

VGC News

No. 136 - Winter 2012



Rossitten
Gliding Re-Visited

Pociunai
International Rally in Lithuania

Wenlock
Gliding into Olympian History



VGC Membership

The VGC year runs from 1st January to 31st December each year and all fees are due on **1st January**.

Anybody who renews after 30th April will have to pay a **£5 re-joining** or late payment fee. Payment can be either by PayPal or by a cheque drawn on a British bank and all cheques should be made payable to "VGC Ltd".

The cost to renew **membership for 2013 is £30**.
New members pay an additional £5 joining fee.

Any new member who joined after 1st September 2012 will have membership until the end of 2013. Membership cards normally come with the Spring issue of VGC News for those that have renewed.

Please send cheques to:
Ray Whittaker,
VGC Membership Secretary,
8 Hamilton Road,
Church Crookham, Fleet, Hants,
GU52 6AS, UK.



The VGC welcomes the following new members :

- 5220 Pascal Tournache (France)
- 5221 Albert Hiemstra (Netherlands)
- 5222 Rose Saunders (UK)
- 5223 Steven Devine (USA)
- 5224 Tomas Barva (Czech Republic)
- 5225 Franz Pepinghege (Germany)
- 5226 Andreas Clausen (Germany)
- 5227 David Bullock (UK)
- 5228 Roland d'Huart (Belgium)
- 5229 David Poole (UK)
- 5230 Nik Read (UK)
- 5231 Rob Wulfers (Netherlands)
- 5232 Niels Kristensen (Denmark)
- 5233 John Gorrett (UK)
- 5234 Doug Greenwell (UK)
- 5235 Tony Newbery (UK)
- 5236 Andrew Benton (New Zealand)
- 5237 Robert Rowntree (UK)
- 5238 Michael Laity (UK)
- 5239 Stuart Naylor (UK)
- 5240 Christoph Adel (Germany)
- 5241 Mark Norton (UK)
- 5242 Roger Pettersson (Sweden)
- 5243 Tim Marlow (UK)
- 5244 Jorgen Anderson (Denmark)
- 5245 John Smith (UK)
- 5246 Michael Werner (USA)
- 5247 David Warren (UK)
- 5248 Robert Grigsby (USA)
- 5249 Kerstin Rogoll (Germany)
- 5250 Stefan Janes (Germany)
- 5251 Klaus Daiger (Germany)
- 5252 André Anger (Germany)
- 5253 Matthias Hörber (Germany)
- 5254 Jürgen Skucek (France)
- 5255 Pal Harsfalvi (Hungary)
- 5256 Michael Newton (UK)
- 5257 Christopher Kreis (UK)
- 5258 Tim Beasley (UK)
- 5259 Olle Eriksson (Sweden)
- 5260 Mick Watkiss (UK)

Rendezvous 2013

For technical reasons next year's Rendezvous meeting will now be held at Challock Gliding Club in Kent instead of at Parham. The VGC has enjoyed very successful Rendezvous rallies at this venue twice before, and we are very grateful for their kind offer. Challock is conveniently situated for members who will later continue to Lasham for the International meeting. It is 50 Km from Dover and only 160km (100 miles) further on to Lasham.

Aus technischen Gründen wird das Rendez-Vous 2013 verlegt zum Challock Gliding Club in Kent. Der VGC war dort schon zweimal zu sehr erfolgreichen Rendez-Vous und bedankt sich sehr für die Einladung. Challock liegt sehr günstig für diejenigen, die weiter nach Lasham zur internationalen Rallye fahren. Von Dover sind es etwa 50 km bis Chaddock, von dort nach weitere 160 km bis Lasham.

VGC Rendezvous 2014

Request for German Members:

Für das Rendez-Vous 2014, vom 26./27.7 bis zum 1.8. 2014 wird noch ein Ausrichter gesucht. Der Flugplatz sollte irgendwo "auf dem Weg" nach Dänemark liegen, also in den nördlichen deutschen Bundesländern. Er sollte bieten: Winden- und Flugzeugstart, Camping und Sanitäre Anlagen, Bewirtung, Hallenplatz für etwa 10 Flugzeuge. Üblicherweise kommen zu den Rendez-Vous etwa 30 bis 50 Flugzeuge mit ihren Teams. Angebote bitte an den VGC International Rally Secretary, Klaus Schickling, rallysecretary@vintagegliderclub.org

Notes from the Publisher.

As VGC News No 135 was the first issue edited and published with a new team we all had to struggle hard against various difficulties. So, please excuse us for the delay in sending out this magazine. We will do our best to arrive at a schedule with fixed dates of publication and copy deadlines very soon.

Due to a misunderstanding, the printer used paper which was too thick for the cover and contents of the last issue of the magazine. The actual issue in your hand is now printed on the correct quality paper.

As you will see in this magazine we have quite a number contributors from many countries. Many thanks to all of them. Hopefully we will have a 'worldwide' coverage from No. 137.00 You can easily upload texts and articles via www.vgc-news.com. Even short news items will be appreciated.

Pin Board Notice

We would also like to re-start a section on 'Items for sale or Wanted'. If you have any items from Gliders, to their fittings or gliding books, photos etc, for sale, or which you are anxious to acquire, please submit a short personal advertisement with details which we can print.



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<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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Front cover: Antonov AN-15 of Adomas Baublys, flown by Francis Humblet during the VGC International Rally 2012 in Pociunai, Lithuania, photo by Ignacio Colomo

Back cover: Slingsby Gliders attending the 2012 Yorkshire Gliding Club, Slingsby Week at Sutton Bank, Photo by Caroline Coates

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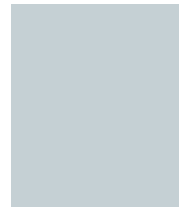
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These pages have been introduced to put the spotlight on the many actors behind the scenes. We used the best sources available. To keep it up-to-date in next issues of the VGC News please send missing photographs, contact details to the new editor Bruce Stephenson, Napier House, 201 Bridge End Rd, Grantham, Lincolnshire NG31 7HA, England, vgcnews@vintagegliderclub.org.

Events:

- | | |
|--------------------------------|--|
| 17.06.2013 - 23.06.2013 | UK National Rally 2013 UK |
| 21.06.2013 - 29.06.2013 | 18th Camphill Vintage Rally and 3rd Annual Capstan Reunion UK |
| 27.07.2013 - 02.08.2013 | VGC Rendezvous 2013 UK |
| 03.08.2013 - 10.08.2013 | 41. VGC International Rally 2013 UK |

If you want to have your national or international event listed in the magazine and on the VGC website please send all information to the VGC International Rally Secretary, Klaus Schickling, rallysecretary@vintagegliderclub.org

Nick Newton - VGC President

From the President's Corner

Sitting on the ferry "Victoria", sailing from Klaipeda in Lithuania to Kiele in Germany, I am reflecting on the amazing events of the last few days.



When it was originally suggested that we should continue on to Russia after our Rendezvous meeting at Olsztyn in Poland, and our International VGC Meeting in Pocunai, Lithuania, I was not sure whether the additional distance and associated problems of obtaining a Visa for Russia would prove worth the effort, and was perhaps not as enthusiastic as I might have been if I had taken the trouble to be better informed. Little did I understand what an exciting visit this would prove to be! Fortunately for me, my wife ("The First Lady") had encouraged me to take part with her full support, and a wonderful adventure unfolded (see full report on pages 12 to 15) of which I was thrilled to have been a participant. How Chris Wills would have enjoyed this historical event in which we commemorated the twenty-three years of German gliding at the famous Rossitten gliding school of the Rhön-Rossitten Gesellschaft between 1922 and 1945 by presenting the local museum with an SG 38 glider, and then undertaking the first Bungee launched flights on the beach of the Curonian Spit (Kurische Nehrung) for 67 years! We are

indeed indebted to all those involved in bringing such an audacious project to fruition, but particularly to Harald Kämper, our vice-President, for his untiring efforts, enthusiasm and drive which made it all possible against enormous political and practical obstacles. Thank you Harald! This will surely prove to be the most magnificent achievement of your very many contributions you have made on behalf of the Vintage Glider Club! A completely different, but no less exciting event took place in July at the Long Mynd (Midland) Gliding Club in Shropshire, UK. This time the instigator was Bruce Stevenson, the VGC Hon. Sec. until he recently stood down after a six year term of service. The story is now well known. Following the acceptance of Gliding as an Olympic event by the IOC after its introduction as a demonstration event at the Berlin Olympic Games of 1936, it was a sad fact of history that in the difficult times following the last World War, the idea was quietly dropped. However the legacy of the original decision was the mono-class Olympia Meise Glider designed by Hans Jacobs, and many were built under various names in succeeding years for a competition that never took place - until this year that is! In this year, 2012, when the 30th Olympiad games are being held in London, Bruce managed, following enormous efforts again political as well as practical, to organise Gliding as an Olympian event to be included in the 126th Wenlock Olympian Games. These Games which were first held in 1850 are recognised as the inspiration for Baron Pierre de Coubertin, which lead him to instigate the modern revival of the Olympic games which were first held in 1896. Forty gliders took part. Twenty Olympia Meises and twenty Ka6 gliders competed in the competition unfortunately marred by the typical wet and windy English weather that had bedeviled much of Europe all summer. Despite the inclement weather, flying of some sort took place on every day bar one, and the Competition, which resulted in enormous publicity for the gliding movement as a whole, but particularly Vintage Gliding, was judged a resounding success! Well done Bruce for bringing this to fruition and all those many people involved in helping bring off this exciting event.

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OFFICIAL NOTES

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

Editor's Notes



Well here we are at Issue 136 at last, it has been a very large learning curve for all concerned to get this copy out before the end of the year, and I must apologise to you all for only managing two issues this year, although I think they are both excellent.

This is my last issue as editor as my taking on this task was only meant to be very temporary until the club could find someone permanent. Bruce Stephenson, having now relinquished his position as Club Secretary has decided to become the new permanent Editor.

I have enjoyed producing the two Issues I have done, and hope I have helped our new Publishers, EQIP GmbH, with the transition from the old to the new. Thanks for all the support and articles I have received and the favourable comments you have sent me. I can now once again hide away in the Archive, and get on with updating the Club Website

Klaus Fey - Publisher - EQIP GmbH

Publisher's Notes



Dear Vintage Glider enthusiasts and VGC- News readers,

This issue of the VGC News, No. 136 that you are holding is the second issue of our magazine published by the new team. While it was a little bit difficult to get enough material to fill the last issue, this time we have had so many more articles that we have even had to postpone some of them to the next issue! Thanks to all contributors for providing so many interesting texts and pictures.

For those of you whose articles are not in this issue, I ask for your forbearance. We have to limit this issue to 52 pages. Your articles, photographs and drawings will be held over for the next issue of the VGC News.

In the next issue, you will be able to read about the "Holzfliegertreffen" (wooden glider meeting) at Nortel airfield and Gere Tischler's famous „Abfliegen“ (end of season meeting) in Mengen. Jürgen Dreyer has sent a detailed documentation about a Greif glider. Ulrich Voswinckel who joined our Rally and Club in Pociunai will tell us more about his Wright-Flyer-project. There will be an article on the famous and trendsetting Yugoslavian „Meteor“. A French „Fauvette“ that had emigrated to the UK has written „itself“ a very nice Curriculum Vitae. We ask it, or rather its owner, to send some photos, too.

I want to encourage you all to send in pictures, information, comments or questions. The VGC News is the best medium to

share information within the vintage gliding community.

We have established a special website: VGC-news.com to upload your contributions. Most of our authors managed to use the site quite easily. Some, however, had difficulties. Nevertheless this portal has proved to be a useful tool to check and proof read the contributions before putting them into the preprinting layout process. This website will be continuously reviewed and improved. I appreciate all your feedback. However, if you prefer sending your articles by e-mail or even by old fashioned 'snail-mail', we will still be able to put them in the magazine! Copy date for VGC News No 137 is January 31st, 2013.

Another website: VGC-Yearbook.com refers to the VGC Yearbook. This book is being compiled to celebrate the 40th Anniversary of our Club. See page 42 in VGC News No 135 and page 8-9 in this issue. As we want this book to represent an impressive documentation of the Club, its members and their gliders, we ask you all to submit your contributions with picture(s) by January 31st, 2013 at the very latest!

For the first time in history of VGC we had our Annual Dinner in Germany this year. Having never been to this event before I must confess that I had obviously been missing out on something in the past and I promise to attend future dinners. So did many others in Münster! Andrea Forster and I have written a full report together with a lot of photos. Due to shortage of space, however, we have had to postpone this article, too, and you can look forward to reading it in our next issue, no. 137.

Having changed many things with the VGC News such as the structure and layout, we are wondering what you think about it. Are you missing sections or topics, what do like or dislike? Please send your feedback to the editor. I am looking forward to your comments and meanwhile, I am wishing you all a relaxing winter season.

Finally, as you can read elsewhere in this magazine, our former Hon. Secretary Bruce Stephenson will be taking over as the definitive Editor for VGC News from next issue. So, Peter Hardman, who recently has kindly stepped in to take over so many activities on behalf of the VGC, can hand over at least one of his three jobs in the VGC to someone else! Thank you, Peter for the assistance that you have provided, both with this issue of the VGC News and the previous issue no 135. It has been greatly appreciated.



www.vgc-news.com • www.vgc-yearbook.com

Jan Forster

Chairman address

So many Extras; and New Blood needed!



That was a fantastic Rendezvous and International Rally. Chris Wills would say: "The best ever"! But really, together, they were two of the best we have ever had. In both meetings we enjoyed a fantastic atmosphere: nice people, well organised - but not over-organised, and good weather.

We had a lot of extras: hot air balloons, a Wright Flyer, the kid's flying school and, for the first time ever we had a classic concert in a big hangar: an orchestra with both a soprano and a mezzo-soprano!

We can be very grateful to the organisers for all of this. We have to remember, they have been working hard for several years to give us a successful holiday.

If the Rendezvous was the starter and the International the main course, then Rositten was the dessert! You would normally only find this kind of event appearing on old black and white pictures or films: people carrying glider parts over sand-dunes and then seeing them flying from the beach launched by bungee. But, thanks to Harald Kämper, we did it for real!

On a very different and sad note, we received the unhappy news just before the Rally that one of our founder members, Tony Maufe, had died. His obituary, following his untimely death after a long illness, appears later in this edition of the VGC News.

AGM

We also had our AGM at the International Rally. On behalf of the board, the following members took part: Nick Newton, Klaus Shickling, Ray Whittaker and myself. We were ably assisted with secretarial services by Christine Whittaker who kindly stood in temporarily to cover the absence of Bruce Stephenson who has now stepped down from all his duties as VGC Honorary Secretary. This helped underline the fact that we urgently need a new Honorary Secretary. The existing

Board Members already have enough to do and can't take this job as well. Please help by coming forward if you feel that you could help the Board with this role! Grant Williams, our treasurer, reported that for some years the VGC has paid our Accountants additionally for a financial Audit report, but that this was in practice, of no real value to the Club. It costs money and only underlines what we know already, namely that the money is where it is, and has gone where it has gone! A more useful report would cost a lot of extra money. As a small Company with Limited liability, we are not required to undertake such an Audit. But we do need some form of control over the money spent on your behalf by the Club.

Grant has come up with the proposal to form a sub-Committee of three Club Members, who will assist him in auditing the VGC accounts. The AGM participants agreed, and we already have three members from different Countries, who have offered their services to be part of this sub-Committee. For more information, please see the new Board structure as it appears in this VGC News, or go to the VGC Web site.

New Blood

My personal plan, as a member of the Board, is to resign in two years time. This means 2014! By then I will have served for six years as your Chairman and altogether fourteen years on the Board. To keep the Club healthy we need new blood. A new person with a fresh ideas for this position. Start now by looking around, and contact me or one of the other Board Members for more information. Ideally he or she has to be already a member of the Board for one year, so we also need a new candidate now, with a view to filling this role by the next AGM in 2013.

Also our President Nick Newton will resign in two years time, in 2014. He is since 2006 member of the Board. When

he joined in as our President he opted for three years. Now is the time to start thinking about his replacement too!

VGC News

After this VGC News issue no. 136, Bruce Stephenson will take over Editorship from Peter Hardman. Peter, who is one of our very hard working Board members for the Club, remains responsible for the Web as well as the Archive. This is still too much for one person, so we are again looking for a Web master. In a Club as large as ours, there must be at least one suitable candidate for this job! Please contact Peter for more information if you believe that you might be able to help with this important role.

During the recent Rallies, several Board Members were contacted by a number of club members who stated that they had sent in articles that until now had not appeared in the VGC News. Although a number of articles are always kept in reserve, it does appear that something may have gone wrong with the handing over the collection of articles awaiting publishing from the last Editor to Peter Hardman. If you did write an article, which you are concerned may have got mislaid, please send another copy directly to Peter for his attention.

Dinner and prize-giving

The VGC Annual Dinner is always held on the first Saturday in October. This year the dinner was held in Germany for the first time. Last year the Dinner was in Holland and next year it will rotate back to England. Put the date in your diary for 2013 now! The Dinner was a great success with 62 members attending, and a very special after-dinner speaker, Hellmut Hirth – son of the famous German glider pilot and designer, Wolf Hirth. A full report with details of the Prize-giving will appear in the next issue of the VGC News.

SO VIEL BESONDERES; UND WIR BENÖTIGEN NEUES BLUT

Es war ein fantastisches Rendezvous und eine fantastische Internationale Rally. Chris Wills hätte gesagt: „Die Beste, die wir je hatten“!

Aber wirklich, es waren die Besten, die wir je hatten. Bei beiden Treffen genossen wir eine fantastische Atmosphäre: nette Leute, gut organisiert, und gutes Wetter. Wir hatten viele Extras: Heißluftballone, einen Wright Flyer, das Kinderfliegen, und zum ersten Mal überhaupt hatten wir ein klassisches Konzert in einer großen Halle, ein Orchester mit sowohl Sopran als auch Mezzosopran!

