on the 17th may, 1949.

August Hug was extremely displeased when the control engineer Nicole commented on the lack of rigidity of the external part of the wing. The torsion box should have been built using the diagonal meth-



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od. However, Nicole's objections came too late to make a change. Finally, on the 27th November 1949, the Spyr 5a was launched from the Buochs airfield.

### Pilots have to escape by parachute

On the 22nd of July 1951, the Spyr 5a was launched at 1400H for a local training flight.

On board were the pupil Heinrich Schälchlin with instructor Josef Ming. Before releasing from the tug, both pilots noticed a control failure along the longitudinal axis of the glider.

Ming ordered a prompt bail out and both pilots, thanks to their parachutes, escaped unhurt. Left to its own devices, the Spyr crashed landed on the woody hill, west of Bürgenberg.

The resulting inquiry showed that there was a failure of the articulating joint located on the torsion tube connecting the ailerons.

This was probably due to its small size as well as a defective welding joint. However, the GVV Nidwald decided to repair the glider which was 80% undamaged but, of course, with a redesigned aileron linkage.

### World Gliding Championships 1954

During 1954, the World Gliding Championships took part in Camphill, United Kingdom. In view of anticipated poor weather conditions, a low speed glider was required for Swiss entry and the Spyr 5a was selected. However, the weather conditions during the competition were far worse than forecast: it rained for 10 days out of 14 on this Yorkshire part situated between Manchester, Derby and Sheffield.

On the first day, in view of the strong wind and low cloudbase, the Swiss pilots, Hans Nietlispach and Bernhard Müller decided that the best tactic was to try to stay airborne as long as they could. It paid off and after a 120 km flight, they won the day!

Unfortunately, on a later day, the machine, not designed for weak conditions was soon forced to land when strong sink was encountered. Finally, the Swiss team came out fourth out of nine entries in the two-seater class.

Kurt Fahrländer, Swiss team manager, made a full report in AeroRevue on the utilization of radios used by the team for the first time during a championship.



2008. The Spyr 5A at the VGC Rally at Wels (Photo by Vincenzo Pedrielli).



The cockpit with staggered seats. (Photo by Vincenzo Pedrielli).

The special and efficient airbrakes (Photo by Vincenzo Pedrielli).

The pilots had to learn the "spaghetti code" (language used by the military pilots) to maximize battery time. In his second book, Hans Nietlispach described how prehistoric winches, driven by diesel engines, were used to launch all the gliders. To avoid cable break, Jakob Gehring, Spyr technical manager, added an extra link capable to withstand up to 2600kilos traction. The result was a broken hook and the impossibility to release the cable! Luckily, Nietlispach managed to land his machine in front of the winch.

### Too much time spent in the workshop

The two-seater Spyr 5a HB-509 was flown for about 20 years by the Nidwald Gliding Group.



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It was used for basic instruction as well as for cross country flying and passenger carrying.

However, the Nidwall web site tells us that the Spyr spent more time in the workshop than flying. Following a major field landing accident, during 1971, the will to undertake with yet another repair was no longer there!

Georg Fliss was a club member with a strong affinity for the Spyr. With August Hug's help, he was able to acquire the damaged machine for a small sum.

Having rebuilt the fuselage, he added, a year later, a new panoramic canopy. Georg Fliss was the owner of HB-509 during 38 years. As a member of the Vintage Glider Club (VGC) and the Swiss Oltimer association, he was present with his glider at many national and international vintage rallies. From 1990, the glider was based at Samedan.

That is where Georg made his film called "Flying like an eagle", a film that can still be acquired from our pilot now 72 years old. ([flissgold@bluewind.ch](mailto:flissgold@bluewind.ch)).

### Spyr 4 and Spyr 5a meet at the south feet of the Jura Mountain

During 2009, Thomas Fessler became the new owner of the Spyr 5a.

Thus, this glider collector, based at the south feet of the Jura, ensured that this now historical machine was kept in Switzerland.

A few years earlier, Thomas Fessler had already acquired the Spyr 4 HB-336 which had been under renovation for the past 30 years!



1st International Vintage Glider Meeting, Luigi Teichfuss, in Pavullo 1994 (Photo by Vincenzo Pedrielli).

	First flight	Span	Empty weight	Remarks
Spyr I	1931	16.00 m	112 kg	Flew from Jungfrauoch
Spyr II	1932	16.30 m	112 kg	Tested with an engine
Spyr III	1934	16.00 m	110 kg	Many record flights
Spyr IIIb	1943	16.00 m	130 kg	In transport Museum
Spyr Trainer	1940	14.20 m	145 kg	
Spyr IV	1941	16.40 m	190 kg	HB-336 under restauration
Spyr V	1942	18.40 m	317 kg	HB-369 in flying condition
Spyr VI	1949	18.40 m	219 kg	HB-509 in flying condition



The Spyr 5a at the 36th VGC Rally at Wels.

Recently and thanks to the help received from Willi Fahrni, chairman of OSV, the work has progressed nicely.

Sources:  
 Correspondance from August Hug (Thomas Fessler's archives).  
 Erich Tilgerkamp: Aviation Suisse, vol III, 1941.  
 AeroRevue n°01/1950, 8+9/1954 and 10/1954.  
 Hans Nietlispach : Vol à voile 1997.  
 The Spyr gliders designed by August Hug and built by others individuals or groups.

**FEATURE**

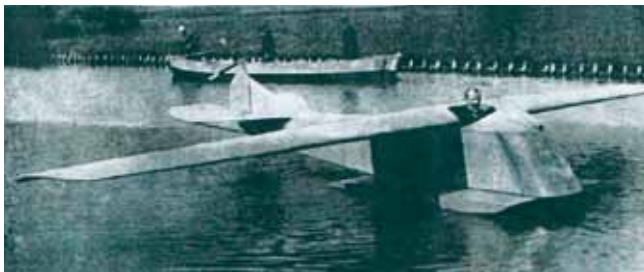
Gábor Fekacs

# Waterborne Gliders of the World

The idea to create gliders capable to takeoff and/or to land on water can be found at every period in gliding history.



*Slingsby Falcon boat version, England 1943, Group 1.*



*Platz Wassersegelflugzeug, German 1919, Group 1  
The Sailplane, April 1938*



*LFG Wassersegelflugzeug Phönix. Germany 1922, Group 1  
[www.fly-history.ru](http://www.fly-history.ru)*

**T**hese gliders can be sorted into the following categories:

**1.** In the vicinity of good soaring - mostly slope soaring - areas adequate landing fields are not available. In such cases the main goal is a soaring glider which is capable to land on water safely but the takeoff generally is from land.

**2.** Towing a glider behind a speedboat and flying at 10-50 meter height over the water is the most common way of waterborne gliders. Mostly in the early years of aviation this was a good way to learn to fly or training pilots. It was a common method to test a float-plane design in a glider version.

And just flying behind in a speedboat is a great fun which is spreading in the later years. In this method of glider flight, it is very important that the glider has to be able to leave the water easily and it has to be able to land on water safely. In this group of gliders soaring capabilities do not come into the picture.