Wir müssen den Veranstaltern dankbar sein für all das. Wir sollten bedenken, dass sie mehrere Jahre hart gearbeitet haben um uns einen erfolgreichen Urlaub zu ermöglichen.

Wenn das Rendezvous die Vorspeise ist und die Internationale Rally der Hauptgang, dann war Rositten das Dessert! Normalerweise würdet ihr eine solche Veranstaltung nur in alten schwarz-weiß Filmen oder auf schwarz-weiß Bildern sehen: Menschen, die Segelflugzeugteile über Sanddünen schleppen und dann vom Strand mit dem Gummiseil starten. Aber dank Harald Kämper haben wir das wirklich gemacht!

Leider haben wir kurz vor der Rally erfahren, dass Tony Maufe, eines unserer Gründungsmitglieder, verstorben ist. Sein Nachruf, nach seinem viel zu frühen Tod nach langer Krankheit, erscheint in dieser Ausgabe auf den folgenden Seiten der VGC News.

Mitgliederversammlung

Während der Internationalen Rally fand auch die Mitgliederversammlung statt. Für den Vorstand nahmen folgende Mitglieder teil: Nick Newton, Klaus Schickling, Ray Whittaker und ich selbst. Wir wurden unterstützt von Christine Whittaker, die nach dem Ausscheiden von Bruce Stephenson als

Geschäftsführer vorübergehend diese Lücke füllt. Dies unterstreicht, dass wir dringend einen neuen Geschäftsführer brauchen. Die momentanen Vorstandsmitglieder haben bereits genug zu tun und können nicht auch noch diese Arbeit erledigen. Bitte meldet euch, wenn ihr euch in der Lage seht den Vorstand in dieser Tätigkeit zu unterstützen! Grant Williams, unser Kassenwart, berichtete, dass der VGC Buchhalter für einen Finanzbericht bezahlt hat, aber dieser hatte in Wirklichkeit keinen realen Wert für den Club. Er kostet Geld und unterstreicht nur, was wir bereits wissen, dass das Geld da ist, wo es ist und dass das Geld dahin ging, wo es hinging! Ein nutzvollere Bericht würde viel mehr Geld kosten. Als eine kleine Gesellschaft mit beschränkter Haftung sind wir nicht verpflichtet einen solchen Bericht zu erstellen. Aber wir brauchen Kontrolle über das Geld, das in eurem Namen für den Club ausgegeben wird.

Grant schlug vor, eine Sub-Committee aus drei Mitgliedern zu gründen, die mit ihm zusammen die VGC Finanzen prüfen. Die Hauptversammlung hat dem zugestimmt und wir haben bereits drei Mitglieder aus zwei Ländern, die ihre Dienste für diese Sub-Committee angeboten haben. Entnehmt weitere Informationen über die Struktur des VGC Vorstandes dieser VGC News oder der VGC Website.

Neues Blut

Mein Plan ist in zwei Jahren als Vorstandmitglied auszuscheiden. Dies bedeutet 2014! Dann werde ich sechs Jahre euer Vorsitzender und alles zusammen vierzehn Jahre im Vorstand gewesen sein. Um diesen Club gesund zu halten brauchen wir neues Blut. Eine neue Person mit neuen Ideen in dieser Position. Schaut euch jetzt schon um und sprecht mit mir oder einem anderen Vorstandsmitglied, wenn ihr mehr Informationen benötigt. Am besten wäre, wenn er oder sie zuvor ein Jahr im Vorstand wäre, das bedeutet wir benötigen einen Kandidaten für

dieses Amt bei der nächsten Versammlung 2013. Auch unser Präsident Nick Newton wird in zwei Jahren zurücktreten, also in 2014. Er ist seit 2006 Mitglied im Vorstand. Als er das Amt des Präsidenten annahm, tat er dies für drei Jahre. Es ist nun an der Zeit, über einen Nachfolger nachzudenken.

VGC News

Nach dieser Ausgabe 136 der VGC News wird Bruce Stephenson von Peter Hardman die Redaktion der News übernehmen. Peter, eines unserer schwer arbeitenden Vorstandsmitglieder, bleibt weiterhin verantwortlich für das Web und auch das Archiv. Dies ist immer noch zu viel für eine Person, wir benötigen immer noch einen Webmaster. In einem Club von unserer Größe muss es doch mindestens einen geeigneten Kandidaten für diesen Job geben! Bitte wendet euch an Peter, wenn ihr denkt uns in dieser wichtigen Rolle unterstützen zu können.

Während der vergangenen Rallies wurden mehrere Vorstandsmitglieder von Mitgliedern angesprochen, die Artikel eingesandt hatten, die bis jetzt nicht in den VGC News erschienen sind. Obwohl immer ein paar Artikel als Reserve gehalten werden, scheint etwas falsch gegangen zu sein bei der Übergabe der auf Veröffentlichung wartenden Artikel vom letzten Herausgeber an Peter Hardman. Wenn ihr einen Artikel geschrieben habt, der vielleicht verloren gegangen ist, sendet bitte eine weitere Kopie direkt an Peter.

Dinner und Preisverleihung

Erstmals fand das Annual Dinner in diesem Jahr in Deutschland statt. Mit 62 Teilnehmern und Hellmuth Hirth, Sohn von Wolf Hirth, als Redner war das Ereignis ein großer Erfolg. Ein ausführlicher Bericht über Dinner und Preisverleihung folgt in VGC News 137. Nächstes Jahr wird das Dinner wieder in England stattfinden. Bitte schon jetzt den ersten Samstag im Oktober vormerken!

A RARE VINTAGE



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



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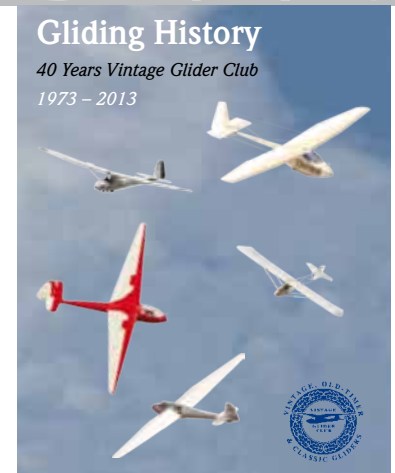
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Jan Forster

VGC book to celebrate the 40th anniversary

You will already know that we want to publish a book to celebrate the 40th anniversary next year. 40 years is a long time so we have to celebrate it.



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.

English version

General

- All the members of the Club who own a Glider(s), are invited to take part in the project to write one page of their Glider(s) history, one page for every Glider.
 - To make it a really 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 obligatory.
 - To assist the writer, we have presented him with a format that he can download from the VGC web site. He also can select the format in his own language.
 - The VGC country representative is responsible to motivate the VGC members in his Country.
 - In the book there will be also some pages with history of the club, e.g. all the Rendezvous and International Rallies 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.

Owners National Flag	Registered National Flag	Name of the manufacturer	Year of construction	Totally amount of launches	Name of the owner(s) and the manufacturer emblem
Open	Registration	Type name	Type number	Totally amount of hours	
When a glider is an amalgamation of different gliders, their registration numbers			Foregoing registrations of this glider		

Danish version

VGC bog til 40-års jubilæet

Generelt

- Alle medlemmer af klubben som ejer eet eller flere fly, inviteres til at deltage i projektet, ved at skrive en side om deres flys historie. En side for hvert fly.
- For at gøre bogen virkelig international, må han eller hun gerne skrive på sit eget modersmål, men for at gøre bogen læsbar for flere nationaliteter, beder vi om at der også skrives et kort resumé på engelsk (ca. 50 ord), men dette er ikke et krav.
- For at imødekomme skribenten foreslår vi ham et format, som han kan downloade fra VGC hjemmesiden. Han kan også vælge et format på sit eget sprog.
- VGC's nationale repræsentant er ansvarlig for at motivere VGC medlemmerne i sit land.
- I bogen vil der også være nogle sider om klubbens historie; Alle Rendez-Vous'erne og de internationale rallies fra dag eet til nu. Navnene og funktionerne på alle komité- og bestyrelsesmedlemmer lige siden begyndelsen. Alle priser og hædersbevisninger som er givet. Nogle historiske indlæg fra velkendte medlemmer gennem de seneste 40 år.

Ejers National flag	Registreringslandets flag	Fabrikantens navn	Byggeår	Total antal starter	Navn(e) på ejer(e) og fabrikantens logo
(åben)	Registrering	Typebetegnelse	Byggenummer	Total antal timer	
Andre registreringsmærker, hvis flyet er sammenbygget af dele fra flere fly.			Tidligere registreringer på dette fly		

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.

Dutch version

VGC 40 jarig jubileum boek

Algemeen

- Ieder lid van de club die een of meerdere oldtimers bezit wordt uitgenodigd aan dit project deel te nemen door het schrijven van de historie van zijn oldtimer(s), een pagina per toestel.
- Om er een echt international boek van te maken kun je het schrijven in de eigen taal. Om het boek beter leesbaar te maken voor meer mensen wordt je verzocht een korte samenvatting van ±50 woorden in het Engels te maken. Dit is niet verplicht.
- Op de website van de VGC kun je een frame downloaden in je eigen taal.
- De Nederlandse vertegenwoordiger in de International Council (Neelco Osinga) wordt gevraagd de leden in zijn land te motiveren deel te nemen.
- In het boek zal ook aandacht aan de historie van de club besteed worden: De Rendez Vous en Internationale Rallies tot nu. Samenstelling en namen van alle bestuursleden vanaf het begin. Alle prijzen ooit toegekend. Historische feiten verteld door bekende leden gedurende de laatste 40 jaren.

Landvlag eigenaar	Landvlag registratie	Naam van de fabrikant	Bouwjaar	Totaal aantal starts	Naam / namen van de eigenaar(en) en het embleem van de fabrikant
Vrije ruimte	Registratie	Type naam	Type nummer	Totaal aantal uren	
Wanneer het toestel bestaat uit componenten van meerdere toestellen: hun registraties			Eventueel voorgaande registratie van dit toestel		

Finnish version

VGC:n 40 vuotisjuhlakirja

Yleistä

- Kaikki kerhon jäsenet jotka omistavat purjekoneen ovat tervetulleita osallistumaan projektiin kirjoittamalla sivun koneen historiasta, yksi sivu konetta kohden.
- Saadaksen kirjan todella kansainväliseksi kirjaksi, omistaja voi kirjoittaa omalla kielellään mutta jotta kirjasta tulisi lukijaystäväisempi, pyy dämme että kirjoitetaan noin 50 sanainen englanninkielinen yhteenveto.
- Tämä ei kuitenkaan ole pakollista. Houkutellakseen kirjoittajia, esitämme heille lomakkeen jonka voi ladata VGC:n kotisivuilta. Kirjoittaja voi myös valita lomakkeen omalla kielellään.
- VGC:n kansallinen edustaja on vastuussa maansa VGC-jäsenten motivoinnista.
- Kirjaan tulee myös kerhon historiasta kertovia sivuja; * kaikki Rendez Vous ja Ralli-tapahtumat ensimmäisestä tapahtumasta tämän vuodentapahtumiin. * Kaikkien komiteoiden ja johtokuntien jäsenten nimet ja tehtävät alusta alkaen. * Kaikki jaetut palkinnot ja huomionsoitukset. * Tunnettujen jäsenten historialliset kertomukset viimeisten 40 vuoden aikana.

Omistajan Maanlippu	Rekisteröinti maan lippu	Valmistajan nimi	Valmistusvuosi	Starttien lukumäärä	Omistajan (Omistajien) nimi, valmistajan tunnus
Avoin	Rekisteritunnus	Tyyppi	Tyyppinumero	Lentotunnit	
Koneen ollessa monen eri yksilön yhdistelmä, koneyksilöiden rekisteritunnukset			Koneen edelliset rekisteritunnukset		



French version

Livre du VGC pour célébrer le 40ème anniversaire

Généralité

- Tous les membres du club propriétaires d'un planeur (ou de plusieurs) sont invités à prendre part au projet d'écrire une page de l'histoire de leur(s) planeur(s) ; une page par planeur :
- Afin de rendre le livre réellement international, le ou la propriétaire peut écrire dans sa langue, mais afin de rendre le livre accessible au plus grand nombre, il est demandé de faire un résumé en anglais de 50 mots environ, mais ce n'est pas obligatoire :
- Afin d'aider le rédacteur, il est mis à disposition un modèle qui peut être téléchargé sur le site internet du VGC. Il peut alors sélectionner le modèle dans sa propre langue.
- Le représentant VGC du pays est chargé de motiver les membres dans son pays
- Dans le livre, il y aura également des pages sur l'histoire du Club :
- Tous les Rendez-Vous et les Rassemblements Internationaux jusqu'à ce jour
- Les noms et fonctions de tous les membres du Comité et du Conseil d'administration
- Tous les prix et récompenses remis au cours des ans
- Quelques histoires anciennes par des membres connus des 40 dernières années

Nationalité du propriétaire	Pays d'immatriculation	Concepteur / Constructeur	Année de construction	Nombre de lancers	Nom du propriétaire, et logo du constructeur
libre	Immatriculation	Type	Numéro de série	Nombre heures de vol	
Si le planeur a été reconstruit à partir de plusieurs exemplaires, immatriculations des différents planeurs d'origine			Immatriculations précédentes		

German Version

VGC Buch anlässlich des 40. Geburtstages

Allgemein

- Alle Mitglieder des Club, welche ein (oder mehrere) Segelflugzeug(e) besitzen sind eingeladen in dem Projekt mitzuwirken, indem sie eine Seite zur Geschichte ihres Segelflugzeuges schreiben (eine Seite pro Flugzeug)
- Um es zu einem internationalen Buch zu machen kann in der eigenen Sprache geschrieben werden. Damit es aber alle lesen können, bitten wir um eine zusätzliche Zusammenfassung in englischer Sprache (ca. 50 Worte), ist aber KEIN MUSS.
- Wir stellen ein Format zur Verfügung, welches von der Internetseite des VGC heruntergeladen werden kann. Hier kann man auch die eigene Sprache wählen.
- Der nationale VGC Länderabgeordnete (Peter Ocker) ist verantwortlich, soviel Mitglieder wie möglich in seinem Land zu motivieren.
- Im Buch wird es natürlich auch Seiten zur Geschichte des VGC geben:
- Alle Rendez Vous- und International Rally's vom Tag 1 bis heute
- Die Namen und Funktionen aller Committee bzw. Board Members seit Anbeginn.
- Alle Preise und Auszeichnungen seit Anbeginn
- Einige historische Erzählungen von bekannten Mitgliedern der vergangenen 40 Jahre.

Landesflagge des Eigentümers	Landesflagge des Zulassungslandes	Herstellername	Baujahr	Gesamte Startanzahl	Name(n) des/der Eigentümer & Herstelleremblem
(bleibt frei)	Kennzeichen	Typname	Werk-Nr.	Gesamte Std.-Zahl	
Wenn das Flugzeug aus mehreren Flugzeugen besteht, bitte auch die anderen Kennzeichen angeben			Frühere Kennzeichen		

Polish version

Książka upamiętniająca 40. rocznicę istnienia VGC

Informacje ogólne:

- Zapraszamy wszystkich członków Klubu, którzy są właścicielami szybowca lub szybowców, do wzięcia udziału w projekcie polegającym na napisaniu jednej strony o historii swojego szybowca lub też szybowców - na każdy szybowiec może przypadać jedna strona.
- Żeby książka miała naprawdę międzynarodowy charakter, opis można stworzyć w swoim języku ojczystym, jednakże by umożliwić zapoznanie się z historią szybowca szerszemu gronu czytelników, należystworzyć streszczenie w języku angielskim - około 50 słów, ale nie jest to obowiązkowe.

- By zachęcić pisarzy, przedstawiamy wzory, które mogą być pobrane ze strony VGC. Istnieje możliwość wybrania wzoru w swoim języku ojczystym.
- Reprezentant każdego kraju członkowskiego VGC jest odpowiedzialny za motywowanie pozostałych członków VGC w danym kraju.
- Książka będzie zawierała również strony poświęcone historii Klubu:
- wykaz wszystkich Rendez-Vous i Międzynarodowych Zlotów od początków ich organizacji po chwilę obecną, listę nazwisk i funkcji pełnionych przez członków komitetu/zarządu, wykaz wszystkich przyznanych nagród, historyczne opowieści znanych członków Klubu z minionych 40 lat.

Flaga kraju właściciela szybowca	Flaga kraju, w którym szybowiec jest zarejestrowany	Numer producenta	Rok konstrukcji	Całkowita liczba startów	Nazwisko właściciela/właścicieli szybowca i symbol producenta
Otwarty	Rejestracja	Nazwa typu	Numer typu	Całkowita liczba wylatanych godzin	
Jeżeli szybowiec jest złożony z różnych szybowców, należy podać ich numery rejestracyjne			Poprzednie numery rejestracyjne tego szybowca		

Swedish version

VGC:s 40 års jubileumsbok

Allmänt

- Alla de medlemmar som äger segelflygplan inbjuds att delta i projektet med att skriva en sida om deras segelflygplans historia, en sida per flygplan.
- För att göra boken verkligen internationell, kan han eller hon skriva på sitt eget språk. För att göra boken läsbar ber vi skrivaren att göra en sammanfattning på 50 ord på engelska.
- Detta är dock inte obligatoriskt.
- För att locka skrivaren, erbjuder vi ett formulär som går att ladda ner från VGC:s websida. Formuläret går att ladda ner på skrivarens eget språk.
- VGC:s landsrepresentant ansvarar för att motivera sitt lands VGC-medlemmar.
- Boken kommer även att innehålla en del sidor om klubbens historia; Alla Rendez Vous och internationella Rally-evenemang från dag ett till nu. Alla kommittéers och styrelsers medlemmars namn och funktion. Alla utdelade priser och utmärkelser. En del välkända medlemmars historiska berättelser under de senaste fyrtio åren.

Ågarens Landsflagga	Registreringslandets flagga	Tillverkarens namn	Tillverkningsår	Antal starter	Ågarens/ägarnas namn och
Öppen	Registrering	Typnamn	Typnummer	Antal flygtimmar	
Då flygplanet är en sammanställning av många segelflygplan,			Segelflygplanet tidigare de olika individernas registreringar		



www.vgc-yearbook.com

Please register and log in. By "Adding Entry" you can upload up to three photographs and fill or copy in your text and information. Don't forget to "Save entry" by clicking the button (right bottom). Changing your entry is possible until 31st January 2011.

Landesflagge des Eigentümers	Landesflagge des Zulassungslandes	Herstellername	Baujahr	Gesamte Startanzahl	Name(n) des/der Eigentümer & Herstelleremblem
		Slingsby	1952	4518	M. Hoogenbosch, A.v Lieshout, P. Deege, G. Rijeerse, J. Grundemann J. Forster
	FDQ	Tandemtutor	T-31b	3000	
BGA-4228 & BGA-4746			BGA-3138		



Nick Newton and Klaus Heyn

Rossitten Gliding Re-visited!

“It would never be possible. Rossitten now lies in Russia – not Prussia! It is in a very sensitive area – a Nature Reserve as well as a Russian military zone and very close to the border between Russia and Lithuania” (Lithuania has been a member of the EU since 2004).



Harald supervising the event!
Photo: Nick Newton.

The ‘Curonian Spit’ (Kurische Nehrung) is a narrow strip of land some 90 km long and between 0.5 and 4 km wide. The Spit runs from Kaliningrad (former German Königsberg) in the south along the east coast of the Baltic in a north-south direction. To the west of the spit lies the Baltic Sea and to the east the ‘Haff’ – an inland freshwater lake into which the Memel river runs. Rossitten is situated at the widest part of the spit on the ‘Haff’ side and lies just inside the Russian zone to the south of the border with Lithuania. The Ostpreussische Verein für Luftfahrt aus Königsberg/Ostpr. (Königsberg gliding club) had been formed following a visit by would-be glider pilots from Königsberg to witness the Rhön 1921 gliding competition. This visit had inspired the members to set up their own club back home and the newly formed club started looking for somewhere nearby to fly. The club made its first visit to Rossitten with a glider in May 1922. None of the new members had any actual gliding experience, but had read a lot and discussed how to fly with several motor pilots from the first world war. They learned to glide by trial and error! The launching rope was a washing line, and their first flight lasted ten seconds. Most of the flights ended in crashes and minor repairs were made with rubber cords and strips of willow. From such humble beginnings, by the time of the last flight on 18th January 1945 shortly before the end of the war, some 30,000 glider pilots



The Grunau Baby takes off from the baltic sea beach. Photo: Niels-Ebbe Gjoerup

had eventually been trained at the Rossitten Segelflugschule under the auspices of the Rhön-Rossitten Gesellschaft. This school had grown over the years into a fully-fledged training camp with hangars, large repair workshops, classrooms, a canteen and dormitories. Launching methods now included aerotowing with Stieglitz biplanes and a Heinkel Kadet as well as Bungee launching from the dunes. At the end of the war, the buildings were destroyed by the German instructors ahead of the Russian advance. Little now remains

of the school except some traces of the foundations in the woods. It was at Rossitten that Ferdinand Schulz (18.Dec.1892 – 16.June 1929) on the 11. May 1924 set a new world duration record of 8 hours 42 minutes on his ‘Besenstiel’ by flying back and forwards along the dunes (‘Pendelflug’). Subsequently he set a world distance record of 60.4 km in a ‘West Preussen’ glider on the 14. May 1927, by flying from Rossitten to Klaipeda (Memel) on the mainland at the north of the spit. Both these records were made from Bungee



Members of a local boxing club guaranteed powerful bungee launches. Photo: Niels-Ebbe Gjoerup

launches from the famous sand-dunes near the camp. Some 67 years later, on the 11th August 2012, the Vintage Glider Club came to Rossitten to remember and celebrate the history of this famous gliding site. In 2009, Harald Kämper, vice-president of the VGC had an inspiration. Why couldn't the VGC members make a visit to Rossitten following the Lithuanian International VGC meeting at Pocunai, scheduled for August 2012? On the map it would only involve a further 250 Km... Harald Kämper initially arranged to visit Rossitten with the assistance of the husband of his first cousin Ingrid, Friedrich Wilhelm Nehl, who just happened to be the Chancellor of the German Embassy in Villneus, Lithuania! There, in Rossitten, he visited the "Nehrung's Museum", where he found only a few artefacts of gliding interest, although there was the anemometer used by Schulz to measure wind speed, with his name clearly embossed on the dial. As a goodwill gesture, Harald had brought with him a large scale model of the Kranich II, as well as a smaller model of a Grunau Baby IIb, which he presented to the Museum for display. Harald then had the idea to present the Museum with a suitable full-size glider of that era if one could be obtained. Additionally Harald decided to investigate whether it might be possible for VGC Members to fly once more from the sand dunes at Rossitten, re-kindling interest in the famous gliding history of this historic place. So it was that on the 10th August

2012, a happy band of some seventy VGC Members with family and friends, led by Harald arrived at Rossitten and visited the Nehrung's Museum where they assembled and formally presented an SG 38 glider to the Museum, together with a copy of a DVD donated by Hellmut Hirth, celebrating the gliding experiences of his famous father, Wolf Hirth, and including video footage of gliding at Rossitten in the 1920s. The SG 38 (named after Schneider of Göppingen – not 'Schulgleiter!') had been rebuilt after some 1,000 hours in the workshop from several other glider parts by Oswald Dickau together with Georg

Themann and Manfred Hermeling (who sadly died in 2011 during the construction) and Harald Kämper. The SG 38 was a gift to the Museum from the Osnabrücker Verein für Luftfahrt, together with the Vintage glider Club. After the torrential rain of the previous evening, the next day (11th Aug. 2012) dawned sunny and bright, although there was a breezy (20 kts) NNE wind. Because of the wind direction, it was planned that the bungee launches would take place from the sandy beach itself on the west side of the Spit next to the Baltic Sea. The gliders would fly along the beach with the sea on the port side and the



Hellmut Hirth, Frederik Kämper und Werner Ruegg preparing the Baby for its next launch. Photo: Klaus Fey



The glider is transported through the dunes to the beach.

In the background can be seen the starting ramp intended for flights with western winds. Photo: Klaus Fey

dunes to starboard. The Grunau Baby IIb glider was brought to the site in its trailer which was then towed by a beach buggy, hooked up to a tractor to near the top of the dunes. This enabled the separate components of the glider to be carried the last one hundred meters down to the beach where a wooden launching platform had been constructed. The glider was assembled in front of an ever growing crowd of onlookers which included over 35 members of the (Russian) press! The Bungee cord had been laid out amidst great excitement from the crowd which now included members of the Russian Army and Police, as well as an ambulance and fire engine on standby on the main road behind! A food tent, soup kitchen, loudspeakers with a commentary and suitable 'period' music, were also assembled at the top of the dunes. The participating pilots had been selected by Harald Kämper. The first pilot would, appropriately, be Harald himself as organiser and instigator of the whole event, to be followed by VGC representatives of each country present. The next pilot would be Nick Newton (Great Britain) followed by Jan Forster (Holland), Werner Ruegg (Switzerland), Niels Ebbe Gjoerup (Denmark) and finally Fridolin Sturm (Germany), the youngest VGC pilot aged only 16 years! Great excitement awaited the first launch, announced by megaphone to the waiting crowd. The bungee rope was fully stretched and the glider released by operating the release mechanism at its tail skid. Alas – anticlimax: The rope fell off the bungee hook! Fortunately, the situation was saved by Harald Kämper, who leaping out of the glider affixed a proper Tost ring to

the loop in the bungee rope which was then attached to the winch hook on the glider and the "Gummi-Hunde" (Bungee stretching teams) set off once more! Using his megaphone, Gerhard Maleschka supervised the launch. "Ausziehen, Laufen, Los"! The Grunau Baby shot into the air... Because of the 20 knot head wind, the glider rose quickly to a height of nearly 25 meters as Joachim Jeska pressed the start button on his stop watch. After the glider had travelled almost the whole length of the available beach, it settled gently to the sand amidst ecstatic cheers and clapping from the onlookers: 36 seconds! (historically 30 seconds in the air counted for the official German 'A Licence'). We had done it! Nothing had been omitted: the "Twins" from Achmer, Wolfgang and Thomas Plegge, had constructed a retrieval buggy which quickly brought the glider back to the start point. Five more flights took place, with a final 'winning' duration of 55

seconds from Fridolin Sturm, probably attributable not only to his light weight, but also due to the fact that the Gummi Hunde teams had now swollen to ten people on each side as enthusiastic members of the Russian Army joined in! Sadly no more flights could be made as it was time to disassemble the glider and carry the components back up the dunes to the trailer. Speeches were then made to thank all those involved – specifically Harald Kämper, Friederich Wilhelm Nehl, and Anatoly Kalina, the Director of the Curonian National Park and Vladimir Solomatin, the Director of the nearby Russian Guard Flying club – both of whom expressed their intention to join the VGC! VGC Medals were awarded to Friederich Wilhelm Nehl, as well as his wife, Sigrid, to thank them both for all their efforts on our behalf to make the original dream of Harald Kämper a reality. Friederich Wilhelm Nehl had to leave the event early so as to catch his plane that would take him to Hong Kong to start his next four year Consular appointment. So we were indeed fortunate that we were able to complete the event at the 12th hour before Friederich Wilhelm Nehl left Lithuania for good! In the evening at the Celebration dinner and "Closing Ceremony", two further medals were awarded. One to Oswald Dickau for leading the construction team in its restoration of the SG 38 glider, and a second Medal to Anatoly Kalina for making the whole venture possible with his unstinting support on behalf of the Curonian Spit National Park. Nick Newton Klaus Heyn Note: Several examples of Video footage from the event may be found on YouTube at: http://www.youtube.com/watch?v=WYobpiw2yTQ&feature=player_embedded



Retrieving the Grunau Baby from the landing to the launching point. Photo: Peter Hermann



INTERNATIONAL EVENTS



Harald with the Grunau Baby after landing at the beach of Rossitten. Photo: Harald Kämper

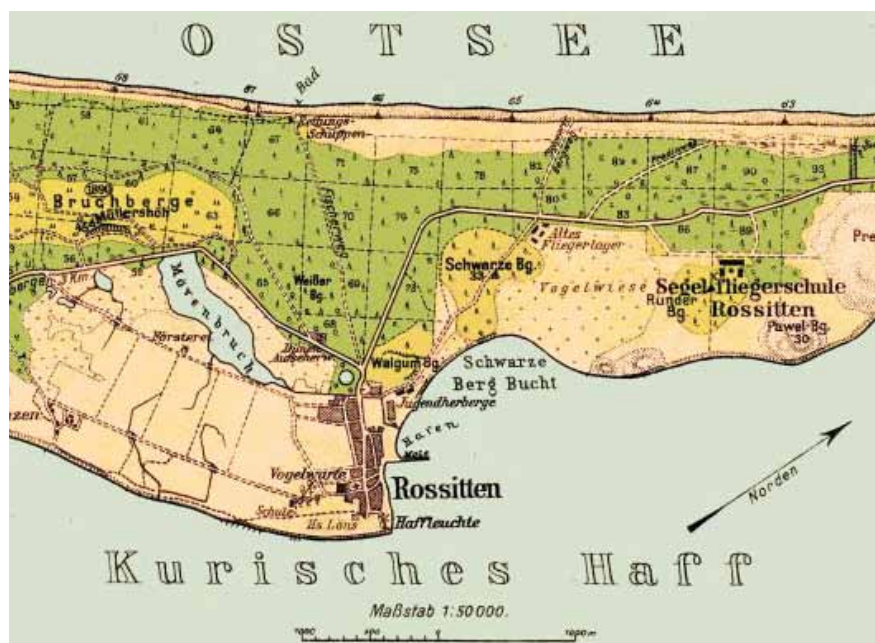
Walk, Run, Go!

On August 10, 2012 the school glider SG-38 was assembled by Oswald Dickau and fellow pilots on site at the museum "Curonian Spit" and handed over to the museum. The glider was a donation by Harald Kämper, Oswald Dickau, Manfred Hermeling †, Osnabrücker Verein für Luftfahrt and the International Vintage Glider Club. After 68 years, the first launch took place on the beach in front of the Baltic Sea dune in Rossitten (Ribachiy, Russia) with the Grunau Baby IIb D-5221 on August 11, 2012 at 12:54 with a bungee rope. Due to east wind we could not start from the dune. Harald Kämper (D) -26 seconds, Nick Newton (GB) - 21 seconds, Jan Forster (NL) - 37 seconds, Werner Rüegg (CH) - 28 seconds, Nils-Ebbe Göerup (DK)

- 34 seconds and Fridolin Sturm (D) - 55 seconds. Total flight time: 3 minutes 21 seconds. Flight instructor: Klaus Schickling, chief of start: Gerd Maleschka, start protocol: Joachim Jeska. Crew at the bungee rope ("Gummihunde"): Eight Russians and many German VGC members. The Grunau Baby IIb was carried in parts to the start site, where it was assembled and afterwards dismantled. The event was accompanied by a journalist of the "Mitteldeutscher Rundfunk" (MDR) and a lot of Russian media representatives. All flights were documented by a video camera from various viewpoints (attached to the elevators, struts, wings). The Chancellor of the German Embassy in Vilnius, Friedrich Wilhelm, and his wife Sigrid Nehl were each presented a numbered VGC Medal by VGC-President Nick Newton and our Chairman Jan Forster for their contribution in the implementation of this expe-

dition. At the starting point Anatoliy Kalina provided us with food and beverages and also organized the closing ceremony in the evening in Sarkau. Anatoliy Kalina (RU) received a VGC-numbered medal next to Oswald Dickau (D), who received his for donating the school glider SG-38 to the museum. Anatoliy would be very happy, if we came back every year around the 11th of August to Rossitten for gliding and performing starts on the same site with a bungee and a winch. Every participant and spectator was well aware of the historical significance of being the first to fly at this location after 68 years. Result: A vision became reality! Many thanks to all who have supported me in achieving this!

Dr. Harald Kämper,
Vice President
Vintage Glider Club (VGC)
Berlin, August 2012



Map supplied courtesy of Benvenutas Ivanauskas. Note the Rossitten Segelflugschule was actually on the Haff side of the Spit. Grunau Baby flying at the Baltic Sea side



Bungee Launch in Olstyn with "Hol's der Teufel". Photo: Alexander Gilles

Astrid van Lieshout

International Rendezvous and 40th International Rally

This year the trip led to eastern Europe. First of all there was of course the Rendezvous in Olstyn, Poland. This large airfield is situated in a region with many lakes and close to the city with a beautiful old town. Camping was not possible on the field itself because this was closed at night. The neighbouring campsite was just 150 meters away. This campsite was situated on a large lake which is used for swimming and sailing, and was very pleasant in the warm and sunny weather.

Michał Zazula, the Director of the Aeroklub Warminko-Mazurski, had taken over the job only two months before and had nevertheless managed to organize the event with a relatively small team. We were warmly welcomed with a free BBQ and beer. The director was not a glider pilot and that meant that we mixed up his programs fairly quickly but luckily he was very cooperative. The briefing time was shifted from 9 to 10 o'clock, since it

is our vacation! The planned lunch break from 12 to 14 o'clock was abolished and so everyone could enjoy flying at the time of the best thermals. The bar was open from about 5 o'clock in the afternoon so we could enjoy a cool drink on the patio.

Halfway through the week there was a big hot air balloon competition with about 25 balloons using the airspace. The large number of spectators was asked to choose the nicest vintage glider among 22 displayed. There were 347 votes. Predictably the stunning red Slingsby Petrel of Graham Saw won this impromptu Concourse d'Elegance.

This airfield is the home of a rescue helicopter taking off and landing there regularly. Of course he had precedence over everything and the cry "Retovnik, Retovnik" on the radio announced his departure or return to the field. The only disadvantage was the limited hangar space with prices changing every day.

After a week we continued our journey to Pociunai in Lithuania, also an EU member state, so no hassle at the border. This field was even bigger than Olstyn, approximately 2 km square, making it possible to launch into wind no matter what the wind direction. Four PZL-104 Wilgas and two twin-drum winches guaranteed many launches. Overnight parking was no problem in the huge hangar. Despite the fact that half of the hangar was divided off and used as a briefing room; there were still room for forty gliders in the hangar from the sixty or so that participated. There were a few special gliders to be admired: a PIK 5b from Finland and an Antonov from Lithuania.

The organization was in the hands of a young couple, Benvenutas Ivanauskas and Lina Ivanauskiene. They were assisted by the experienced director of the field and a large group of youngsters and members of the local club. Together they really did a perfect job. The infrastructure was also perfect, a nice restaurant with covered terrace, large campsite with sun and shade, swimming pool, volleyball and tennis courts and WI-FI everywhere on the field.

The event was officially opened by Nick Newton, President of the VGC, ringing the bell. The briefings were short and informally concluded by our Chairman Jan Forster.

For this 10-day Rally, there was an extensive program in addition to flying. On Tuesday the International Evening was



The airfield of Aeroklub Warminko-Mazurski (at Olysztyń), behind Jezioro Ukiel (English 'wonky lake'),
Photo: Alexander Gilles

held, where as usual all participating nations offered their special food and drinks. For the Lithuanian evening there was a delicious buffet prepared by the restaurant team. To conclude, there was a band from Vilnius that performed unique Lithuanian music which was very much admired by the public.

The glider field was approximately 30 kilometers from Kaunas where there is a small aviation museum at the old airport. We had a comprehensive tour. The museum has a prominent place to remember two Lithuanian aviation pioneers, Steponas

Darius and Stasys Girena, also to be seen on 10-Litas-banknote. Darius is especially famous in Lithuania. Born in 1886, he emigrated with his parents to the USA where he grew up and served during the First World War. In 1920 he returned to Lithuania and trained as a pilot. In July 1933 he conceived the plan to fly nonstop from New York to Kaunas, a distance of over 7100 km. After 37 hours of flying with their Bellanca CH-30 biplane they crashed in Poland, only 650 kilometers away from their goal. They received a state funeral and even today, Darius is a popular boys name in Lithuania.