**3.** Military use. In such cases the main goal is a transport glider which is capable to



*Jacht 71, Germany 1936, Group 1  
[www.luftarchiv.de](http://www.luftarchiv.de)*



*DFS Sea-Adler, Germany, 1936, Group 1  
[www.rcgroups.com](http://www.rcgroups.com)*



*RM-4 Mihm amphibian glider, Germany, Group 1  
[www.luftarchiv.de](http://www.luftarchiv.de)*



*Gliding Fisch, Greece, 1969, Group 1  
[www.paragliding.gr](http://www.paragliding.gr)*



*Aliante Anfibia-Roma, Italy, 1933, Group 1  
Pedrielli: Italian vintage Sailplanes p.187*

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land on water safely but the takeoff usually is from land by aerotow.

**Note:** Starting a glider from water requires at the first phase of the launch much more performance than taking off from land.

The performance requirement is even greater if a long rope is used because the rope has to be lifted from the water as well. Such would be the case if a sailplane was to be launched with the aim to reach adequate height to contact thermals. In practice, these kinds of launches were seldom used. In case of group 2 usually short ropes are applied.

This selection of pictures is trying to give an overview of the development of waterborne gliders sorted by groups and by countries.



Portugal water glider. Portugal 1931, Group 1  
The Sailplane April 1938



Anfibio Varese, Italy 1934, Group 1



KB-3 Jadran, Yugoslavia, 1949 Group 1



KAI-3, Russia, 1937, Group 1



Gribovsky G-16, Russia, 1934, Group 1  
[www.airwar.ru](http://www.airwar.ru)

Gribovsky G-12, Russia, 1933, Group 1  
[www.navy.su](http://www.navy.su)



Vlecny Plovákový Kluzák, Czech. 1973, Group 2  
[www.ctie.monash.edu.au](http://www.ctie.monash.edu.au)



BAC-VIII-Bat-Boat, England 1931, Group 2  
The Sailplane July 1931



Voisin-Bleriot water biplane, France, 1905, Group 2  
[www.wright-brothers.org](http://www.wright-brothers.org)



Richter Water Glider, Germany 1923, Group 2  
[commons.wikimedia.org](http://commons.wikimedia.org)



Berolina amphibian glider, Germany 1929, Group 2  
Popular Science 1929



Calderara water glider, Italy 1907, Group 2  
[www.calderara.com](http://www.calderara.com)



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PSN-2, Russia 1940, Group 2  
A.P. Kralishnykov: Entsiclopedia Planeri Rossii,  
Polygon Press 2005



Curtiss 29-SX4-1 water glider, USA 1922, Group 2  
[www.flickr.com](http://www.flickr.com)

Peel Z-1 glider boat, USA 1929, Group 2  
[www.williammaloney.com](http://www.williammaloney.com)



Skliar Aqua Glider, USA 1959, Group 2  
[www.airventuremuseum.org](http://www.airventuremuseum.org)



Spratt water glider, USA 1929, Group 2  
[www.wikipedia.org/wiki/File:Spratt-glider.jpg](http://www.wikipedia.org/wiki/File:Spratt-glider.jpg)



Boeing Steel Truss Glider, USA 1930, Group 2  
[www.j2mcl-planeurs.net](http://www.j2mcl-planeurs.net)



Allied LRA-1, USA 1943, Group 3  
[www.daveswarbirds.com](http://www.daveswarbirds.com)



Lawrence water glider, USA 1930, Group 2  
[www.digitalmarketingusa.com](http://www.digitalmarketingusa.com)



Lee's Homemade water glider, USA 2004, Group 2  
[www.youtube.com/watch?v=cnohn3uKJcv](http://www.youtube.com/watch?v=cnohn3uKJcv)



Bristol XLRQ-1, USA 1943, Group 3  
[www.history.navy.mil](http://www.history.navy.mil)



Allied XLRA-1, USA 1943, Group 3  
[www.j2mcl-planeurs.net/](http://www.j2mcl-planeurs.net/) [www.aviastar.org](http://www.aviastar.org)

**Editor's note:**  
Gábor Fekecz has collected many more waterborn gliders from all around the world. As we couldn't show them all in this issue of VGC News this series will be continued in VGC News No.136.



**FEATURE**



Photograph: Picture Alliance / DPA

Catapult take off from roof of saxonian castle

## Colditz Glider Flying Successfully

A British film team built a replica of the famous Colditz Cock Glider and launched it successfully from the roof of Colditz Castle in Saxony, Germany in March 2012

Actually, the matter was supposed to be kept secret but in the small Saxony town of Colditz, the activities in and around the castle couldn't be hidden: 67 years after the discovery of the legendary Colditz Cock, British TV's Channel 4 achieved a most interesting test flight on 18th March 2012.

They wanted to prove that an escape with the Colditz Cock could have been managed successfully.

During the Second World War Colditz Castle, called OFLAG C, was used as prison

camp for officers. Usually those prisoners were transferred to Colditz when they had already tried to escape from other camps.

Although the castle was considered escape-proof, more than 30 prisoners did managed to escape. They dug tunnels, hid in mattresses, dressed up or abseiled with bedsheets.

All those escapes provided the material for several books, documentaries, and cinema movies.

By those Schloss Colditz got famous espe-

cially in the UK. There are about 30,000 visitors annually from the British Isles alone, visiting the castle and museum.

British Officers Jack Best and Bill Goldfinch came up with the plan to use a glider to escape. They were supported by some friends but to keep the project secret, as the German guards were concentrating on escapes at ground level, the attic of the chapel was chosen as secret workshop.

From its roof the glider was to be launched by catapult on a ramp built from tables. A bathtub filled with concrete, falling along the outer wall to the ground would accelerate the aircraft to 50 km/h. Subsequently, it was to fly to a meadow across the River Mulde. For the construction of the aircraft the British used floorboards for the spar, parts of chairs and bed slats for frames and ribs, electrical cable for control cables and blue and white checkered bed-sheets as cover.

As a kind of dope they used boiled Millet. In spite of those simple building materials and improvised tools they were able to complete a very good looking 10-meter-span high wing glider with struts. Pilot and passenger sat on two seats, back to back.



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Flight of the remote controlled glider. Photograph: Picture Alliance / DPA.



This replica flew successfully in England.



Colditz Gleiter built by Flugwelt Altenberg. Photo by Flugwelt Altenberg.

Because the camp was freed by the allied troops it did not come to the escape by plane. US American GI's found and photographed the aircraft in the attic. Probably because of the harsh winter 1945/46 it was burned later. Only the construction plans by Bill Goldfinch were saved.

For quite some time the media were investigating if such an adventurous escape could have succeeded. Revisually in 2000, British TV Channel 4 made a documentary, in which a replica of the Colditz Cock flew successfully from RAF Odiham. This glider is now displayed at Norfolk and Suffolk Aviation Museum in Flixton.

Recently another replica was built by the German Club Flugwelt Altenburg. This

aircraft though not airworthy is to be displayed in the castle's museum in near future. As renovation of Castle and Museum is not yet completed, that Colditz Cock replica is currently in the Museum at the former RAF airfield at Gatow in Berlin.

In spring 2012 the story turned exciting, when Channel 4 decided to build the aircraft to scale 1:1 using Bill Goldfinch's original plans. A ramp to launch it by catapult was built on the roof of the castle. The „secrecy“ had not worked, Many spectators and the press were present when on the 18th March the glider, propelled by the falling bathtub, took off from the roof of the chapel - though not manned but remote controlled.

Take off and subsequent glide proceeded as originally planned. Unfortunately when landing on the small meadow on the banks of the River Mulde, the plane crashed. As an experienced pilot Bill Goldfinch would probably have done better. At least it is now established that the Colditz Cock glider is not only airworthy, but that even the adventurous launching method and landing down in the valley could have been achieved.