Gustav Zimmer (9) in the LAK 16 primary glider,
Photo: Alexander Gilles

At the start of the rally, a true replica of a Wright Flyer built by Ulrich Voswinckel and Udo arrived. The construction of this project was coming to an end and it was ready for the installation of the engine which was also a true copy of the engine as used in the original airplane. Day by day we could follow the progress, and with loud applause at the end of the rally, the engine mounted on the plane was started. Finally Ulrich and Udo brought their plane to the Kaunas Museum where it is currently displayed.

In the evening when the weather was calm, young boys and girls from the age of 8 could fly on the specially designed LAK 16 primary glider. That always attracted many on-lookers because it was fantastic to see the enthusiasm that they were showing. It's a great way to attract young people into our sport and hopefully these activities can be copied in more countries.

More than 50 people joined a day trip to Vilnius the capital of Lithuania. While it was raining heavily we first visited the cathedral and university. Later when the rain had stopped, we had a guided tour around the beautiful town. On the way back we visited the island castle of Trakai, which is surrounded by five lakes.

At the weekend, the organizers arranged a special musical experience for us: a concert from a professional Chamber Orchestra and two singers. This was the first time they had performed in a hangar and it was attended by the local population and all the rally participants present. It sounded wonderful and thanks to sustained applause the orchestra performed several encores!



Niels Ebbe Gjoerup with his EON-Olympia flying over River Nemunas (English: Neman, German: Memel),
Photo: Alexander Gilles

INTERNATIONAL EVENTS



The Wilga is towing the Habicht flown by Christoph Zahn, then the Petrol flown by Graham Saw, finally a Meise flown by Ulf Kern, Photo: Alexander Gilles

Even on the last night music played a surprising role. While on the terrace, after everyone had enjoyed the food and the nice weather, we were invited to sit in the cafeteria. Two young girls, who, throughout the rally had been busy serving our drinks and dinner, took up a violin and guitar. You could hear a pin drop while they spent a good hour playing music ranging from classical to popular and instrumental. That was a true parting gift!

At the close on Thursday, the organizers were presented with commemorative

medals by the VGC and we were all invited to write our comments on a sticky note and stick them onto the organizers. You must understand that the organisers were underneath!

Next year the Rendezvous Rally will be held in the UK and the International Rally will be hosted by the Lasham Gliding Society at Lasham.

Astrid van Lieshout, translated and slightly edited and shortened by Klaus Fey and Peter Hardman

Anna Magdalena Mróz

In Flight



I'm a blossom in flight
Full of joy but alone
Let me think I'm a child
Playing flights in the garden
Hold me tight like a bird
Sing a lullaby song
Little dreams are so close
And the bird is a glider

I'm a feather in flight
Full of joy but alone
Let me think I'm a girl
Making dreams on your glider
Hold me tight like a bird
Sing a lullaby song
Fluffy clouds are not high
And the sky's getting lighter

I'm a lady in flight
Full of joy but alone
Let me think I'm a queen
From the sunny blue garden
Hold me tight like a bird
Sing a lullaby song
Spread your wings I can soar
Dreams come true on your glider

VGC Historic Group

This informal group usually meets during the International Rallies. Its members are particularly interested in preserving the history of gliding and in sharing information or sources of information that they have discovered. Most of the members are real experts in the history of gliding, not only in their home countries but worldwide.

At this years International Rally the following members met:

Francis Humblet, coordinator, (Belgium and France), Moon Sung Cho (South Korea), Klaus Fey (Germany), Neelco Osinga (The Netherlands), Frits Ruth (5) (Germany and The Netherlands), Jürgen Doppelbauer (Germany), Lily Grundbacher (Switzerland), Peter Deege (The Netherlands), Ernst Schmutterer (Germany), Johann Kiekens (Belgium, not on the photograph)).



Group in front of a replica of a Wright Flyer. Order from left to right as read above. Photo: Maria Bechtel-Fey

Two new members joined the meeting in Lithuania: The first, Moon-Sung Cho from South Korea, an aeronautical engineer who is now undertaking his PhD studies in Aachen, Germany. He showed pictures from the small gliding community in South Korea and also a glider he built during his studies. The second was a young member of the Pociunai Club, who turned out be an expert on the history of gliding in Lithuania. He presented very interesting videos showing aviation in Lithuania from the 1920s until the 1950s. Once again Francis Humblet could provide additional information from his huge database containing most of the gliders ever built from all around the world. Finding solutions for so-called UFOs is another topic. For those unknown flying objects found in pictures, the members often manage to discover which kind of glider the picture is showing.

All VGC members who are interested in the activities of the Historic group should contact Francis and come to the next meeting to be held in Lasham during next year's International Rally. Don't forget to bring any interesting documents that you have!

Klaus Fey



Holland's Irene van der Zwan's Ka6 hugs the Ridge.
Photo: Vincent Cockett

Bruce Stephenson

Wenlock

Gliding into Olympian History

As the old saying goes, from little acorns come mighty oaks, and with the 2012 Wenlock Olympian Games now behind us, one wonders if the future of Olympian Gliding will lead to greater heights? With the Midland Gliding Club teaming up with the Vintage Glider Club, International Competition came to the skies of Shropshire featuring gliders harking back to an age when gliding was briefly an Olympic sport. With sponsorship from EBLEX, the organisation for the English Beef and Sheep Marketing Board, some 39 gliders gathered with pilots from 8 countries for the inaugural Wenlock Olympian Gliding event, and with the weather's ups and downs, what a show it all turned out to be! With the competition set over two classes, the Olympia Meise as the original Olympic mono-class glider; and the hugely successful (and still popular successor to the Olympia) Ka6 as the basis for the second class, the Wenlock Olympian Games represented the lost Games for gliding. The action kicked off on Saturday 14th July, with a spirited display over the Linden Fields by our very own Christoph Zahn in the gorgeous Habicht, as gliding



Olympia class winners. Bruno Wettstein (SW) holds the Olympic torch triumphantly aloft. 2nd Rob Lockett (GB), 3rd place Carl Carl Adissou. (F)
Photo: Geoff Moore



Ka6 Class Olympian Champions. L to R. 3rd Rod Hawley (GB), 1st Adrian Emck (GB), 2nd Stuart Naylor (GB). Photo: Geoff Moore

made its debut over this historic Olympian venue. Despite the gloomy weather of the previous week, Sunday blessed us with good soaring skies, and with the jovial attitude of the assembled Olympian crowds being matched by the eagerness of the competitors. With a repeat performance by the Habicht (which had famously made its public debut at the 1936 Olympic Games), barely 15 minutes had passed when we were treated to the sight of the first competing gliders appearing above Much Wenlock as they raced towards their turning point of one of Shropshire's most famous landmarks, the historic Iron Bridge. All that afternoon the skies above Wenlock were full of colour, as wheeling gliders fought, both for positions and against the strong headwinds, to stay aloft on the difficult thermals, with Swiss pilot Bruno Wettstein taking the top Olympia placing for the day, and Adrian Emck from the UK taking the Ka6 honours. (These were the only two gliders to actually make it back at the Mynd, which was to prove a significant factor in the final placings.) Monday dawned wet and overcast, with the morning briefing being just that, with

no real thoughts of any flying, let alone a task! Frustratingly, Tuesday continued in the same vein, however by late morning it was clear that despite the diabolical conditions, the ridge was working magnificently, so out came the Bungee rope for an afternoon of unadulterated fun! Wednesday was at least consistent as again we were greeted by leaden skies, with briefing being rescheduled for 1500L, at which point the days task was reluctantly scrubbed. With the ridge again working well however, out came that highly social elastic band once again, as ironically conditions improved considerably to the consternation of the task setters! By Thursday, the organisers were looking increasingly desperate as yet another dull morning greeted the assembled pilots at the morning briefing. With an improving forecast, the task was set, and all hands were soon on deck to rig and prepare the gliders. With the conditions proving to be weaker than first forecast, by late afternoon the first gliders were away, however it came as no surprise that Race Controls telephone soon began to ring red-hot as the first land-outs began to flood in! This turned out to be a definite



French Nord 200 F-CAOP as flown by Carl Adissou.
Photo: Olivier Guitton



David Cornelius receives his VGC Wenlock Olympian competitors medallion. Photo: Geoff Moore.

Oly day, yet despite no Ka6's having completed the task, it almost unbelievable to see three Olympia's return after some very difficult flying indeed, as French pilot Carl Audissou took the honours in the Olympia class, and Turkish pilot, Haluk Yildiz taking the top placing of the day in the Ka6 class after landing out in Wales. Friday had been forecast to have a marked improvement, however yet again sadly the weather was still nothing much to write home about. With the task set, launching didn't begin until the late afternoon. With the gliders being winched into the slowly improving conditions, pilots soon began to utilise the cloud streets to push on to their turning points. Carl Audissou again took the final Olympia final day's honours, with Stuart Naylor taking the day's Ka-6 honours. With the competitions now over, Saturday greeted us with perfect conditions as the medals ceremony got under way. An expectant crowd watched as the winners of

both classes proudly received their medals from Wenlock Olympian officials. All the competitors then received a stunning commemorative medallion, handed out by the numerous guests, which included Hugh Judd from ELBEX, David Roberts from Europe Airsports, Andy Miller of the European Gliding Union, Tony Smith of the British Gliding Association, and Max Bishop, Vice President of the International World Games Association (IWGA), which is part of the International Olympics Committee. Vintage Glider Club President Nick Newton then gave a stirring speech about the historic importance of what had been achieved over the previous week, before handing out two beautiful models. The first, for the best restored Ka-6, went to Stuart Naylor of the UK. The second, for the best restored Olympia, was awarded to Firmin Henrard of Belgium for his simply stunning Nord 2000. To finish the ceremony Max Bishop of the IWGA gave a

short speech stating that "gliding has a great future in multi-sports events and that Wenlock has shown the way forward". In concluding, Max presented a stunning glass-cut trophy that had been donated by the Czech Oldtimer Club for the most kilometres flown throughout the competition, which went to Bruno Wettstein of Switzerland. With the ceremony drawing to a close, the Habicht carried out another immaculate aerobatic display, as some impressive model glider flying kicked off the day's flying. The VGC had assembled an interesting array of gliders that chartered the history of gliding. With the humble Primary heading the list, numerous gliders charted the development of the sport through to the glass-fibre age, and included examples from both museums and VGC members. With the airfield officially closing for flying at 1800L, the bar opened with a stunning buffet meal and the cutting of a spectacular cake made by Mid-



Colourful grid!
Photo: Chris Ellis



Firmin Henrard proudly receives the VGC best restored Olympia award. Photo: Olivier Guitton



INTERNATIONAL EVENTS



VGC President Nick Newton gives a stirring speech
Photo: Olivier Guitton



Wenlock Olympian Societies Olympic Mascot "Wenlock" goes gliding!
Photo: Courtesy of the Midland Gliding Club

land club member Denise Hughes. Despite the weather, all who took part considered the event a huge success, with the event generating much media interest, including the BBC's excellent "Countryfile", and was even shown on Canadian TV News! Despite the events success however, it was a steep learning curve. Olympic Gliding was never intended to run as the more modern competitions that we are more used to these days, especially in relation to the ethos of the relationship of the competitor and the spectator. It was evident that there needs to be more work in this area, for which the Mynd is perfectly situated to take advantage! And the future? Well that's largely up to the gliding community, but it was evident by the enthusiastic response of both the competitors and VIP's present, that there is a real need for a meaningful competition for the

older gliders that are still popular with the club pilot. This is something that the VGC can, and should promote. Finally, a huge vote of thanks goes to our fantastic sponsors, EBLEX, who made much of the event possible, the Wenlock Olympian Society, the BGA for their valued support, all our dedicated competitors, and not least, Jon Hall and his fantastic team at the Midland Gliding Club.



Just a few of the stunning array of models flown by the Wolves Model Club members, Photo: Mark Richards

Final top 5 placings were:

Olympia Class:

- 1st Place:** Bruno Wettstein HB-381 Switzerland 256 Points.
- 2nd Place:** Rob Lockett BGA 1173 Great Britain 179 Points.
- 3rd Place:** Carl Adissou F-CAOP France 164 Points.
- 4th Place:** Roger Andrews BGA 1059 Great Britain 126 Points.
- 5th Place:** Wynford Williams BGA 1035 Great Britain 109 Points.

Ka6 Class:

- 1st Place:** Adrian Emck G-CJSG Great Britain 260 Points.
- 2nd Place:** Stuart Naylor G-DDZW Great Britain 126 Points.
- 3rd Place:** Rod Hawley G-DDOK Great Britain 108 Points.
- 4th Place:** Haluk Yildiz G-DBXT Turkey 89 Points.
- 5th Place:** David Cornelius G-CHJP Great Britain 63 Points.

Olympian Games Gliding... now open to all wooden gliders

13th-20th July 2013, Long Mynd.

Well the message was clear, there was a need for a great competition dedicated for older gliders, and it should be kept that way! After passionate debates by those pilots who attended this year's Wenlock Olympian Games, it was clear that for many pilots based in mainland Europe, the idea of

making the long journey year on year to the Long Mynd in England was just too much. With this in mind, the MGC have decided that they want to continue to support both the Olympia and Ka6 as a one class entry, but on a bi-annual basis, with 2013 being dedicated to the Ka6, and the Olympia single class in 2014. (If

you own an Oly, you can still enter under the Open Class for 2013.)

In support of the aims of the VGC and listening to the those that wanted to compete in other older gliders this year, the MGC have decided to open the competition to any wood/fabric glider as recognised by the VGC. This "Open Class" will be split into 2 groups based on performance, thus giving a humble Grunau Baby a fighting chance against say a Slingsby Dart. Any glider maybe entered, and it is organiser's intention to award Olympian medals to each sub-class of winners.

Whether you fly a Ka6, or anything else that qualifies, you too can be on the 2013 Grid, and compete for an Olympian Medal! To register your entry visit:

www.wenlockolympiangliding.co.uk



*The Seagoing Baby at the Lake "Flosjön"
Photo: Gunnar Back, 1967*

Knut Uller

A Swedish Seagoing glider a myth or reality?

But the story is true. In 1967, a Swedish built Grunau Baby supplemented with floats flew on lake "Flosjön" at Dala-Floda in Dalarna Sweden and the glider could both take off and land on water.

was nailed and glued together and filled with Styrofoam. After a week's work, the float was ready and weighed a total of 32 kg. The Baby's skid was removed and the new float attached to the existing fittings and rubber blocks on the glider's underside. The attachment was strengthened with small wires. Curiously, the float was joined to the wing struts with bicycle inner tubes. The cost of the complete central float, attachments and mountings was 100 crowns.

The story of the Swedish water Baby began in 1967 when three young men from Mockfjärd and Dala-Floda discovered an old glider hung in a barn near the airfield of Dala-Jama. The glider was a Swedish built Grunau Baby II B2 registered as SE-SDC. It was built by AB Flygplan of Norrköping in 1944 for the Flyingclub in Dala-Jama. They bought the glider from the farmer for 200 Swedish Crowns and two bottles of Brandy. The glider was moved to Dala-Floda with the idea that it would be made airworthy again. The three young aviation enthusiasts were Lars-Olaf Tillman, Per-Ake Westerberg and Par Eriksson. They all came from a gliding background, with Lars-Olaf's and Par's fathers being holders of 'C' gliding certificates, and all three had received their gliding training at the nearby club. Addi-

tionally, they all had great interest in building and flying model gliders.

It was proposed to fly the glider from a local field, but this proposal was overruled by Tillman who argued that the field was too small and the glider would crash into the surrounding trees. He suggested as an alternative: trying to fit the glider with floats as he had read about German gliders being equipped with floats. They would then be able to fly the glider from the nearby Lake Flosjön.

All three worked on the glider and the float. Tillman became the supervisor and designer and made all the calculations including centre of gravity, weights etc. and size and angle position of the float. The three made the central float in Per-Ake's father's carpentry shop in Dala-Floda. It was made of 4 mm plywood which



*The central float to the Seagoing Baby
Photo: Knut Uller, 2002*



FEATURE



*The Enthusiast Par Eriksson at the central float to the Seagoing Baby
Photo: Knut Uller, 2002*

To allow full aileron movement on the water, the glider was fitted with Styrofoam blocks on the underside of the wing tips. This idea was supplemented by additional floatation devices fitted each side of the belly and the tailplane was fitted with rounded end plates. The Styrofoam had been bought cheaply from Elementhus in Mockfjärd. They carved the Styrofoam with a bandsaw. The glider was completed with instruments, including an old altimeter and airspeed indicator as a gift from Borlange Flying Club.

When the glider restoration and modification was complete, it was decided that Tillman, as the designer should have the honour of the first flight. This took place on Lake Flosjön. For each launch, the glider was towed behind a motor boat fitted with an up-rated 100HP Jonsson Engine and a 200 meter tow rope. The launch, undertaken with the 200 meter rope attached to the existing release hook, achieved a height of approximately 75 meters after a 300 meter run. Tillman was the main pilot but the other two, Per-Ake Westerberg and Par Eriksson, also flew occasionally. Most flights were straight ahead although some 90° and 180° turns were made. The cost of launching the glider was extremely expensive for the youths as, with the launch run, glider retrieval and return to the launch point used about 20 litres of petrol.

The glider was unstable and had reverse movement of the rudder at the start. It was also difficult to handle on the water, and the float acted as a rudder in flight. Control effectiveness of the glider was very poor and the glider remained in the turn until it was flown out of it.. The wing

took in water at times especially when the wing tip floats came off as they were only glued on. The fuselage inspection panel also took in water splashed up at the start of the launch run. Tillman constructed a few valves in the ribs to allow the water to escape from the inter rib spaces and then out of the fuselage. Despite all the mishaps the trio did not give up and had several daily launches on the lake.

Their flights on lake "Flosjön" in 1967 attracted much attention among the population around Dala Floda and Mockfjärd with many spectators turning up to watch. In July of that year, the area gliding championship took place in that area and many of the competitors took the opportunity to have a flight in the famous "Water baby". The head of Gliding in Sweden and the head of flying on the lake heard rumours

about the unauthorised flying of the unregistered Grunau Baby, but without witnessing the flights themselves decided not to do anything about it. Between flights, the Baby was stored in a disused barn beside the lake.

When the water gliding season was over 1967 and ice had settled on Lake "Flosjön" the trio decided to resume land based flight and the floats were removed from the glider and replaced with the original skid etc. Over Christmas in 1967, a 'runway' was cleared on the ice and on New Years Eve, Tillman was towed behind a car. This was the Seagoing Grunau Baby's last launch and the end of Tillman's flying career. For some unknown reason, the glider became airborne and then just dove into the lake surface. It is not known whether he was unable to release due to a build up of snow and ice around the release hook or if the hook itself had frozen in the cold conditions. The glider was destroyed and Tillman was taken to hospital with several broken bones.

Immediately after the accident, it was decided to burn the glider so that no evidence would remain of the unauthorised flights. The only part to survive is the central float which has been kept in Par Eriksson's barn where I saw it 2002.

The whole story is now known about the 'Seaborne Grunau Baby', and although it was never type approved, all flights were unauthorised and therefore illegal and the three young pilots didn't have a glider license! However it was a great adventure in the true spirit of gliding ingenuity.



*Lars Olov Tillman and the Seagoing Baby at the Lake "Flosjön"
Photo: Gunnar Back, 1967*

Gábor Fekecs

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.

Continuation of the article in VGC News No. 135.

As we couldn't show them all in the last issue of VGC News this series is continued here.

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

Group 1: Gliders usually launched from land but capable of landing on water (i.e. in regions with many lakes and limited outlanding fields)

Group 2: Gliders towed by speedboats for training, testing float plane designs or just for fun.

Group 3: Military use



Delphin, Wasserflugzeug, Germany, 1925, Group 1



Hatri Wasserratte, Germany, 1928, Group 1



William Van Dusen Amphibian Glider, USA



MT-1 Water Glider, Poland, 1936, Group 1



Tsuno Water Glider, Japan, 1942, Group 1



Gallaudet Water Glider, USA, 1897, Group 2



Collins Waterplane Glider, USA, 1930, Group 2



Borghese Water Wing, Italy, 1931, Group 2
www.paragliding.gr



Richter Wasserseglflugzeug, Germany, 1931, Group 2



SA-9M Water Glider, Russia, 2006, Group 2



Richter "Möwe" Wasserseglflugzeug, Germany, 1913, Group 2

ITALY

Vincenzo Pedrielli

Caproni Calif Meeting



The Aero Club "Adele Orsi", located in Calcinate del Pesce (Varese), hosted the International Caproni A21S "Calif" Meeting from May 26th to June 2nd, 2012. The opening dinner was held on May 26th with the participation of Count Achille Caproni and the designer Carlo Ferrarin. ("CaLiF" coming out

from: 'Carlo', 'Livio' and 'Francis'). Eight machines, built in Italy by the company Caproni Vizzola Ticino and coming from various different European countries such as Germany, Belgium, The Netherlands and Italy, got together for the first time to fly in the beautiful and unique Varese region. The meet was not competitive,

but simply for the pleasure of the pilots who were able to fly in the actual locality where the Calif was designed and built. The Meteo was generally satisfactory allowing nice flights to be made as far away as Val d'Aosta, Cervino and Monte Rosa. The success of the meeting exceeded all expectations!



Calif group



Photos: Umberto Bertoli.

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Skylark 2 "Merlin" superbly restored by Tony Cummins
Photo: Geoff Moore

Rob Faulkner

The 17th Camphill Vintage Rally 2012

(Incorporating the 2nd Annual Capstan Reunion)

With eleven visiting gliders, plus around six of our own from Derby & Lancs, some 32 visitors gathered under moody skies for the 17th Camphill Vintage Rally. Despite this year's diabolical weather, we did manage however, to fly every day except one! (Although it did serve to deter three Capstans that never materialised!) We were lucky in that it also dried out most evenings, so we could sit outside and enjoy the evening air whilst eating our meals. In accompaniment to the popular watering hole (the bar!) we had the usual Social Programme of Speakers and Competitions, which only added to the view that most of our regular Visitors take; in as much, that they love Camphill and, if they fly as well, that is a bonus! Friday 22nd June, no flying

but Pete Redshaw's 'Gin Palace' was well tested by the first arrivals! Saturday, 23rd saw some seven launches including four check flights, then we all met together for a Welcome Buffet supplemented by plenty of tall stories at the Bar! Sunday, 24th saw a total of fifteen launches, including seven check flights followed by Tony's "Bar Quiz". The bottle of wine for the longest flight of the day went to Malcolm Kerley from the Kent GC for 2 hrs. 18 minutes in the Skylark 3. Monday, 25th saw most of the day's forty nine launches proving to be short flights, however Pete Redshaw and Rob Faulkner were strapped in with checks completed before the launch bus had even arrived at the launch point, and managed to contact wave to 4,300 ft! It was lovely up above the clouds, but they had to make a rapid

descent as the gap closed in. Some other notable flights were recorded, which included Mike Armstrong who managed 1 hr. 18 in his Sky. Bottles of wine were awarded to Pete Redshaw who managed 1hr. 54 in his Capstan and to Tom Edwards who clocked up some 2hrs. 1 min. during the morning trying to contact the wave. We also had one or two shorter flights.... one of which was a rather impressive 4 minutes. (I didn't think it was possible to get around in 4 mins!) But the winner (or should that be loser?) of the Camphill Horn went to Mike Davis after finding himself back on terra firma after only 3 minutes in the Skylark 3. Naturally Camphill wouldn't be Camphill without somebody landing down at the bottom of the airfield, with Alex Green taking that accolade in his Ka6, and was duly awarded another of Camphill's Horns! That evening there was an interesting and well researched talk by Bruce Stephenson about Gliding in the Olympic Games. Tuesday, 26th saw a respectable thirty four launches in difficult conditions, and as everybody knows, we always write the rules after the competition depending on who we want to win! Therefore bottles of wine were awarded to those pilots who displayed exceptional skill in completing a circuit in the minimum possible time. There were several 5-minute flights, but with much diligence



UNITED KINGDOM



*Kent GC's Prefect
Photo: Geoff Moore*



*Peter Redshaw's immaculate Capstan
Photo: Geoff Moore*

in seeking out the areas of greatest sink, there were three 4 minute flights recorded by Bob Playle and David Le Maistre in a Capstan (what else?), Mike Derwent in the K18 (and that takes even more skill than a Capstan), and in the Puchaz, Al Jolly, who managed to steer Lewis Alderson to all the best sink! Camphill Horns were awarded to those who significantly failed to find the best sink, in which Mark Wakem in the blue Sky managed 34 minutes, and in the Ka8, Tom Edwards who floated around for an entire 44 minutes. Out, hogging the most sky however, was Mike Armstrong in the Kinder Scout 2 with a whopping 1 hour and 45 min.. Wednesday, 27th and 60 launches later, the longest flight of the day went to Mike Armstrong at 1 hour 49 minutes. In true Camphill style he was duly disqualified however, as he missed

the morning briefing! The second longest flight at 52 minutes went to our very own CFI, Pete Gray in the K18. Trouble was he missed briefing too, so we finally got to a very deserving winner (who I really wanted to award a bottle to anyway), Bob Lloyd from the Kent GC in the "Prefect" with a flight time of 23 minutes. The competition proved to be pretty hot around 19 minutes however, but there was just one flight of 20 minutes in the Skylark 2 by Tony Cummins. And the Camphill Horn? Well that went to a certain well known "Capstaneer" in A23 for a Kamikaze attack through the Bungee Gate! That evening Bob Lloyd gave an excellent slide presentation about the Kent GC Vintage Group, which led to an extremely interesting debate about the merits of operating wooden gliders compared to EASA handicapped glass ships.

Thursday, 28th dawned unsuitable for Vintage, with strong SW winds and heavy showers. Despite the conditions however, there were nine club launches made. Due to the conditions, we ran a Simulator competition, with a task set by Alex Green for an SG38 Open-Primary, which saw both Malcolm Kerley and Bob Lloyd managing to land out! (Naturally they were awarded Horns!) Bottles were awarded to Martin Cooper who achieved second fastest at 45.2 kph, and the fastest (which was probably set after the Gin Palace closed) at 50.2 kph. was by Peter Redshaw. Later that evening, thirty seven people attended the Gala Dinner, which was superbly catered by John Sconce and Sylvia. Friday, 29th saw just five launches in the challenging conditions, which included notable flights again by Tom Edwards at 2hrs. 30 min, and a 2hr. flight by Mike Armstrong. Most people had more sense however, and derigged, with many returning home. The Kent Mafia and Caroline Coates stayed on however, so we competed for the Horseshoe Pitching Trophy that evening, with the Camphill Billies naturally successfully defending their title! Prizes By popular vote, the following prizes were awarded: The Tankard for Best Capstan Flight of the week was awarded to Peter Redshaw. The Tankard for Best Vintage Flight of the week was awarded to Mike Armstrong. The Vintage Kiwi BRA Trophy for Best Restored Aircraft was awarded to the Kent Oly 2b. The Bernard Thomas Plate for 'Person of the Rally' was awarded to Rob Faulkner and finally, the Horseshoes Trophy was won on the Friday night by the Camphill Billies. **Dates for Next Year:** Friday, 21st June, to Saturday, 29th June, 2013.



Gala Dinner. Photo: Rob Faulkner

UNITED KINGDOM



The rarely seen Willow Wren. Photo: Glyn Bardney



Rigging the Scud 1
Photo: Peter Hardman



The Slingsby T15 Gull 3 and little friends
Photo: Peter Hardman

Peter Hardman

Vintage Glider Club Help Brooklands Museum display their Gliders



The 'team' at Brooklands Museum. Photo: Peter Hardman

On Saturday 29 September 2012, seven members of the Vintage Glider Club attended the Aviation Day at Brooklands Museum, London to rig and display the Abbott-Baines Scud 1, the Willow Wren and the Slingsby T15 Gull 3. The day started early, with us all meeting at the Museum at 8:45am to decide how to proceed. As the Willow Wren was in the most inaccessible place at the museum we decided to get that out first. We had to move several large Brooklands exhibits (in their trailers) to get at the Wren, and then rig it. We then decided that the most difficult glider to rig, the Abbott-Baines Scud 1, was next, and after much "weeping and gnashing of teeth" it was done and ready for display. Finally the Slingsby T15 Gull 3 was rigged and took pride of place on the tarmac in front of the Museum's Hawker P1127 (Harrier prototype). All three Gliders were positioned in the Brooklands Paddock, and the VGC members stood by them answering questions from the public about the gliders, vintage gliding in general and the Vintage Glider Club.



UNITED KINGDOM



The view of "The Bank" from Chris Wills old MG19. Photo: Colin Simpson

public enjoyed picnics on the airfield, admiring a wonderful sunset and impressive moon rise. Afterwards a country rock group played in a marquee outside the clubhouse. A great evening which provided excellent publicity for the club and the gliding movement. On the two following days an early clearance of overnight rain was followed by ideal conditions for the old gliders. Gentle soaring on the west and south ridges was boosted by smooth thermal lift. In view of the dire conditions reported elsewhere in the UK rally attendees were very happy to have flown three days in succession. Each day, wine and beany hats were presented to pilots who had flown highest, longest or furthest. Regrettably it couldn't last and the extreme wet and windy weather afflicting the south headed north. The result was no flying but a great deal of nostalgic gliding talk. Visitors explored many of the local attractions. A splendid evening meal in the clubhouse on Wednesday evening was enjoyed by all. An exhibition of artefacts and documents was laid on by a descendant of the local Addeyman family who were pioneers in the early days of aviation. They have evidence that gliders flew from Sutton Bank many years earlier than had been thought. In fact the club might well celebrate one hundred years of gliding from its site. The rally was drawn to a close on Saturday, although some stalwarts stayed on to fly. All who had helped were thanked for their efforts, especially the CFI Andy Parish. The YGC president expressed his wish that participants would return to Yorkshire and promised that the club would bid for another National Rally in the not too distant future.

Phil Lazenby

2012 UK VGC National Rally

On the Sunday morning, 3rd of June, over 30 pilots assembled at first briefing to hear the Yorkshire Club President, Nick Gaunt, welcome all attendees. He and Phil Lazenby, Rally Director, referred to the sad absence of VGC founder and President, the late Chris Wills, and also Moyra Johnson, late president of the Yorkshire Club who was a fervent supporter of the vintage movement. Both would have been delighted to see so many machines and their pilots at the rally. Prior to the briefing, an RAF Tucano carried out a low pass over the site in tribute to Moyra's encouragement for aviation in the area. Given the extremely unstable air mass covering the whole of the UK it was hardly a surprise that no flying was possible on this first day. Quality gliding was the order of the day on Monday when the area enjoyed a welcome soaring window giving good thermal lift to around 3000ft in a light N wind. All entrants flew, along with many YGC members. Vintage flights were generally in the 1 to 3 hours range

as pilots enjoyed stunning views over the North Yorkshire countryside in perfect visibility. To celebrate the Queens Jubilee, a beacon, one of a chain across the UK, was lit on the edge of the ridge as dusk fell. Prior to this over a thousand members of the



Having fun in the T31 at Sutton Bank. Photo: Caroline Coates

Bruce Stephenson

2012 Haddenham Rally



Launch point. Photo: Gayle Pearce

Well its been wet, really wet, but thankfully the gods were smiling for this years UK Rally opener at Haddenham, with organisers and pilots alike at least enjoying some short lived flyable weather to blow away the cobwebs (5-7 May). With a small gathering of early vintage gliders, pre-war examples included the lovely Kite 1 and the simply

delectable Petrel - some of Slingsby's finest. Other gliders included a lovely Skylark 3 belonging to Alan Pettitt and a bit of a rare Brit bird, the one and only Swales, which is owned by Rod Harris. Both these gliders managed respectable flights of 1hr 50, and 2hrs 10 respectably on the Sunday, which proved to be the best day. With the club also flying its fleet, the K-8 managed

a best flight of 1hr 20min, with one of the K-13's managing 1hr 4mins. Also present was the Grunau Baby, recently restored by Peter Underwood, which is now owned by Dave Bramwell at Haddenham. Surely one of the highlights was to see Peter still enjoying the air under his wing in one of his beloved gliders, when he sauntered aloft in the Grunau at the ripe old age of 84. Peter didn't take the antediluvian prize however! That honour went to 91-year old ex-WW 2 Halifax pilot John Herold. John flew the Halifax on many missions, including glider towing. John thoroughly enjoyed taking to the air again in the club's K-13 and says he looks forward to doing it all over again when he's 100! With the Saturday evening BBQ up to its usual high standards, the gang at Haddenham yet again put on a fantastic welcome to all those pilots visiting this lovely and intimate site. It's no wonder that this event is one of the gems of the Vintage calendar. Thanks to Gayle Pearce and Dave Bramwell for their assistance in compiling this report.

Bruce Stephenson

The Great EoN Baby mystery!

Despite some 47 EoN Baby's coming off the constructor's line, today there's not a lot of them left in the UK, and with possibly as few as only three or four left in the country, are now a rare bird indeed! So caring for this increasingly endangered species is all the more important. One of those that has survived is the ex-Bowland Forrest Baby, (constructor number 5) and is well on the way to being back in the air, and is probably one of the better known Baby's within Britain having attended many early VGC Rallies throughout the 1980's and even featured in a book by one of the syndicate partners, Peter Moran. You see the conundrum is that constructor's number 5 is one of only a handful of curved back EoN Babies built, along with constructor number 4 which

is currently under long-term restoration at Shoreham. The original sales brochure also looks to feature EoN number 1 with a curved back. This is where things begin to get weird! Old number 1 is still in one piece, however now resides in Australia... with a straight back! (Thus leaving the logical answer as that they must have changed the fuselage at some point!) Not so fast, it's here that the mystery deepens... Constructor number 2 is also still with us, however that one resides over the Tasman in New Zealand. It's been there since it left the factory at Newbury in the late 1940's, and it too appears to sport a straight back. At this particular moment, I do not have the fate or whereabouts of constructor number 3; however we do know that construction 4 and 5 have curved backs. Chris Wills al-



An eager young Charles Stephenson tries the Baby on for size. Photo: Bruce Stephenson

ways thought that around the first 5 were built with curved backs, before switching to straight backs for ease of construction. Clearly this does not appear to be the case, yet it seems totally illogical that anyone would complicate construction by switching from a straight back fuselage to a curved one, then back to a straight back again! As my head hurts, I wondered if anyone could put me out of my misery?

UNITED KINGDOM

David Underwood

Rebuilding the Prototype Kirby Kite 1



Top: Slingsby T6 Kite, below: Re-building the Fuselage. Photo: David Underwood

My first contact with a Kirby Kite 1 was at the Rodi Morgan Rally at Dunstable in the early 1980's. Mike Beech and Tony Maufe had taken their newly restored Kite BGA 310. Peter (my father) and I had taken our Grunau Baby 3 to the rally. This started our fun with the Vintage Glider Club and Kirby Kites.

My next meeting with a Kite was at Gt Barford near Bedford. We had got involved with Mike Russell's Russavia. Dick Haddlow, one of Russavia's pilots, owned BGA 400. This Kite was in a farm building, painted blue and white. It had had some work done on the trailing edge of the wings. Mike Russell made a deal with Ringway, now Manchester Airport, to have the Kite, at the 50th birthday of the Airport. We brought the Kite home to Eaton Bray for a makeover and painted it with the military markings, it had used when it served at Ringway in 1940. After that we restored it to airworthy condition. We repainted it with the military markings it wore at RAF Thame (Haddenham). Part of the restoration deal was that we became part owners of the Kite. After 20 odd years of owning it, Dad thought about giving up flying and as I don't fly, we sold the Kite to a syndicate at Haddenham. Dad didn't give up flying and still flies the Kite now and then.