Those who do not want to wait for the documentary on Channel 4 can watch the flight on „Youtube“. Just search for ‚Schloss Colditz‘, ‚Colditz Gleiter‘ or ‚-glider‘.

Klaus Fey

Jan Forster

# VGC book to celebrate the 40<sup>th</sup> anniversary

You will already know that we wanted to publish a book to celebrate the 40<sup>th</sup> anniversary next year. 40 years is a long time so we have to celebrate.

In the book there will be also some pages with history of the club;

- All the Rendez Vous and International Rally's from day one till now.
- The names and function of all the committee' / board members ever since.
- All the prizes and awards given out ever since.
- Some historical stories from well-known members during the last 40 years.

### Technical Information:

Size of the book 240 x 295 mm, 272 pages minimum, (depends on members participating with their entries) hardcover, all pages in colour.

When we proposed this plan to Chris Wills, he was very excited. It has to be a real book from all of us. Written by you, telling us the story of your beloved glider in your own language with photos and documents. You get the use of one whole page. The format and quality of the book will be the same as the famous Martin Simons books. The book will also give detailed information about the history of the Club. I am sure it will be a success, we did it already twice in the Netherlands, the last book shows more than 200 gliders, and the Dutch Club has 350 members only. Klaus Fey, who is happy to publish the book, will give more technical information.

### General

- All the members of the Club, who own a glider(s), are invited to take part in the project to write one page about their glider(s)' history, (one page for each glider).
- To make it a real International book; he or she can write in their own language, but to make the book more readable for more people, we ask them to make an English summary in about 50 words, but this is not an obligation.
- To assist the writer, we will give him a website, that presents a form to fill in all the information needed.

There are tables to fill in with all technical data, like, manufacturer, year, span, weight, etc. A textframe can be filled with any kind of information about glider, history, its owner(s). A second textframe holds a short summary in English. The amount of text to be written is related to the number of photographs showing the glider. If there is just one photo, a longer



story can be written. More photographs result in shorter texts. Photographs can be uploaded easily via this website. Instructions how to use webform, upload etc. can be found in the website.

- VGC web. The contributor also can select the format in his own language (Czech, Danish, Dutch, English, Finish, France, German, Hungarian, Italian, Norwegians, Spanish, Swedish).
- VGC country representative has the responsibility to motivate the VGC members in his Country.

Because of his involvement he can check the pages of the writers, and will do a language check in close contact with the writer because the writer is responsible for the final result, the VGC Country representative finally gives a release note, that makes the content available for the final responsible general author.



The book will be offered to VGC members at cost price. Non-members can purchase it for a reasonable price from VGC Sales, bookshops or via website of the publisher.

There will be a website that offers convenient upload of textes photographs and other documents.

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Martin Simons

# Waclaw Czerwinski

Waclaw Czerwinski was one of the leading aircraft designers in Poland before the outbreak of war in 1939. Born in 1902, he graduated from Lwow Polytechnic in 1920 and for some years lectured there and in other colleges.

the eventual winner, achieved a 351 km goal flight to Hamburg. The Polish pilot Mynarski in a PWS 101 was there too. Many distance records were subsequently broken by these sailplanes, the best of which, 577.8 km, flown by Tadeusz Gora in 1938, was exceeded only by the world distance record of the previous year, 652 km by Ras-tourgeyev in the USSR.

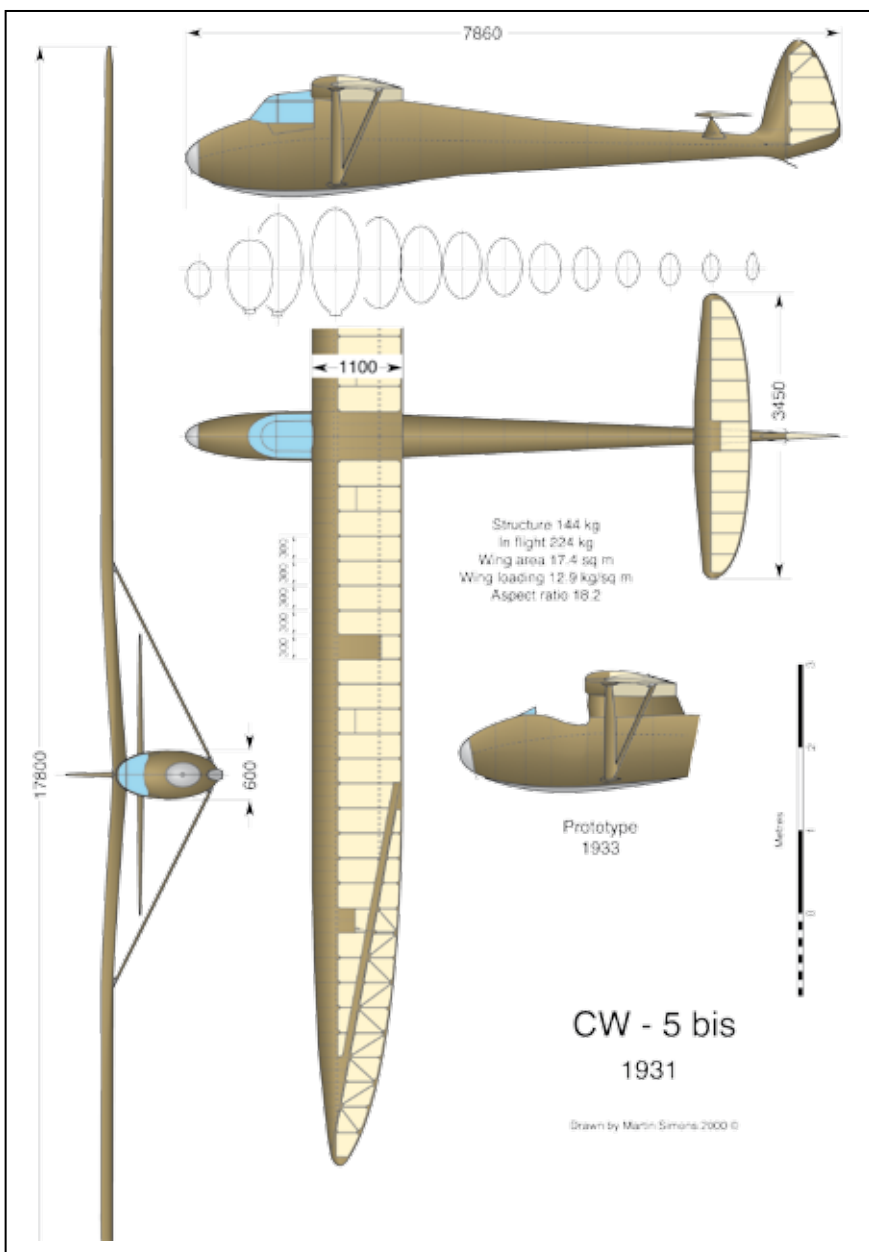
Czerwinski in 1938 envisaged an improvement on the PWS 101, the PWS 102 Rekin (Shark). It was to be faster with a less cambered and thinner wing profile. Full-span flaps were combined with the ailerons.