During this time the prototype Kite was owned by Terry Perkins at Dunstable. It was in poor condition. Eventually it was moved into the workshop at the London Gliding Club, but after some time Terry was told to take it out of the workshop, and with no trailer it was left outside. Terry had no cover for the Kite. We decided to rescue it and put it under cover for Terry. We put the wings on our open trailer and took them home to Eaton Bray. We passed Terry who was on his motor bike on the way to the club. Dad later told Terry what we were doing, so that was ok. I took the fuselage home to my house in Wavendon where it hung in my garage for many years. I made some drawings and took photos. It was different to BGA 400. Everybody said

that it would never fly again, it was beyond repair! I didn't agree! I had to remove the fuselage from my garage when I got divorced and sold the house. It was then put under cover at Eaton Bray but it was falling apart as were the wings. Terry passed away and things didn't look good for the Kite. After a year or so I decided to ask Terry's widow, who lives a few doors up from my new house in Totternhoe, if I could buy the remains of the Kite. At least we had the metal fittings to work with. I wanted to rebuild it. Dad said what do you want to do that for. But as soon as I had got title to it he started work on it.

Peter (Dad) had always wanted to build a new Kite but he said this was better. He started making more drawings and measuring parts up. We took what was left of the fuselage apart. Paul my son taking photos of everything, including the silly owner sitting in the cockpit! The Kite is owned by all three of us, I was just the person who parted with the first money to buy it.

During the rebuild I was offered the remaining parts left over from the rebuild of BAG 310, which used parts of BGA 327, by Tony Maufe. So I drove up to Ilkley Moor to Mike's old house and picked up a fuselage in two parts, tail surfaces, rudder and Struts. This I now hope to rebuild as another Kite. I just need to build some wings...

With the prototype Kite in bits, Peter started remaking the bulkheads using some of the original wood where possible. I started on the elevator first, taking it

apart then rebuilding it in my living room. To get it all in the right place I used the marks on the old fabric. This worked well. Dad rebuilt the tail plane using the Slingsby drawings, I then had to move some ribs further out on this to where they should have been on the prototype! Next I started making new wing ribs on my living room table. Peter made a jig for the new wing spars. The spars were built, then jugged up and ribs fitted. We have decided to rebuild it as it was in 1935 with no lift spoilers. At the moment most of the D-box ply has been fitted. Next job is to make a jig for the rebuild of the fuselage. I have glued the other fuselage together. But it still needs ply fitting over the area. I am also trying to cover a trailer that I had welded up. It has taken nearly three years working on the prototype Kite so far.



Kirby Kite Wing awaiting covering. Photo: David Underwood



Looking south with small town Løkken 10 kms ahead. Photo: Niels Ebbe Gjørup

Niels Ebbe Gjørup

News from Denmark

News from Denmark, September 2012. The Danish Historical Gliding Club has approximately 325 members and a total of 38 historical gliders out of which 18 are being flown from time to time. 5 more are under restoration at the moment. Normally we select 7 or 8 gliders to fly every season. This year we had decided to make a small "Scheibe-event" during our annual summer week-end rally so therefore we put some focus on flying the Specht, Mü-13E, Bergfalke II, L-Spatz 55 and the SF-26A. The hosting club was Midtsjællands Svaeflyveklub located at Slaglille gliding field near Slagelse (On the Isle of Sjaelland). Of course we also brought the highly popular Danish two-seater primary the Hoegslund-Traugott-Olsen "2G", designed in 1945 and first flown in 1946. Two open primary gliders of this type are still active and a third one has almost finished restoration. We must say that this rally during 6-7 July had all the ingredients it takes for a great success. Nice weather, nice flying, nice eating, good organization and loads of enthusiasm amongst partici-

pants. A few people even signed up as new members - even the poor guy who lost his I-Phone out of his pocket while he was sitting - well, in a glider. Normally it would not be any big concern - even if it should happen onboard a plane in the air. But the 2G primary has no floor in the open cabin. So what is lost is really lost - and more so if it happens in 800 feet... At least that was

the conclusion for 6 hours during which period the unfortunate and several others were searching for the phone in the airfield. All the time the search team had to clear the area when launches were made or the cable retrieve car was passing. Shortly before darkness the phone suddenly got re-united with its again happy owner! And unbelievably the thing was still working after it's skydiving stunt and subsequent hard landing! The Scheibe gliders were taken to the sky many times



The Scheibe Specht flown by Lars Laursen. Photo: Niels Ebbe Gjørup

DENMARK



The L-Spatz 55 with Johannes Lyng.
Photo: Niels Ebbe Gjørup



Remains of the Maarup Church and the old airfield with hangar concrete foundations visible. Photo: Niels Ebbe Gjørup

and for many hours during that week-end, but nothing can compete with the 2G primary! Flying her is cool and great fun! So not only during the Scheibe week-end, but throughout summer many passengers have enjoyed being up in the open cockpit. Eventually on the 1st September the time had come to take a couple of gliders for our traditional slope flying week-end at Lønstrup in North-West Jylland, near Hjørring. With a forecasted westerly wind of 6-7 metres per second some chose to stay home, but that was a mistake. For those few who came nature had prepared the most beautiful scenery one can imagine. The wind proved strong enough to enable several duration flights in the clear air above the 80 meter high sand dunes along the North Sea while the sun was glittering in the millions of waves washing the beach that day. Gliding in Lønstrup began in 1937 and went on during the fifties and sixties. From 1988 when our historical



EoN Olympia winch launching behind the dunes. Photo: Niels Ebbe Gjørup

club was formed we made it an annual tradition to go there in the fall provided the wind is feasible. Our delegation for the International Rally in Lithuania comprised 3 gliders and 11 persons. Lina, Benvenutas, Vytautas and their entire organizing team can not be thanked enough. It was

a great rally. The former German Kranich 2 has now got a Danish registration, as OY-XWL was allotted shortly before departure for the rally. After the International Council asked Denmark to organize the rally in 2014 a management group is now formed and has started preparations.



Some of the participants in Slaglille. Photo: Niels Ebbe Gjørup



USA



A colorful ASK13 flying over Harris Hill

Vincenzo Pedrielli

IVSM 2012 Elmira NY

Elmira, the Soaring Capital of America,
the cradle of the sport of soaring in the USA

Elmira is known as the Soaring Capital of America. It is the cradle of the sport of soaring in the USA, just as the Wasserkuppe is to Germany and Dunstable Downs is to England, and therefore the National Soaring Museum (NSM) was founded on Harris Hill, at Elmira, and the International Vintage Sailplane Meets are held at this location. The very first Vintage Sailplane Regatta in the USA was organized back in August of 1974, by Jan Scott and a number of vintage sailplane owners. This year, for the fifth time, the International Vintage Sailplane Meet (IVSM), again took place at Harris Hill, from June 30th to July 7th, sponsored by the NSM, the Vin-



Schweizer SGS 2-33

IVSM - 2012
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VINTAGE SAILPLANE MEET

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USA

tage Sailplane Association (VSA) and the Harris Hill Soaring Corporation (HHSC). Jeff Byard, a trustee of the NSM and Chairman of the IVSM 2012 committee, opened the ceremony followed in turn by each of the Presidents of the three host organizations. Bill Schweizer, the only surviving member of the three Schweizer brothers, declared the Meet open by ringing the bell. All in all, 32 vintage sailplanes attended the event and well over 100 people were present including pilots, their crews and glider enthusiasts. Almost one third of sailplanes were Schweizer, of which there were six SGS 1-23, two SGS 1-21, one SGS 1-26B, one SGS 2-8 TG2 and two SGS 2-33 two-seaters belonging to the HHSC. The next largest sailplane group was the Schleicher Kaiser with four Ka-6, two ASK-13, one Ka-8 and one Ka-2B. Particularly admired were the pre WWII designs, represented by the only Baby Albatross flying in the world, the PS-2 Franklin, the Ross RS-1 Zanoia and a replica of the Huetter 17. In addition there was a Kranich III, recently bought from Germany, one Slingsby T21 and an Air Cadet T47 coming from Canada. To complete the list, there was a Bergfalke and a nicely restored M-100S designed by the Morelli Brothers. Quite a good representation of the vintage glider world. Despite the fact that it was not a competitive event, the following best performances were noted: Distance - Matt Seymour flew 300 km in his Ka-6CR. Duration - John Hardy remained aloft for 5:20 in his Ka-8B. Altitude Gain - Jim Shafer climbed 6100 ft in his Cherokee II RM. The weather could not have been any better and the gliders did not stay on the ground even for a single day. The three Pawnees did a great job towing the sailplanes and the waiting time was virtually negligible. Jim Short, President of the VSA, selected



Harris Hill glider-port

and organized the following guest speakers: - "Vintage Gliders and the Olympics" by Bruce Stephenson. - "Health and Pilot Physiology" by Dr. Walt Cannon - "The Akaflieds and their Influence" by Joerg Ziller. - "John Robinson and the Zanoia" by Dave Raspet (presented by Bill Batesole). - "Vittorio Bonomi and Camillo Silva" by Vincenzo Pedrielli. - "About Wolfgang Klemperer" by Walter Klemperer. - "The 60th Anniversary of the Madrid Internationals" by Phil West-

cott and Kyle Schweizer. - "100 Years Ago: Soaring Starts around the World" by Simine Short. I should not forget to mention the evenings were nicely organized, rounding off successful flying days with good food and drinks to accompany long discussions. Obviously after three years we had many things to talk about. Even though IVSM 2012 is now history, it is never too early to start thinking about the next IVSM, which has been scheduled for 2016!



A nicely restored M-100S designed by Morelli Brothers



Dan Rihn and Jeff Byard happy after a nice flight on TG-2



Jeff Byard flying his Baby Albatross; All photos taken by Vincenzo Pedrielli

Bill Batesole

Zögling 10 Meter Primary Glider



Cockpit

After 46 years of storage, this beautiful example of a Zoegling Primary Glider has been rediscovered in Connecticut USA. It is a bit different from other models of the Zoegling Primary with wing struts and a tube-mounted tail section. Now, I need your help to discover the origin of this piece of gliding history. From what I have been told, this glider was built on Long Island, NY, USA in the late 1920's. I do know that it was bought and flown (at least once) by the Taylors in the late 1930's at their farm in Danbury CT, USA. In 1966, a Connecticut glider pilot acquired this dusty (bird-poop covered) glider from the Taylor's barn where it was then placed in storage until 2012. Here are my questions: Who built the glider? What year was it built? Was it built on Long Island? Was it from a kit with plans? From which country did the kit/plans originate? So here are some interesting historic clues: 1. The data plate looks professionally produced. 2. The data plate with its unique spelling may offer information, MAKE ZOEGLING 10 METER, MODEL PZ-10, SERIEL AC-711. 3. The glider is made with US AN hardware. 4. Streamlined wing struts. 5. Tow release



Zoegling assembled

looks manufactured. 6. Perhaps the seat is from WWI aircraft?? 7. I believe the fabric to be original. This Zoegling is a rare find and I would appreciate your help so more can be known about this Primary Glider. Gaining new historical information will



Zoegling Data Plate



Tail Attachment

help determine the future museum home for this Zoegling. Enjoy some detailed photos and my very amateur video. Please contact me with any information. <http://www.flickr.com/photos/airmasterc165/sets> <http://www.youtube.com/watch?v=Wol4hfd8p3I&feature=context-cha> Bill Batesole This email address is being protected from spambots. You need JavaScript enabled to view it. Walpole, NH USA Bonn, Germany

All Photos by Bill Batesole



AUSTRALIA

Malcom Bennett

Australian Minimoa

Our member Fernando Salazar and his friend Malcom Bennett are building a Minimoa. They hope to have it flying by the end of this year.

Read Malcom's report on progress of construction



Spar ready for last ply webb. Spar constructed on bent table ready to close.

August 2012, Melbourne Australia. I am constructing a Minimoa - a gull wing aircraft of the nineteen thirties. Building to plans obtained by Fernando Salazar from several sources throughout Europe and England. It was a long time wish of his to build one of these aircraft having flown one as a young man in Spain. I built the wing spars for him and then was asked to finish the job to a complete flying example. Progress to date consists of complete set of tail feathers - rudder, elevator-stablizer all fitted and hinged. Only fabric and paint to be done. Fuselage is complete, other than two strips of ply left off to make installation of control systems in the center section easier. The ply has been fitted and spliced ready for glueing and put aside till ready to close up. Rudder cables are in place up to the cockpit as are static vent tubes. Elevator controls are

also in place consisting of push rods and bellcranks to just behind the cockpit bulkhead. Control stick and torque tube are fabricated but not bolted in place as yet. Canopy frame has been fabricated of laminated timber but as yet I have not fitted any acrylic. All the wing mounting metalwork is finished and bolted in place on main bulkhead including to the spar ends. This includes drag spar fittings. Starboard wing is framed complete but is yet to have "D" nose ply fitted. The ply for the top skin of this wing out to the gull-bend is ready to glue on having to be made 45 degree grain but fabricated from parallel grain sheet requiring cutting the corners off the sheets and resplicing them on around the corner to form the sheets with angled grain required out to the gull-bend by the plans. Port spar and all the wing ribs are made and ready to glue together including trailing edge ply so construction of this wing should progress much faster than the first wing. I only have to move the existing

fuze and wing further across in my shed so as to able to clear the port spar tip into the other corner of the shed. After fitting the first eight ribs and framing the drag spar in place I can the disconnect off the fuze and build to measurement. The spars bend in two planes and where constructed on a bent table to the sweepback angle and offset by measurement to the gull angle. Fuselage was constructed on a ladder table using frames obtained from Germany by Fernando. Tapered stringers fitted then clad in the various ply thicknesses called up on the plans. Elevator, aileron and air brakes will be driven by push rods and bell cranks which over comes variation in cable tensions with changes in seasons. We have already built similiar systems in Woodstock aircraft with good results. (An American glider design). I expect it to be completed in about 12 months time. Photos attached show progress up to date.

All the best, Mal Bennett



Fuze after turning over off its ladder table



Tail feathers



Fernanda Salazar (right) and Malcom Bennett with their Minimoa. All Photos by Malcom Bennett.

NETHERLANDS



Maiden flight 21-3-2012 over Hilversum

Bob Persyn and Peter Deege

A Minimoa built in 26 years

A group of retired members of the gliding club at Hilversum airfield, discussed in 1984 building an ESG (Grunau 9) around a pair of available spars. But why building a primary for short hops instead of a proper sailplane? Bob Persyn's boy dream had always been a Minimoa, so the decision was made to build one. The start was a proper set of drawings but unfortunately the factory drawings were destroyed during the war. There was a set of Swiss drawings available in the VGC archive, however of bad quality and Bob started to reproduce some new drawings: a three years job. In 1988 he could finally start with the production of ribs and frames. In the meantime the

fund raising started with the first sponsoring and during the weekly meetings selling bread rolls and "krentebollen" which created a steady flow of small cash. After a year the frames and ribs took shape and Bob and fellows started with the fuselage skeleton. The club claimed their workshop back and another place had to be found. They could move to an empty space in the Air force museum. Building was progressing slowly because of another change of location, this time to the abandoned supermarket of the American troops in Soesterberg. Here was space enough to place the jig for the 8 meter long main spars. The spars could be finished and assembling the ribs on the spar was started. Bob and his co-builders are about 15 years further with the job, the fuselage is taking shape, the rudder is finished, the tail plane is almost finished and the last hand is almost laid on the ailerons. One of the club members produced most of the metal parts for the fittings and could be taken to an official aircraft welding shop for assembling. At this crucial moment they had to move again from their workshop in the supermarket. All the components were moved to the club workshop again, but not for



Original Sales brochure Minimoa



The stair in Schneider factory at Jezow (Grunau)

long. The club was planning to renew their workshops and a new solution had to be found. Still at the club workshop a test match of wing spars and fuselage could be achieved before the workshop construction started. It is 2005 and we have met the director of SZ Jezow, the famous Edmund Schneider factory in Grunau. In this historic place they did an outstanding restoration job on my 1939 Grunau Baby and they were contacted again, to see if finalizing the Minimoa could be done. Bring it over and we see, was their simple answer to a not so simple job it seemed later. All Minimoa parts were put on a K13 trailer and transported to "Jezow" (Grunau) and they were brought up the famous stairs to the workshop. Sceptic faces appeared about this complicated job, but Mr. Minar-



NETHERLANDS



Weighing and final assembly at Jezow. Henryk Minarski left, Peter Deege right



First rigging at Hilversum. Bob Persyn in the cockpit



Main spar jigs at Soesterberg

ski thought that this job could be done in about two years. Happy with the forecast we went home, not knowing that we had to travel many more times to Poland. So far the project took already some twenty years. The wing parts were taken to Bielsko Biala, known from the "SZD Junior" factory, because of available manpower. Progress was slow due to various reasons. Other historic projects, such as a Spalinger, Olympia, T21 and a Fauvel were given priority despite many visits, mails and telephone calls. Another set back was a major computer crash at the factory, with all their data lost. Finally in 2009 it was the Minimoa's turn. The job was plagued by discrepancies and missing details in the set of drawings and we had to do a lot of homework to answer their questions. For the courageous guys still building I have opened a website www.minimoa.jimdo.nl. If you have any questions may be I can be of assistance. I am also repairing at the mo-

ment the original digital drawings. At this stage of building we had to decide to install a spoiler system instead of the better performing Schempp Hirth airbrakes because no installation drawings could be found. The final stage was nearing this summer and we thought it wise to stay in Poland for a longer period and solve forthcoming problems on the spot. The colour scheme chosen was that of the original 1936 sales brochure. Pearl white RAL 1013 and Signal red RAL 3001. End of September this year the Minimoa was ready for final assembly and weighing. During weighing we decided to remove the rudder balance weight, this to obtain a better CofG and consequently accepting a speed limit of 175 km/h, which is quit high for this lady. When the Minimoa was ready for the test flight we were informed by the insurance company of the factory that this test flight was not covered under their standard insurance

and we had to pay a sky-high premium of several thousands of euro's for only this one test flight. We will do that at home. It remains to me to thank Henryk Minarski and the team of SZ "Jezow" for a beautiful Minimoa and the enormous warm hospitality I was offered.