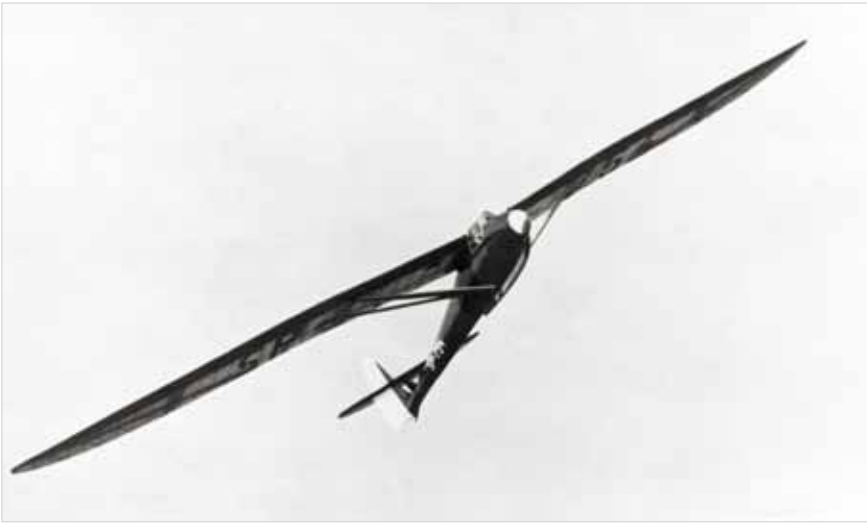
From the beginning he was influential in the development of Polish gliding and soaring. He became joint owner of a small glider factory. The first soaring flights in Poland were achieved in one of his early CW designs. Later he joined the larger aircraft industry and in September 1939 was working at the National Aircraft Factory at Biala Podlaska. In total he was responsible for about eighteen aircraft designs including gliders and powered.

He designed the CW 5 advanced sailplane of 1933, which had an unusual type of suspended, all-moving tailplane. In 1936 came his famous and popular WWS Salamandra. Based on an even earlier design of 1929, many hundreds of the Salamandra type were produced in the nineteen thirties, production was re-started after 1945, and some numbers were built under licence in China. (A replica Salamandra has been completed and flown in recent years.)

In the International Championships at the Wasserkuppe in 1937 the Polish team entered with five sailplanes. One was the CW 5bis35, there were two of the Orlik, an outstanding fifteen metre design by Antoni Kojan and to the astonishment of the contestants, two outstandingly good new 19 metre span sailplanes, of the PWS 101 type designed by Czerwinski. In performance these were probably equal to the most advanced sailplane at this contest, the prototype Reiher of Hans Jacobs.

The Reiher experienced some handling problems; the PWS 101 was free of vices and achieved outstanding results. On the first day Hanna Reitsch and Heini Dittmar,





The wing in plan conformed closely to the ideal elliptical shape. Gull dihedral was retained although this created some problems with hinging the flaps round the bend. The wing now was mounted higher on the fuselage because in circling flight some cross flows usually occur and it becomes important to minimise disturbances on the upper side of the wing in this central area. The cockpit canopy was now fully contoured but not moulded. To ensure good visibility in the forward direction, the shape was somewhat bulbous to minimise distortion.

The prototype Rekin, registered SP-1126, flew first early in 1939 and proved successful. The Rekin was exhibited and flown at at least one flying meeting, with impressive results.

The PWS 102 Bis, SP 1361, was built with minor improvements, such as increased aileron area.

Czerwinski's next project was the aerobatic PWS 103, but it is doubtful if this was ever flown.

War was imminent. Under the Ribbentrop/Stalin agreement between Germany and the USSR, Poland was invaded in September 1939 from both west and east. Both these new sailplanes were captured by the Red Army. Their later fate is not known. Probably, like nearly all Polish aircraft, they were destroyed during the following years of indescribable devastation. The Potsdam conference at the end of the fighting enforced huge changes of national frontiers and displacement of populations.

My information about these exceptional sailplanes came first from an account written by Czerwinski himself, published in the English magazine, *Aeronautics* in 1947. When preparing to write an article of my own for the Australian *Gliding* magazine in 1973, I corresponded with Waclaw himself in search of more details.

He was then living in Canada. With many other refugees, he had escaped first to France and then to England and in 1941, Canada, where he worked for De Havilland. Among other important development work, he devised methods of moulding plywood which were used in producing auxiliary fuel tanks for the DH Mosquito. His interest in gliding never waned. He aroused sufficient interest among em-

ployees at DH for a club to be formed. Gliding, as he noted in an article for the magazine *Flight* in June 1942, hardly existed in Canada at that time. The club's first project was to build a Canadian version of the Salamandra, which was called the Sparrow and later a slightly improved design, the Robin.

During his hurried evacuation of his home country, Czerwinski had not been able to save any of the plans for his sailplanes but he could recollect all the essential features of the Salamandra. He designed a new almost identical sailplane, the Sparrow.

The DH Company directors recognised that gliders had become important as part of the war effort and were persuaded to provide materials and spare workshop space. Other companies offered instruments and a wheel for the landing gear. Re-named the Robin, the glider was completed in spare time by DH employees, supervised by Czerwinski. Not much more came of this because wartime demands had to take priority and every bit of workshop space and equipment was needed.

The war over, in 1945 Czerwinski wrote in *Canadian Aviation* that the CWA 106 Robin was ready for post war production. He suggested three ways in which the aircraft could be marketed; as a complete aircraft ready to fly, as a kit for club construction, or as a set of plans. The first to be completed was test flown at the Barkers Toronto Airport and found to be very satisfactory. Again, there was not much





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interest from the market but when Czerwinski joined Avro Canada in 1946 – 59 he became friendly with another outstanding engineer and gliding enthusiast, Beverley Shenstone, formerly President of the nascent Soaring Association of Canada. This was to have interesting consequences.

In 1947 the British Gliding Association announced a design competition for a high performance two-seat sailplane. The specification was fairly open, the wing span of 18 metres being the main restriction. Much else was left to the designers' choice. It was not a part of the competition that the glider should be flown; everything was

to be judged from the paperwork and calculations submitted. Under the terms of the contest, the winning design was to be built but no restriction could be placed on construction of other designs submitted.

Together, Shenstone and Czerwinski developed plans for the Harbinger, to be constructed of wood in the orthodox fashion of the period. There were many interesting and unusual features, especially a markedly swept forward, cranked wing with an ingenious arrangement of strut and spars which allowed a very thin profile to be used at the wing root, to reduce, as far as possible, interference between the

fuselage and wing airflows. A very simple main spar, much lighter than would have been necessary for a cantilever wing, was devised.

The Harbinger was placed fifth in the competition. The winning design, by Hugh Kendal, was called the K-1 but when built, after long delays and many modifications, proved quite unsuccessful, even unsafe. The K-1 prototype, after many attempts to improve it, was eventually scrapped.

Two examples of the Harbinger were built, one in England completed in 1958 by Fred Coleman. Even before completion problems were found. Coleman was forced to extend the front fuselage to bring the centre of gravity forward. The Canadian example was not flown until 1975 with the angle of wing sweep reduced to achieve correct balance.

The English Harbinger still exists and is flown as a vintage sailplane. The Canadian example languishes, apparently forgotten, in a museum store.

Czerwinski and Shenstone collaborated again in 1949, producing the Loudon, a small sailplane of good performance which broke the Canadian distance record but was destroyed soon afterwards when struck by a squall on the ground which blew it over, damaging it beyond repair.

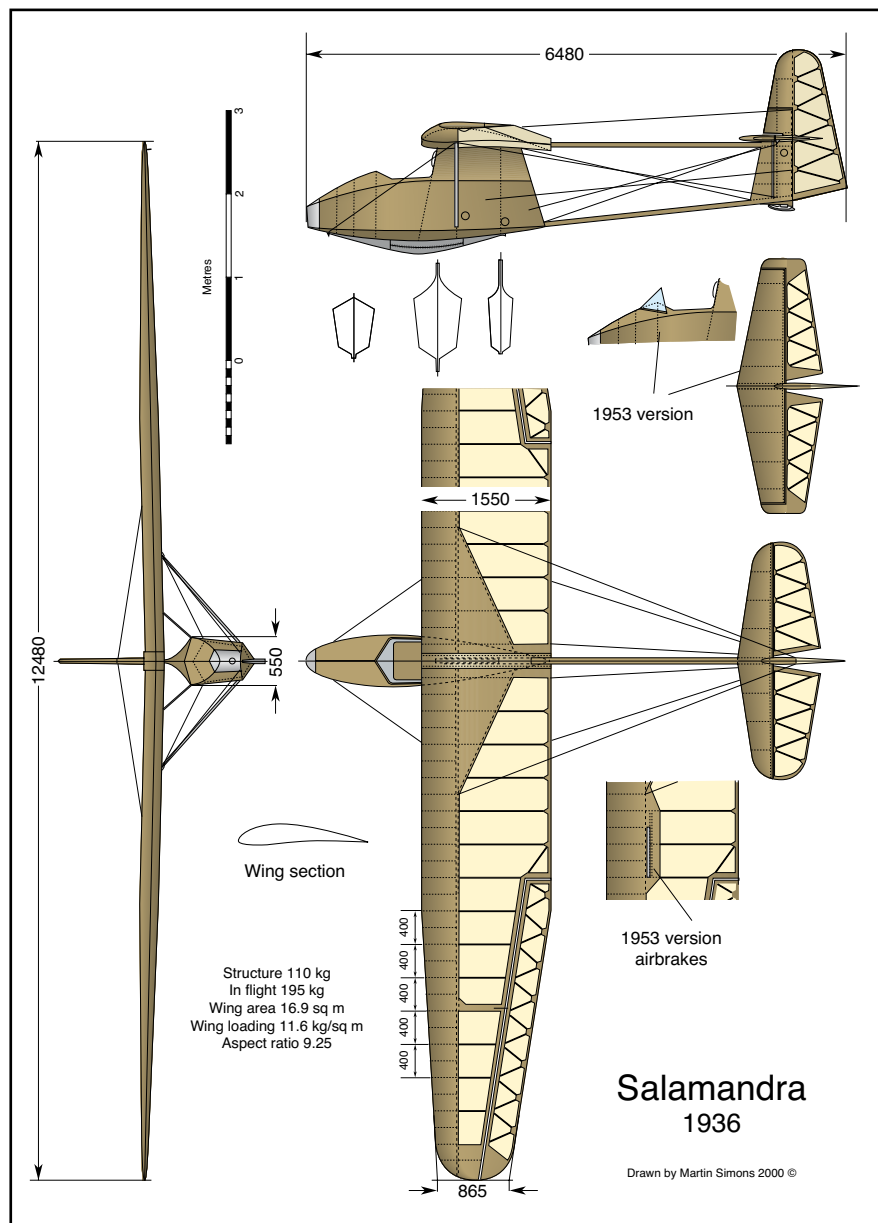
Czerwinski himself became a member of the National Research Council in Ottawa, and lectured at Toronto University. He died in Canada some years ago, but I have not been able to find the relevant date or circumstances.

### A model PWS 101

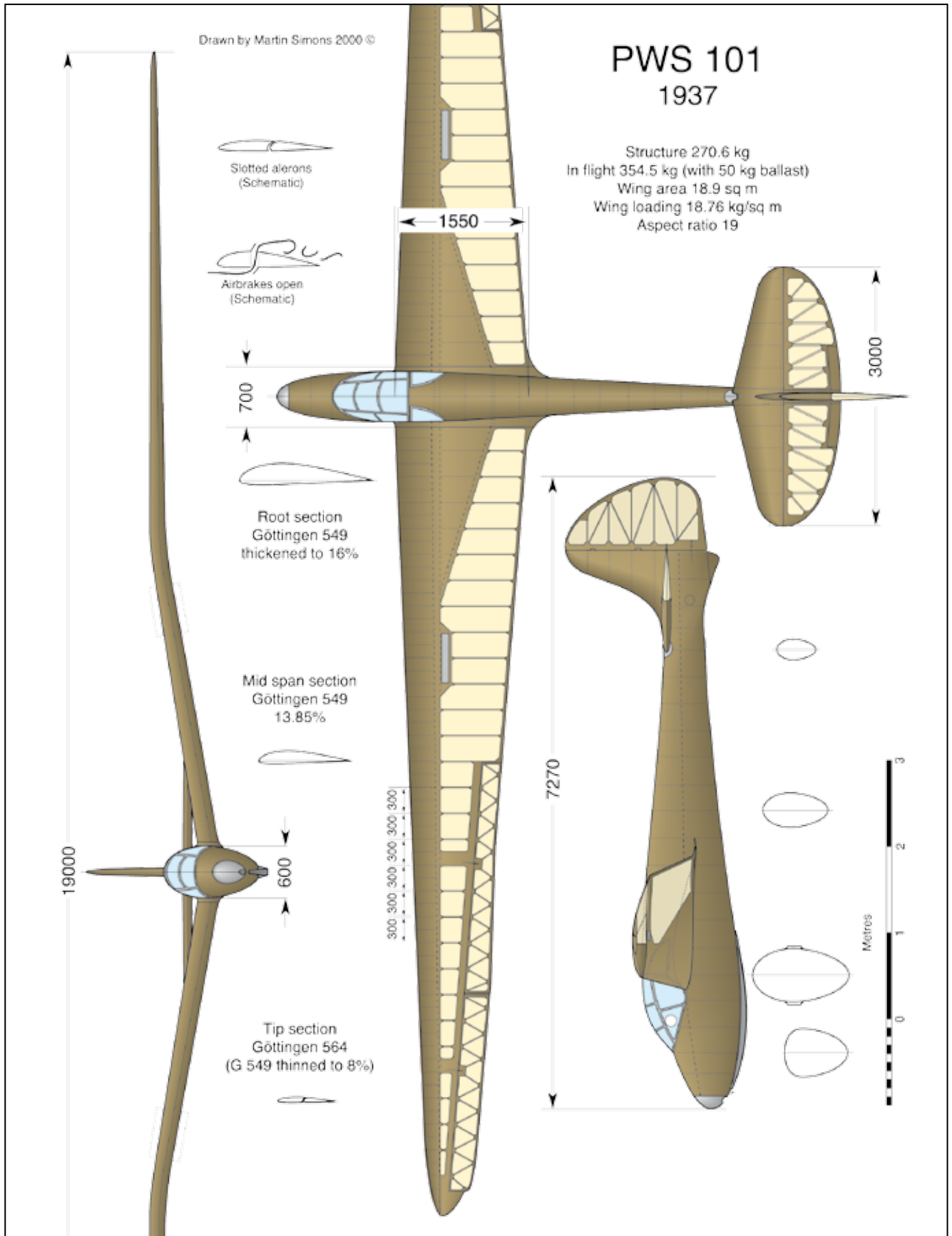
It is not possible to fly any of Czerwinski's advanced sailplanes now, although, as mentioned above, a replica Salamandra is extant today.

There was a project some years ago, to build and fly a new full sized PWS 101 but I have heard nothing of this lately. One way of experiencing old time flying is to build scale models.