Coming home we received an enormous welcome at the gliding club in Hilversum and on November the fifth we had the official presentation with a lot of VHZ and VGC people present. Local newspapers wrote articles and the local radio- and television stations mentioned it with interviews in their programmes. We are waiting now for the official document and the perfect weather to make the maiden flight.

With all documents received without too difficulty the perfect day to make the first flight came on march.... 2012

VINTAGE SAILPLANE ASSOCIATION



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GERMANY



A-Spatz. Photo: Alexander Gilles



L-Spatz 55. Photo: Alexander Gilles

dry quickly. Some pilots looked quite surprised when they realized that their Spatz required 10-15 km/h higher landing speed due to reduced performance as a result of wet wings (as described in the flight manual) and landed considerably short of the landing spot.

- The scoring was as follows:**
1st place Reginald "Ritchi" Kasubeck
2nd place Thomas Schröder
3rd place Hartmut Sammet

The next Spatz meeting which is our 30th anniversary will be held by the winner Richi Kasubeck in Anklam, the place which is known to every pilot as birthplace of Otto Lilienthal. So it will take place at a historically important place from May 30 to June 2 nd 2013. Information will be available in due time from the homepage of the Fliegerclub Otto Lilienthal (<http://www.fliegerklub-otto-lilienthal-anklam.de/>) a well as on the VGC Rally Site (<http://www.vintagegliderclub.org/rallies-events/upcoming-events/>).

Gere Tischler / Translation Ute Fauth

29th Spatz meeting Weißenburg / Wülzburg

In 2011, Thomas Häcker and Reiner Mößner had agreed to hold the 29th Spatz Meeting for the second time after 2007 on the idyllic glider airfield of the FSV Weißenburg. It was the first time in the history of the Spatz Meeting that the event would take place on an airfield for the second time.

Some participants arrived as soon as 2nd June, most came in the evening of 6th June.

25 pilots with their entourage followed the call to Weißenburg which made a Spatz flock of about 70 persons on the airfield.

In addition to A-, B-, L-Spatz, Spatz 55, L-Spatz 55, L-Spatz III, a Bergfalke I/55 of our dutch friends as well as a Blanik and a SF27 were present.

Although the weather didn't smile for us all the time, we took every opportunity to fly. During the spot landing competition the field of participants was drenched, but with joined forces the gliders were rubbed

We thank Thomas Häcker and Rainer Mößner and the members of the SFV Weißenburg for the splendid organization and Ulrike Häcker and her team for the great hospitality and service for all participants.



L-Spatz. Photo: Alexander Gilles



SWEDEN

Ingvar Hyllander

Ålleberg 70 and how it started



Ålleberg seen through a tomb from 3000 to 3500 B.C

In the 1930s, flying clubs, people building and flying primary gliders for the A and B diplomas, and others with early gliders were affiliated to The Royal Aero-club (KSAK). They began apply pressure to establish a central place to fly, with possibilities for hang, bungee starts, winching and aerotowing. Something along the lines of the Wasserkuppe in Germany, where Instructors could be brought together to handle A, B, C & D diplomas. Later on, the D diploma was transformed into the glider licence. At first the KSAK was not interested in the idea of a central gliding site and also WW2 has just started. Soon however the government found it necessary to support the project, and a search started to find a suitable mountain for a gliding centre in the southwest of Sweden. Among the flat-topped table mountains in this area, the Ålleberg mountain was selected due to its northwest-southeast orientation which aligned with the prevailing wind. It was also the highest, 110 m above the

surrounding farmland. A money raising foundation was set up to collect money and finally even KSAK put in money for the project. The mountain and necessary land for landing below the slopes was bought and the essential work for making it ready for gliding operations started.

1940. A and B slopes with a lower level for A starts was quickly cleared and some rock blasting and levelling of the runways was undertaken. A restaurant, hangar and other buildings were erected. On the west slope a start-ramp with a retrieving winch-wire, and stairs on both sides, for holding the wings level when taken the gliders back to start position, was constructed in a similar way to that of the gliding center Zaar in Poland. In July, the site was tried out by the C.F.I. Sven Åblom, and engineer Hans Kipp. They had flights of 4 and 3 hours in the hangwind, with one of the first Olympias in Sweden.

1941. Flying started with Primary gliders with Stig Fägerblad as C.F.I. A well known company "TEMPO" donated 10 Grunau

Baby gliders to the KSAK, imported from Germany and built by Schneider in Grunau, together with the first Kranich, SE-SYO which was built by Jakops-Scweier. 1942. Most work was now finished, there was even an Ålleberg village with offices for the staff and the pupils. This year the first National competition was held in the middle of July with Grunau Baby gliders from many clubs.

On Saturday 25th of July, Ålleberg was ceremonially declared open with a speech from the General Secretary of the KSAK, Colonel Egnell, and more speeches from high ranking civil servants as well as high ranking officers from the armed forces.

Prins Gustav Adolf made the official opening of the center, with a flight in the Kranich, as a pupil and passenger, with a bungee rope start from the start ramp. They flew straight into the hangwind for more than 45 minutes. The pilot was C.F.I. Kapten Sven Åblom and it was probably the first bungee start with a 2 seater in Sweden from the start ramp.

Ålleberg - The celebration

The jubilee was held over the weekend of the 25th of July and was blessed with good soaring weather. Older glider pilots as well as somewhat younger ones, had come together and organized the flying activities of the old gliders. This date was also one of the weekends for summer flying by the Swedish Veteran Glider Pilots (S.V.S). In the evening, a good dinner was served in the restaurant. Tage Lööv from Stockholm, as the mainspeaker, held a backward glance over the old times on the mountain which was very interesting and appreciated. Later in the evening, films and photos were shown.

The old gliders were flown all the time, such as Kranich IIb SE-ST5 built 1944 ex-Chris Wills glider, Grunau Baby SE-SFE built

1945, Slingsby T-21 SE-SMK built 1950, and EON Olympia SE-SMH built 1967. The Tiger Moth SE-ALM which has been owned by KSAK since 1943 was also flying with interested visitors and on-lookers. This Moth is probably one of the oldest flying in the world and was built by De Havilland in 1934 as a DH 82 with the serial number 154. Sometimes it is used for towing old gliders.

After 70 years of activity, Ålleberg today is a place with a three sided operation. First of all, there is the Swedish Gliding association which handles all matters of gliding from its office. For some years, the organization has had its own CAMO in place and operating. On site is also located the Ålleberg Gliding Museum which has take over



Kranich II B, Slingsby T21 and Grunau Baby

the old hangar and which is open from April into late September. The Swedish Veteran Glider Pilots (SVS) are also operating on the premises with their own gliders.

Information can be found at the following sites:

Swedish Soaring www.segelflyget.se

Links to www.svs-se.org

Ålleberg Gliding Museum

www.svs-se.org/museum

Ingvar Hyllander



Moon Sung Cho

H-22B-3, named "Gi-reo-gi", had flown from 1963 to 2004

Gliding in Korea

At the moment there are two gliding clubs in Korea. One is named the 'Student Soaring Club' and the other is called the 'Korea Soaring Society'

The 'Student Soaring Club, SSC' is the university students' gliding club. It was established in 1973 by Korea Aerospace University students with two instructors. At that time it was the only gliding club in Korea. So they've got some sense of mission to keep gliding in Korea! However, the situation for flying in Korea was not easy, because of the division situation of the Korean peninsula. Almost all flights must be local ones. In addition, they can only launch by auto-tow because of financial reasons, since the club was operated by students. But they made an effort to fly and tried to share the experience of gliding with the public. So every year, they have been giving introductory flights to the public.

The old boys of the club also wanted to spread the soaring in Korea. So they established the 'Korea Soaring Society, KOSS' in 1992. Mostly they have worked

on making an organisation in Korea, with the establishment of regulation by the Civil Aviation Safety Authority, publication of a flight manual and training, etc. Mostly they concentrate on the training of gliding pilots in Korea. But training in Korea is not easy because of the restriction on airfields. So they sometimes used to go to Japan, Australia or the Czech Republic for training purposes.

Nowadays, SSC and KOSS cooperate together. Every weekend they fly at the Susaek Airfield, which is located at the Korea Aerospace University, on the west edge of Seoul. All activity is undertaken voluntarily. KOSS offers experience and SSC offers passion! Although the gliding conditions are not the best, they are still making an effort to train potential future glider pilots in Korea.



1997, The recovery of H-22B-3



KOREA

H-22b-3 HAGIWARA, I've met this glider in 1997, when I was a university freshman in Korea. For the first time it was really fun. It is made with wood, fabric and steal, especially too many wires. It doesn't looks like to fly. But that was the only one glider, which is flying in Club at that time. We called this glider "Gi-reo-gi". It means a wild goose.

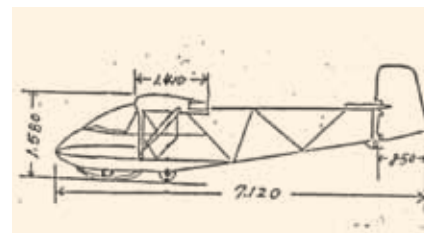
Everything was strange to a freshman, 400m steal wire, Tow-car, which looks like a monster and signal flag. Those were really analog. To fly with that glider, senior members taught us basic aerodynamics, operation of glider and some warnings. Last thing was memorizing flight checklist. It was tough to beginners. After that, we could get a chance to fly with instructor. But still weather condition was waiting for us. Like this flying was not easy. Many of us were waited and endured to fly.

Each flight was normally only 3 to 5 minutes, because we had to fly with auto-tow and gliding ratio is about 14:1. Usual flight time was really short in compared with our effort. But strangely everybody had enjoyed those activities a lot. The glider has been flown from 1963 to 2004 in Korea. From 1978 to 2000, over 20 years our club had flown with this only one glider, because financial and airfield problem restricted the developments of student's gliding. But during those periods a lot of stories have been occurred with this glider. There are three major meanings of it. First, all 1970s to 2000s student members share similar memory with this glider. So people of all ages can get together. Every year we have annual party and enjoy our happy memory. Second, those people who were enthusiastic and have been familiar with aviation with this glider now play a great and sound role in Korean aviation field as a scientist, engineer, civil & military pilot, air-traffic controller. During those periods not many students in Korea can get the experience of air sports. Third, through this glider we have met very important and great people in our life and keep that relationship beautifully until today. One example is that more than three couples married during the activities with this glider. This glider made us family.

So "Gi-reo-gi" is not a just classical glider to us. It's more than that. One of our club members says, "Through 'Gi-reo-gi' I could

get lots of thankful memory and relationship. It occupies most part of my life." I think this is same to us, all VGC members. If we fly with our glider affectionately, it becomes more than a just glider.

Data from Jane's All the World's Aircraft 1966-67



Side view of H-22B-3 Hagiwara



2004. 'Gi-reo-gi' is ready to launch. Prof. Lee Jung Mo and Inst. Yoo Yeon Jun serviced as an instructor.



Flight in Susaek Airfield



SSC members with H-22b-3 and Towcar in 1980s

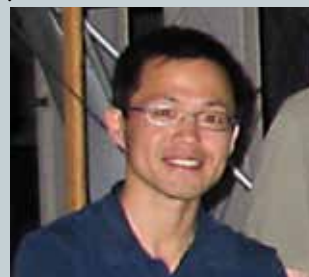
Hagiwara H-22B-3 General characteristics

Crew:	Two
Length:	7.0 m (23 ft 0 in)
Wingspan:	12.21 m (40 ft 1 in)
Wing area:	16.8 m ² (181 sq ft)
Aspect ratio:	8.87
Airfoil:	Göttingen 532 (modified)
Empty weight:	170 kg (375 lb) equipped
Max takeoff weight:	300 kg (661 lb)

Performance

Maximum speed:	120 km/h (75 mph; 65 kn) in smooth air
Stall speed:	48.5 km/h (30 mph; 26 kn)
Maximum glide ratio:	14.2 best at 66.8 km/h; 36 kn (41.2 mph)
Rate of sink:	1.16 m/s (228 ft/min) minimum at 54.4 km/h; 29.3 kn (34 mph)
Wing loading:	17.8 kg/m ² (3.6 lb/sq ft)

Moonsung Cho is an aeronautical engineer. In Korea he worked in ROK Airforce and Korea Institute of Aerospace Technology as a researcher. He has flown gliders since 1997. Vintage gliding attracts him, because it represents cutting-edge flight achieved with only basic materials. At the moment he is in Germany undertaking his PhD studies.



Josef Mezera

Czech news

The 80th anniversary of the gliding site
at Rana in the Czech Republic

The Rana hill in northwest Bohemia, and the Aeroclub which is located at its base, entered this year celebrating the 80th anniversary of gliding there. This site was founded in the Spring of 1932 by group of young students from the German Technical University of Prague as being very suitable, at this time, for the new and progressive sport called gliding. The first flight was made on the 2nd of September that year by a gliding instructor from the Akaflieg Prague, Erwin Primavesi, on a Zögling primary glider.

Rana Aeroclub celebrated this jubilee by organizing a Day of open airfield doors on the 23rd June, but all this year's events are being held within the spirit of this, the 80th anniversary. Most of these events have been organized by VGC members, the Czech-Saxonian team, participants of many VGC meetings with their SG-38, Hol's der Teufel, Zlin-24 Krajanek. Perhaps you can remember the VGC Rendezvous in 1996, 2002 & 2007 as well as the Baby Treffen 2011 on the Rana airfield.

The first old-timer event at Rana this year was the Spring Bungee Launching Weekend. Twenty-three glider pilots met at Rana from all over the Czech Republic and performed 127 launches with SG-38 and HdT gliders by bungee rope and also many other launches by microlight and winch (www.sg38rana.wbs.cz).

During the second part of May we enjoyed a beautiful gliding week at the Czech National Rally of POTK on the southern Bohemia airfield of Jindrichuv Hradec. Of the 20 participating gliders nine were from Rana. The weather was very kind and so this rally was marked by several vintage cross-country flights. Even with the Sohaj gliders (1947-1955) we flew 5 cross-country flights longer than 100 kms (<http://www.potk.cz/forum/viewtopic.php?f=3&t=61&start=10>).

The first week of July was dedicated to the 2nd Sohaj Competition, and this year seven Sohaj gliders met at Rana. One of them came from Slovakia with Jozef and Igor Ott (father and son) and our small competition

became International! Unfortunately the weather was not suitable for cross-country flights and only the duration discipline was counted. Zdenek Kropac won with his Zlin-25 Sohaj (www.sohajerana.wbs.cz). The next traditional event at Rana was another competition the "Rana Cup" in the first part of August. This time there were two categories : Combi for glass ships and Club Class for monotype class of Czech wooden classic glider the Orlik VT-16 and VT-116 (performance similar

to Ka-6). At the same time our members joined the VGC Rendezvous at Olsztyn in Poland and IVGR at Pociunai in Lithuania with the Foka 4 (Gerhard Maleschka) and Hol's der Teufel (Jiri Lenik, Ulf Kern).

The Rana Jubilee concluded by a memorial bungee launch - the "Erwin Primavesi Gedankflieg" from Rana hill on the 2nd September.

On the last weekend of September we are organizing the traditional Rana hill slope gliding camp associated with flying with old-timer gliders and with POTK (the Czech old-timer gliding club) our annual session on Saturday evening.

In October the finish of this anniversary season will be dedicated to flying with huge RC scale gliders above Rana hill.

*Josef Mezera (VGC No.957)
translated by Tomas*





MODELS

Chris Williams

The whole Set?



Author's new Petrel in action at White Sheet Hill in Wiltshire



Dave Stokes' version of BGA 651

Still pic from the Petrel video showing recovery from unusual positions

It was about fifteen years ago that Graham Saw sent me a sheaf of photographs of his immaculate Type 13 Petrel. To show my gratitude, I then went and built a model of the 'Other One' instead! Time has passed. The plan I produced for the Petrel has latterly become popular and, having sold the original model on some years ago, I resolved to do right by Graham. Consequently, at the beginning of 2012 the finished model version of BGA 651 tasted the air for first time and proved to be as nice to fly as the original. Veteran model builder Dave Stokes also set out some time ago to build a version of the same sailplane, but in it's older, varnished wood incarnation. I had hoped to have seen and photographed the two together by now, but what laughingly passes for Summer these days has seen many of the aerotow events decimated by wind and rain, so that opportunity has yet to come to fruition. Nevertheless, there have been some opportunities to fly the Petrel from the slope, and if you like vintage sailplanes and beautiful countryside, then you can do worse than to see her in action on YouTube. Just put < THE RETURN OF THE PETREL > into the YouTube search box...

More new for 2012

At a recent get together at White Sheet Hill, well-known modeller Pat Teakle brought along his newly-completed PWS 101, built from the Martin Simons plan. Completely bucking the modern trend to scale up old plans, Pat had scaled this one down from one-quarter to one-fifth on the basis that he was 'running out of room'. The maiden flight proved uneventful, and he pronounced himself well pleased with his new machine. The best opportunity so far to see vintage scale gliders in action has been the Ghost Squadron's aerotow at Middle Wallop in the middle of May. Darren Maple's 1/3rd scale scratch-built King Kite has proven to be an excellent flyer, and there was one occasion when, with my Minimoa, we were both in a fierce competition at around two hundred feet to see who could manage to be the last one down. The fight went on for some five minutes and was very intense, yet I can't remember who won... (all right, it probably wasn't me). Veteran flier Dave Pullinger had brought along one of the Chinese-built ready-to-fly Minimoas, which coped well on the Saturday when the wind was light, but succumbed to a broken wing



Pat Teakle with his PWS 101, scale down from the Martin Simons plan

when landing short in the strong wind on the Sunday. Ian Davis's Blohm & Voss BV 40 troop carrier is not exactly a new machine, having been built several years ago, but having crashed on its maiden flight due to a radio malfunction, had now been finally restored, and was ready for maiden no 2. This was carried out in the capable hands of event organiser John Greenfield, and proved to be entirely without fuss, the BV40 even proving to be a bit of a soarer!