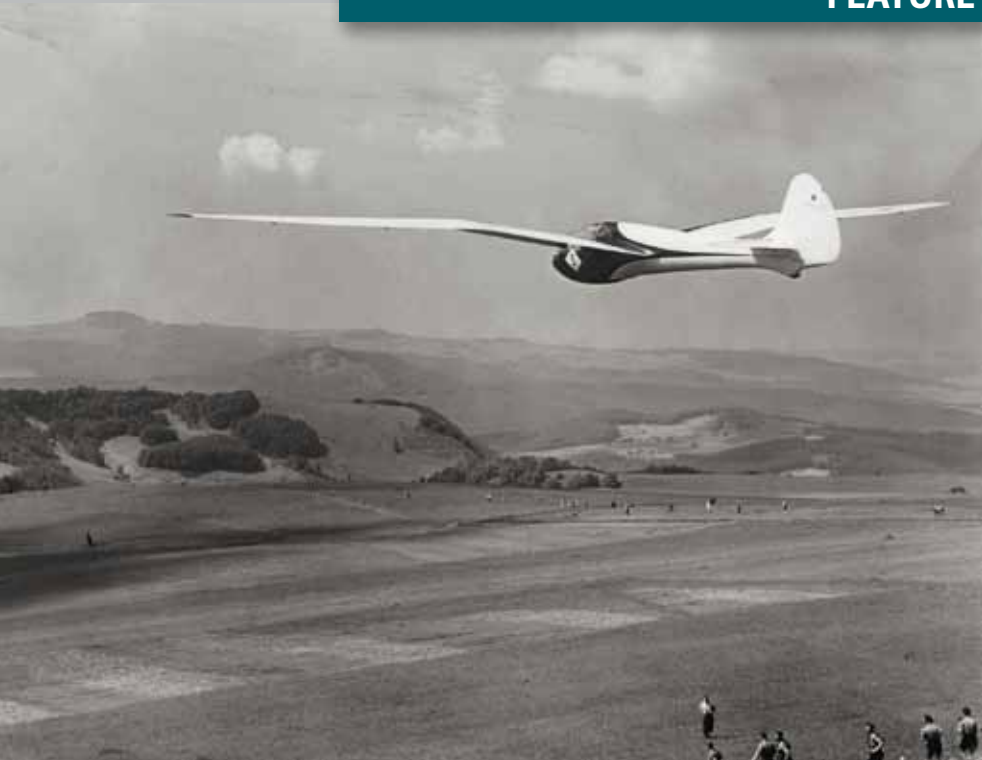
My own model of the PWS 101, built at quarter scale some twenty years ago, has proved very successful with docile handling and good performance in thermal



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thing seriously wrong with the model but it did not handle quite so sweetly in the air as the PWS 101. Eventually I dismantled it, saving only some of the smaller components.

I made up my mind to build another Rekin, to try some different construction methods.

To describe these requires another article which I have included on my web site, [martinsimons.com.au](http://martinsimons.com.au) under the heading Building the Rekin.

Although not the same as flying these aircraft from the cockpit, there is great satisfaction in seeing them in the air again. Perhaps one day I will build a model of the Salamandra.

and slope soaring. The second flight, from a winch launch, saw it circling away to great height. It subsequently won a couple of prizes at scale model meetings, during one of which it was hit by a carelessly flown power model. It survived under adequate control with one wing lacking 30 cm or so and the aileron jammed. (The powered model survived almost unmarked.)

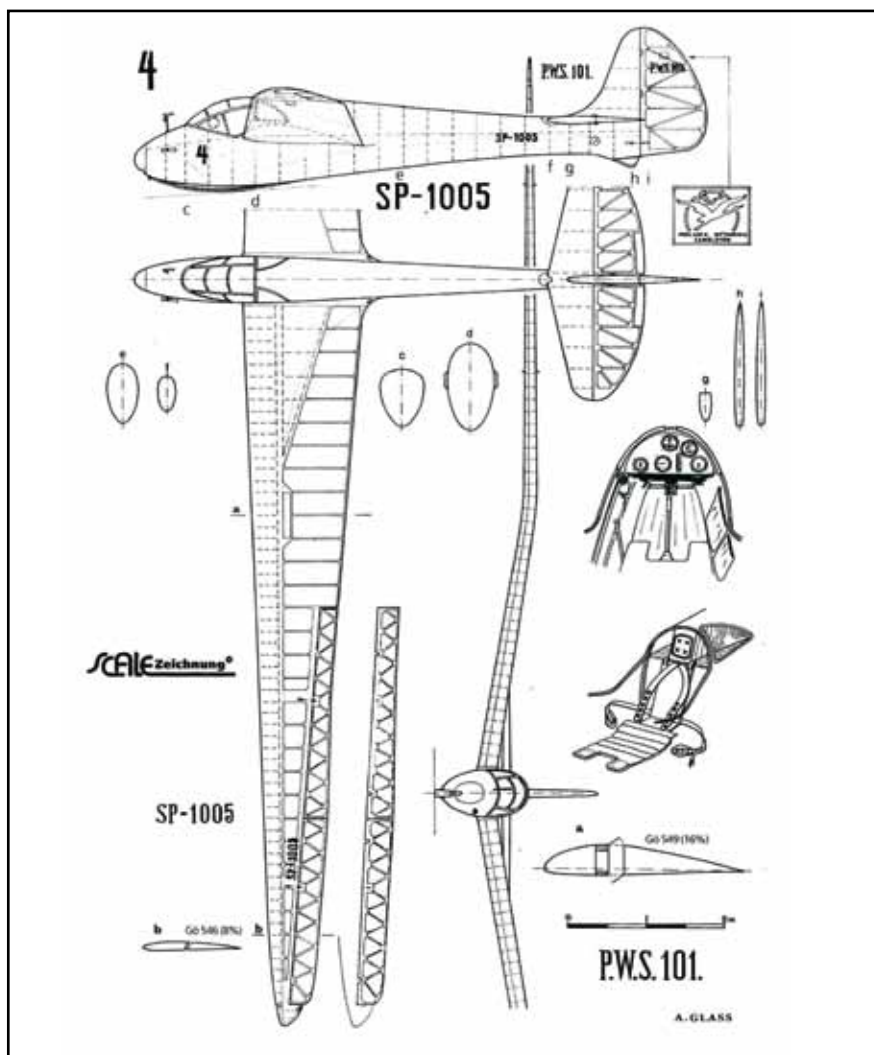
After changes of ownership and some further adventures and repairs, this model 101, weighing a little under 7 kg, is still going as well as ever and looks beautiful in flight. Plans have been made available to friends and other examples are now to be seen in various countries.

### Model PWS 102, Rekin

I built my first quarter scale, 4.75 metre span model of the Rekin some ten or more years ago. It flew successfully, launching by winch and aero tow, and soared well in thermals and slope lift.

This model was skinned entirely with 0.4 mm plywood except for the control surfaces and weighed a little over 7 kg, mainly because the skin covered the whole wing except for the control surfaces. (7 kg is a critical figure because models more than this legally have to be approved by an inspector before flight).

After some time I began to feel some dissatisfaction, not because there was any-



## FEATURE

Claudio Lamas de Farias

# Varig Aero Esporte and early gliding activities in Brazil

Germany had a strong influence in the development of glider and sailplane sport and construction since the beginning of the 20th century. Germans and German ascendancy citizens played a crucial role in introducing the sport and building the first Brazilian gliders from plans obtained in Germany.

The German soaring expedition provided a decisive impetus for gliding activities in Brazil, distributing glider plans to many of the newly created soaring clubs, mainly in Rio de Janeiro and São Paulo. 'Zöglings' were built by the Aeroclub de Bauru, a pioneer soaring centre in the state of São Paulo. In 1942 the pilot and instructor Hendrich Kurt redesigned the 'Zögling' and adapted its structure for the use of freijó instead of spruce. A small series of gliders, called Canguru were built and they flew until the 1950's. Another three were built with closed cabins and slightly different structures. The Museu Aeroespacial at Campo dos Afonsos owns one of these (but it is identified as a 'Hol's der Teufel') and it is believed to be the last remaining example of its kind in the world.

There is evidence that primary gliders were also built in Rio de Janeiro and Niterói as shown by the following photos. They were obtained as a lot and the image that shows the glider's components prior to assembly is captioned: "Taken during the construction of the Grune Post - Rio de Janeiro May 15th 1935". The other image is not dated, but the captions on the back says: "Photo of the primary glider built in Niterói".



world record, reaching 3,850 meters. On the same day Hanna Reitsch obtained the female altitude world record, reaching 1,500 meters.

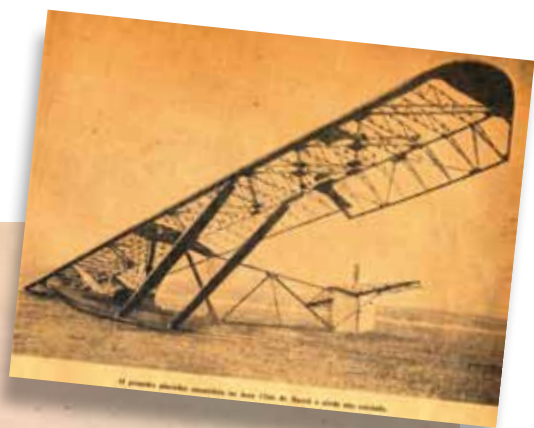
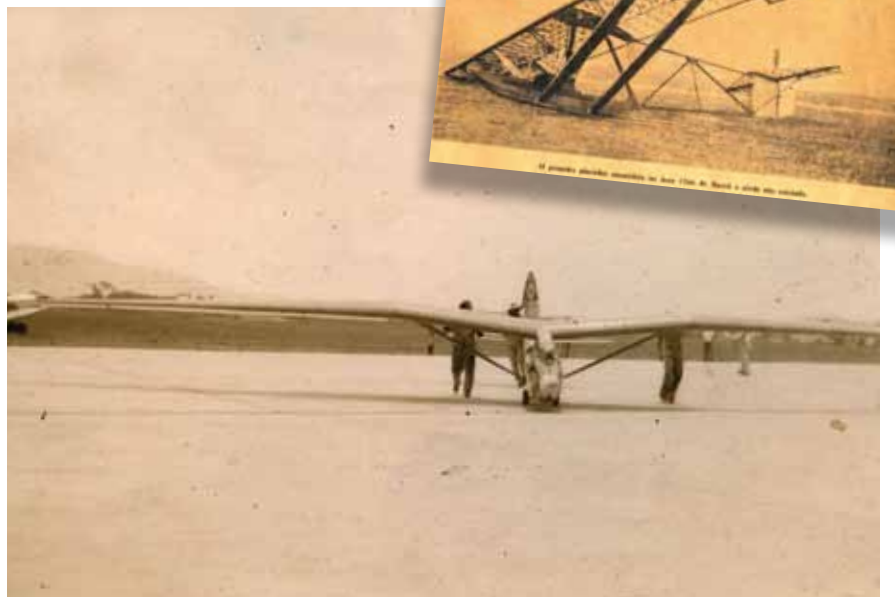
*D-CONDOR parked outside the hangars at Campo dos Afonsos. Author's collection*

*Another view of D-CONDOR at Campo dos Afonsos. It bears the swastika on the left side of the fin. Author's collection.*

*The original captions says: "the first glider built at the Aero Club de Bauru and not yet covered".*

The most important event in the early history of gliding in Brazil happened in 1934 with the arrival of the German soaring expedition to South America. It was led by Professor Walter Georgii (head of the DFS in Germany) and included Wolf Hirth, Heini Dittmar, Peter Riedel and Hanna Reitsch. They brought with them Condor and Grunau Baby gliders and a Messerschmitt M 23B (Wr. Nr. 559 – registered D-2152) as tow plane. They visited Rio de Janeiro, São Paulo, Curitiba and Porto Alegre.

The expedition arrived in Rio de Janeiro on January 23rd 1934 and immediately went to Campo dos Afonsos (today home of the MUSAL), where they started their demonstrations. On February 17th, Heini Dittmar flying a Condor obtained an altitude







## FEATURE



'Hol's der Teufel' at Museu Aeroespacial at Campo dos Afonsos, Rio de Janeiro. MUSAL photo (left) Photographs below captioned 'Primary glider built in Niteroi' (left) and 'taken during construction of the Grune Post Rio de Janeiro, May 1935 (right); authors collection



### Varig Aero Esporte

After the visit of the German soaring expedition in 1934 the most important event concerning soaring in Brazil was the creation of Varig Aero Esporte (VAE). Conceived as an instructive and sportive branch within Brazil's national airline, it started its activities in February 15th 1937. The first group of pupils included 48 men and 10 women!

As initially planned, VAE main purpose was forming the future generations of Varig's pilots and also to stimulate soaring and aeromodelling. Later it would also build its own gliders.

Four instruction certificates formed the training syllabus: A, B, C and Silver C, a special proficiency level.

After just eleven months of operation, 2.694 flights were performed and 60 pupils received their certificates, including 12 A certificates and one B certificate. Most of the early flights were made in the Grunau Baby II. While some pupils started their training flights, other built four gliders to be used for instruction, as soon as they get completed.

Glider construction was part of the training curriculum and every pupil should spend 50 hours at VAE's workshop. This was the school's fee, but most pupils dedicated much more than this.

Between 1938 and 1939 a hundred pupils obtained their certificates in gliding flight and eight in motor flight.

In January 1940 VAE organized the first glider Rally of South America, in Osório (state of Rio Grande do Sul). It lasted 15 days and was attended by 37 pilots from Brazil and Uruguai. In spite of the bad weather two endurance records were established: five hours and eight minutes and the South American record for biplace gliders: five hours and 58 minutes.

The following table lists other records obtained by VAE's pilots during its existence.

With the outbreak of WWII, VAE was forced to substitute much of its equipment since it was no longer possible to import gliders and spares from Germany.

In 1951 VAE was absorbed and transformed in the Escola Varig de Aeronáutica (Varig's Aeronautics School – EVAER) and all sport activities were extinguished, at least at Varig, but thanks to VAE's pioneering work many aero clubs that VAE helped to create kept soaring and sport flying very much alive in Rio Grande do Sul.

### VAE's Fleet in 1940 - Tow planes

Aircraft manufacturer	Model	Registration	Name
Bücker	Student	PP-TEV	Chico
Bücker	Jungman	PP-TSH	Zeca
Bücker	Jungman	PP-TEZ	Juca
Klemm	L 25	PP-TDN	Cuerá

### Gliders

Glider type	Name	Markings	Remarks
Hol's der Teufel	Gafanhoto	----	Donated by the 1º Grupo de Voo à vela de Porto Alegre
Grunau 9	Tico-Tico	----	----
Wolf	Gaivota	PP-10	Imported from Germany
Weihe	Alcatraz	PP-4	
Kranich (1)	Biguá	PP-5	
Grunau Baby (2)	Garça	----	----
Bussard	Urubu	----	----

Notes:

1. A total of three were operated by VAE.

2. A total of six were operated by VAE.

## FEATURE

Date	Pilot	Glider	Record
30.1.1938	Carlos Ruhl	Monoplace	National endurance record one hour 16 minutes
13.11.1938	Carlos Ruhl	Monoplace	National endurance record one hour 23 minutes
13.11.1938	Goetz Herzfeld	Monoplace	National endurance record three hours four minutes
11.2.1941	Carlos Ruhl	Biguá	South American distance record 92 km
13.3.1941	José Wingen	Monoplace	National endurance record eight hours two minutes
20.3.1941	Erwin Wendorff	Monoplace	National endurance record 10 hours 12 minutes
20.3.1941	Goetz Herzfeld	Biplace	South American endurance record seven hours 12 minutes
22.3.1941	Franz Shubert	Bussard	National endurance record 11 hours 14 minutes



*Bücker Student Chico receives attention. The engine is completely exposed once the panels are removed. Author's collection.*

*A nice shot of Klemm L25 Cuerá.*



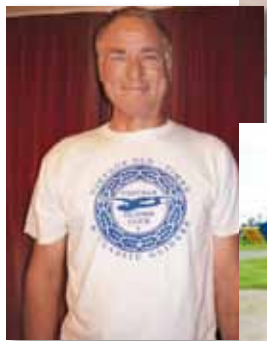
*This Junkers A-50 Junior was originally registered P-BAAI and named Minuano but then received the registration PP-VAI and the name Bagé. It belonged to Varig's fleet. Inside the hangar it can be seen the Gö Wolf and its trailer. Author's collection.*



“ **Editor's note:**  
Please add a note  
at the end:  
To be continued in  
VGC News No. 136 ”



## VGC SALES



Clothing with embroidered VGC Badge	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	x.xx	x.xx	x.xx

Available in child S, M, L, XL, and XXL, packing and postage not included.

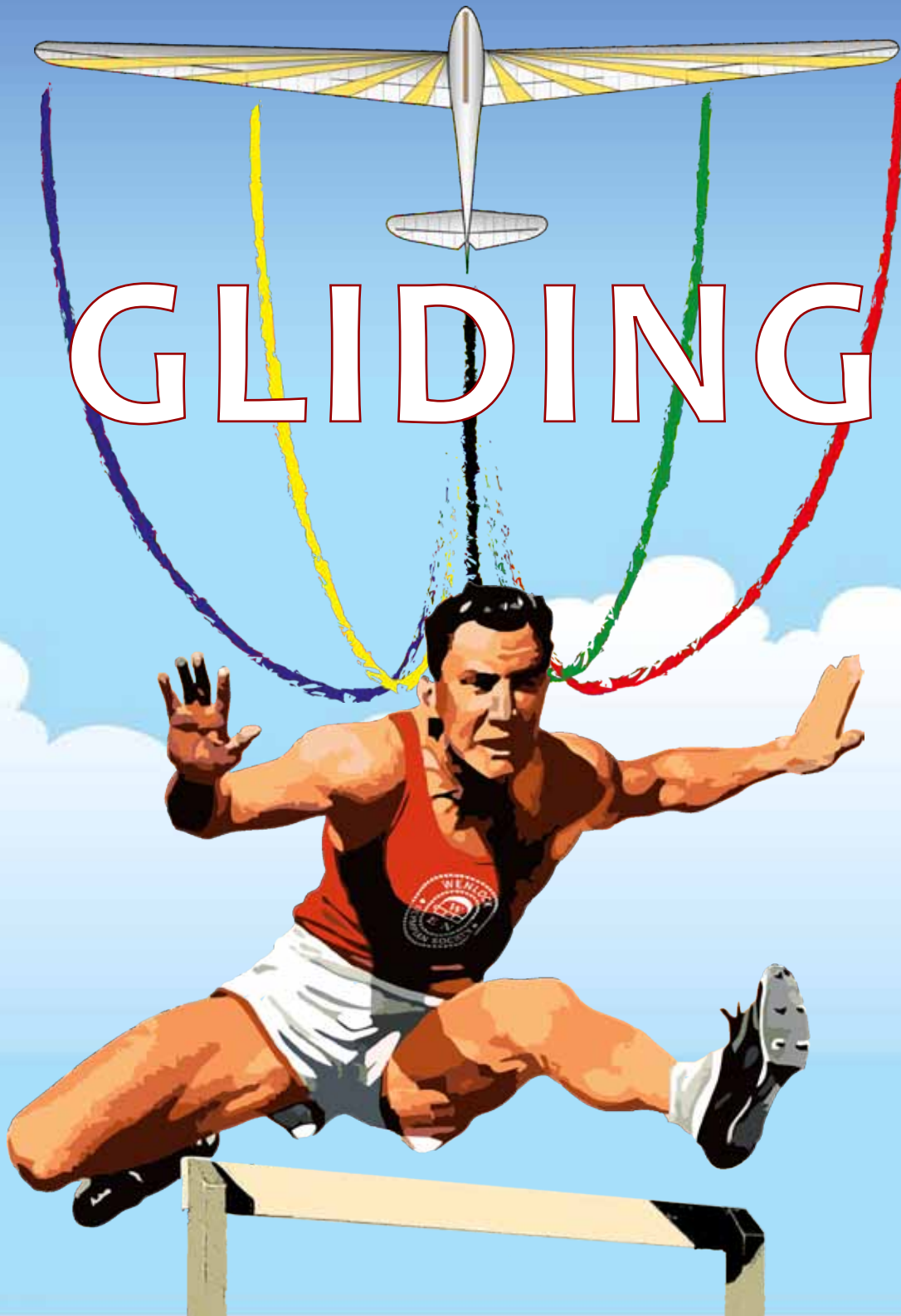
VGC stickers for your trailer and car	Price Pounds	Post UK Pounds	Post Europe Pounds
Front glued for windscreens 80 mm diameter	1.60	0.80	1.00
Rear glued, silver background, 80 mm diameter	1.50	0.80	1.00
Rear glued, silver background, 250 mm diameter	4.50	1.50	2.00
Rear glued, silver background, 390 mm diameter	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 - 1945, Martin Simons	still at 35.00	7.00	11.00
Sailplanes 1945 - 1965, Martin Simons	35.00	7.00	11.00
Sailplanes 1965 - 2000, Martin Simons	35.00	7.00	11.00
Germany Air attache, Martin Simons	12.00	3.00	6.00
A Glider Pilot Bold, Wally Kahn	11.00	2.50	5.00

For sales and details contact:  
[sales@vintagegliderclub.org](mailto:sales@vintagegliderclub.org)

**Note:**  
 When possible post & asking for more than one item will be charged at actual cost. Please contact David Weekes for an exact price. Payment in Euro welcome. Payment by cash, cheques to VGC or via the VGC website "donate" facility.

# 126<sup>th</sup> Annual Wenlock Olympian Games



Midland Gliding Club, Long Mynd, Shropshire

15<sup>th</sup> - 20<sup>th</sup> July 2012

Medals Ceremony and Public Open Day

21<sup>st</sup> July 2012 Free Entry



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