MODELS

Frederic Fischer

Slingsby Type 14 Gull II

My beloved model of the Gull II took to the air



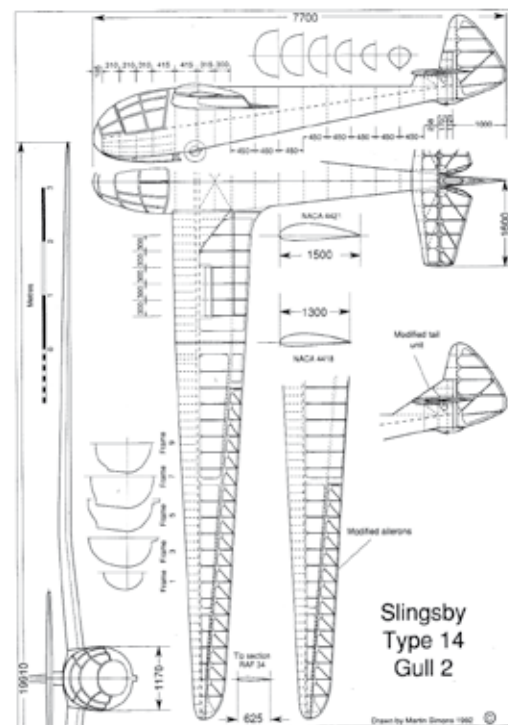
The Gull II full size in flight. Photo: Chris Wills.

Gull II full size. Photo: Chris Wills.

Quite a detailed canopy. Photo: Christian Fitze.

Thirty years ago, during my first visit to London, I bought Norman Ellison's British Gliders and Sailplanes book which covered most of the famous sailplanes built before 1970. At that time it was the most complete and comprehensive book dealing with English vintage gliders, Martin Simons's books having not yet become available. Among all those beautiful machines my eyes were captured by the Slingsby 14 Gull II. It was love at first sight. Even so, I wondered how, with such a long wing and relatively short fuselage, it could have flown properly. I was particularly fascinated by the wide canopy, which reminded me of that of a model bomber I used to see when, as a child, I visited my old aunt Olga. Ten years later I decided to build the Gull II in 1/6 scale and I started designing the fuselage cross-sections, cutting and assembling them to match the tail plane. Whilst building, I realised I was missing many details, so I decided to ask for help from Chris Wills and, with my wife Regula we paid a visit to his

home. This was a great idea as we got a lot of useful information from Chris and, even more important, some pictures of the sailplane. One of these pictures was in colour, so I could see the original colour scheme. From then on I communicated with Chris by mail and obtained further information about the wrecked Gull II, stored in a military warehouse in the airport at White Waltham. Meeting some difficulties in finding reliable information about the wings, I abandoned the Gull II construction and in the following years started working on new projects like Teichfuss's Supergrifo and the Australian Pelican II. So, for a few years, the Gull II project was laid aside until the English AIRPLANE MONTHLY magazine printed an interesting article about the Gull II with a perfectly detailed 3-V-Drawing. The wing problem no longer existed and construction could start again. I asked my friend Karl Pelz, an excellent German model builder who had already done many things for my Model Museum in Trogen, to build the Gull II wings. Two



3-View-Drawing. Photo: Martin Simons.

MODELS



Gull II maiden flight. Photo: Christian Fitze.

more years went by and suddenly the interest and the enthusiasm for the Gull II exploded again and I restarted work to finish the model. With some difficulties, due to it's round cross section, I completed the fuselage with yellow Oracover film. It was actually great fun building the large canopy. How did I do it? No need to make a mould despite the rounded shape of that canopy. Plastic salad packaging material did a fantastic job. I simply cut tiny pieces to follow the spherical shape of the canopy. Finally, after such a long gestation period, Gull II

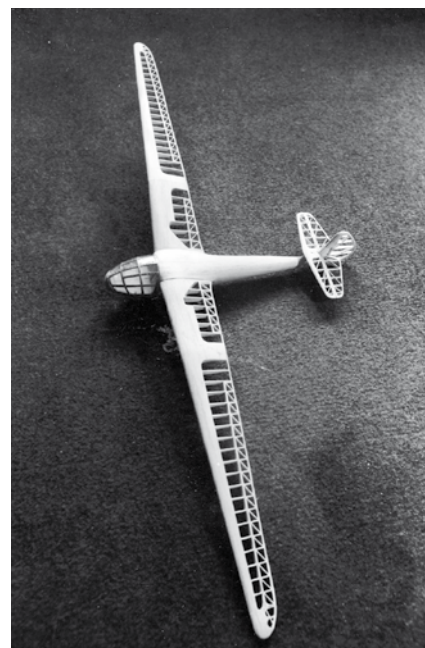
was ready to fly and looking like the original full sized machine. The great pity is that Chris Wills did not see it as he passed away on 4th may 2011. Without his help I would probably not have been able to complete my project. On 22nd July 2012, my beloved Gull II took to the air. The weather was not ideal, but my skilled friend Christian Fitze performed a superb radio controlled maiden flight. No doubt now that the Gull II was in those days an excellent sailplane despite its long wing and short fuselage.



Frederic Fischer proud of his work. Photo: Christian Fitze.



Setting the radio for the maiden flight. Photo: Christian Fitze.



Gull II under construction. Photo: Frederic Fischer.

Jan Forster

Tony Maufe

1st March 1946 – 20th July 2012

Obituary



Tony in his Morris and on his Penny Farthing

Tony was a very gifted person in many ways and also he had a wide range of interests. Tony, an architect by profession, only took on a job when he agreed with the concept. Nature was in his genes, so everything he did in work and hobbies was connected with nature. He designed and built his own house in a peaceful place in the middle of the beautiful East Anglian landscape. And when you have a close look at it and to other houses he built, you will find eco friendly materials and eco adventures in it. Together with his father Mike who was already an accomplished glider pilot, Tony started gliding over fifty years ago at Sutton Bank and not long afterwards, they both got interested in Vintage Gliders. They restored a 1936 Slingby Kirby Kite glider and then they joined the VGC. Tony was one of the early members of the VGC and one of the co-organisers of both the Sutton Bank and Lasham International VGC Rallies. When you open the VGC website you will currently see his glider. He and his family; his wife Sue, and daughters Imi and Hanna and for sure his Father Mike, took part in most of the Rallies. In the last one at Tibbenham in 2010, you could see him driving in his Vintage open-topped Morris Minor, or his 'Penny Farthing'. He was then already ill and he knew there was no treatment. When Tony flew, he would stay up for many hours and come back for Mike to have a go, or to let you fly. He loved to have company and have a good chat, but he also returned to his family tent to have tea. In the winter Sue and Tony spent their time in Norway to go skiing. He was one of Norway's few foreign guides for cross country trekking. He guided groups, who had booked for a week's trip, back-packing, skiing from hut to hut. Norway was his second home. One of his other interests was Veteran Bicycles. He had quite a collection, but his favourites were his Penny-farthings. If you don't know this machine, it has a big one and a half meter diameter wheel and a small one on the back. Ped-

alling alongside means you have to look high up to see him sitting on top of the big wheel. He did very long journeys with it. Going out with other Veteran bike owners, they easily did forty to fifty miles in a day. For example, the Hoek of Holland to Nijmegen and back: over 200 miles in six days! He also entered races with other Penny-farthings. Once, the nightmare of any Penny Farthing rider, he had to brake in an emergency and fell forward over the big main wheel on to his outstretched arms. After picking himself up he tried to mount the bicycle again but did not succeed, finding he had no power. In the hospital they found out that both his arms were broken. At a time when many VGC members complained that the International Rally in Finland was too far away, Tony and Sue cycled the whole way on their tandem bicycle, hopping from island to island, staying there for some days before pedalling back to the UK. Rowing! He also liked rowing. Sue and Tony spent several days rowing down the Thames. They started at one end and rowed nearly all the way to London. They camped in the boat, under a special tarpaulin construction made by Tony. His last adventure was in his steam boat. He was smeared all over with black coal dust, oil and sweat, sitting close to the hissing, steaming smoke pouring out of the chimney. Feeding the burner with coal, he tried to manage the right pressure in the boiler to keep the propeller running. Sitting behind him, surrounded by smoke from the chimney, was another person pumping all the time because the vessel was leaking water! I even did not tell you that he was a keen bee-keeper, with some hives he kept in the garden. He was very successful and always had a lot of honey. Tony was a person, who always did things in his own way, not bothered by what other people thought. You did not often see him sitting for long. He would jump up and run off to do something that came to his mind. He was a mixture of a busy and a quiet person. A nice person with a lot of humour. Most of

the time there was a twinkle in his eyes. He could laugh, his body shaking with tears. He loved a good joke and a funny story. Tony loved his family, which was 'his girls'. I wish Sue, Imi, Hanna and his sister Penny all the best. Tony. Thank you for being so close with us.





OBITUARIES

Zum Gedenken an:

FIPS

Hans Rothenbühler

3. November 1941 – 26. Juni 2012



Erste fliegerische Erfahrungen nach der Schulzeit in der Modellfliegerei, wo er mehrere Jahre sehr aktiv war.

Nach mehreren Jahren beruflicher Wanderschaft mit anschliessendem Berufswechsel konnte sich FIPS seinen Traum vom Segelfliegen verwirklichen.

1968 Segelflugbrevet gemacht.

Über Werner Roth kam es zu ersten Kontakten mit dem VGC und der Oldtimer Fliegerei.

1975 sein erstes VGC Rally in Gruyère als Hilfsmann zusammen mit „Chäsli“, und Werner Roth und der Spalinger S 19 HB – 225. Ab diesem Datum regelmässiger Besuch der verschiedenen VGC Rally's. Werner und Hugo Roth beginnen mit der Restauration des Spyr 5 HB – 369 und FIPS unterstützt sie dabei.

1980 Erstflug nach Abnahme.

1983 Beginn der „POSTAUTO ÄRA“ von Chäsli= (Hansueli Renz).

Gemeinsamer Ausbau des Postautohangars durch Chäsli, Werner und FIPS.

1985 Gummiseilstart ab dem Jungfrau Joch, ein besonderes Erlebnis.

1989 war FIPS Gründungsmitglied der OSV Schweiz in Emmenbrücke.

1995 Kauf des Kranich II HB – 475 durch FIPS und Hugo Roth. Das arbeitsreiche Projekt wird mit Beteiligung von Werner Roth 2000 mit dem Erstflug im Schmerlat beendet.

1996 Übernahme des Postautos und des S 19 von Chäsli.

1999 27. VGC-Rally in Aventoft, ein ganz besonderes fliegerisches Erlebnis, fliegen über dem Meer mit Sicht auf die Insel Sylt.

Bis 2004 Besuch der verschieden Oldtimer Treffen mit dem Postautohangar. Dann kommt das Aus durch das Strassenverkehrsamt.

Die S 19 kommt in einen neuen Cobra Anhänger.

Bis 2008 Totalrestauration der HB – 225 die wieder wie neu aussieht.

2010 Ende der aktiven Pilotenzeit.

2011 Neues Projekt mit Werner Roth zusammen. Ein Zögling sollte wieder flugtüchtig gemacht werden.

FIPS hat in den letzten 23 Jahren wenn immer möglich die OSV Veranstaltungen besucht. Seine tolle Kameradschaft war für alle eine Bereicherung.

FIPS hinterlässt nicht nur in der Familie eine grosse Lücke, auch uns in der OLD-TIMER SEGELFLUG VEREINIGUNG SCHWEIZ fehlt er sehr.

Willy Fahrni



In Memoriam FIPS

Hans Rothenbühler

3rd November 1941 – 26th June 2012

Before „Fips“ could fulfill his dream of gliding, he was a passionate modeller.

He got his gliding licence In 1968.

Since 1975, he was a regular visitor at VGC Rallies, often together with „Cheesly“ (Hansueli Renz) and the Roth brothers, Werner and Hugo, with their S 19 HB-225. Many will remember the famous Postcar, which „Cheesly“ used as hangar for the S 19 whilst at the same time using it as his home. In 1996, „Fips“ took the Postcar over for himself and used it when he visited the different Oldtimer Rallies thereafter.

With great enthusiasm he helped with the restoration of the historic gliders: the Spyr 5 HB-369 and the Kranich II HB-475. Even

the S 19 underwent a total restoration.

„Fips“ was in 1989 a founding member of the Swiss „Oldtimer Segelflug Vereinigung“ (OSV).

Two years ago (2010) he had to abandon his active flying career. But still, together with Werner Roth, he started a new project: a „Zögling“ which would be rebuilt to flying status. „Fips“ passed away before its completion.

His excellent comradeship was an enrichment to us all. He leaves a big void, not only in his family, but also we in the OSV are missing him sadly.

Summary: Werner Rüegg,
Translation: Hans Peter

Neues Buch zu Hans Jacobs und seinen Flugzeugen

Bei der VGC-Rallye in Farkashegy sah VGC-Mitglied

Peter Ocker sein Traumflugzeug – eine „Weihe“ .



Buchtitel Band 1 und 2. Photo: Peter Ocker

Als Ergänzung zu den „technical articles“ von Chris Wills wollte er im Jahr 2000 ein kleines Typenheft zur „Weihe“ zusammenstellen, mit einer Spalte auch zum Konstrukteur Hans Jacobs. Doch bei der Spalte blieb es nicht. Zwölf Jahre später, sind es 648 Seiten geworden.

Hans Jacobs wurde 1907 geboren und war bis zum Ende seines Studiums mit Schiffen befasst. Dann begann er auf der Wasserkuppe als Assistent von Alexander Lippisch und arbeitete dessen Entwürfe aus, etwa „Zögling“, „Professor“, „Wien“ oder „Fafnir“. Auch an den Nurfügelentwürfen der Baureihen „Storch“ und „Delta“ konstruierte er maßgeblich mit. Mit der gesammelten Erfahrung konnte er eigene Entwürfe realisieren, wie ab 1932 den „Rhönadler“ oder „Rhönbussard“. Nach dem Umbau der RRG zur DFS und dem Umzug nach Darmstadt wurde Jacobs immer selbständiger und konstruierte – zuerst als Nebenerwerb – weitere Flugzeuge wie den „Rhönsperber“ oder die „Weihe“ f. Die Reihe seiner Entwürfe unter dem Dach der DFS wurde lang, vom „Kranich“, „Seeadler“, „Habicht“, „Reiher“, „Meise“ und nach dem Krieg schließlich den „Kranich III“. Im Rahmen der militärischen Entwicklungen entstanden die Lastensegler DFS 230 und 331 und Kabelabweiser an zweimotorigen Bombern. Mit zunehmender Aluminium-Knappheit baute er Holzleitwerke, für die Bf 109 und die Me 262.

Das Buch beinhaltet vier Kapitel. Teil 1 berichtet chronologisch über das Leben von Jacobs und dem Zeitgeschehen. Teil 2 bespricht alle Flugzeuge unter Regie von Alexander Lippisch. In Band II finden sich Teil 3 über Jacobs eigene Entwürfe und seine Grundlagenarbeiten sowie in Teil 4 seine Arbeiten im Jagdflugzeugbau.

Seine Quellen nennt Peter im Detail. Sie stammen aus Archiven, zeitgenössischen Veröffentlichungen und aus privaten Sammlungen – im wesentlichen von VGC-Mitgliedern. Neben den meist großformatigen und unbekannt 557 Fotos sind 104 Dokumente abgebildet, von Zeitungsausschnitten, Anzeigen, Produktionsplanungen bis hin zur schwedischen „Weihe“-Briefmarke. Von den 44 Dreiseitenansichten hat der bekannte britische Modellbau-Spezialist Vincent Cockett 17 farbig neu erstellt.

Um das Buch so zu gestalten, wie es das Thema „Hans Jacobs“ verdient hat, griff Peter zu einer mutigen Entscheidung: er machte es ohne Verlag, um keinem Gewinngedanken ausgesetzt zu sein, ohne Bilder oder Texte kürzen zu müssen. Sein Buch im Eigenverlag ist daher nur bei ihm selbst erhältlich. Details und weitere Informationen sind unter www.peterocker.de zu finden.

Als Sprecher der deutschen Mitglieder ist er im VGC verwurzelt, aber aktuell auch umgezogen: Peter Ocker, Fasanenweg 4, 85080 Gaimersheim, Telefon +49 (0)8458 / 311 0 117, weiheflieger@web.de.

Beide Bände gibt es zusammen für 84 € (Versand in Deutschland) und 94 € (Versand in der EU, mit einigen Ausnahmen).

Peter freut sich über jeden Buchverkauf und besonders, wenn sein Buch weiterempfohlen wird. Bisher einmalig in der Flieger-Fachbuchszene hat er auf seiner Homepage einen Bereich mit „Ergänzungen / Korrekturen“ mit allen neuen Erkenntnissen eingerichtet. Endlich ein Buch, welches „lebt“.

English summary:

Peter is a member of the VGC since 1989 and has two gliders, a „Weihe“ D-0700 and an Antonov-15 OK-7906. For years, you could

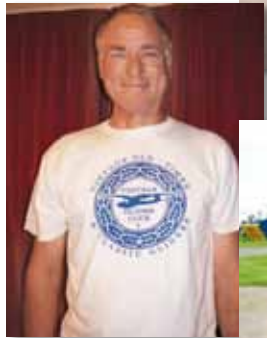
find his name in the VGC news, not only reporting news, but also being the spokesperson for German members. Twelve years ago he had the idea of making a small booklet, based on Chris Wills' technical article, about the „Weihe“. From a column on the designer Hans Jacobs, he started collecting information from all over the world, with the assistance of many VGC-members. Now, it has ended up as a 2-volume book on the life and work of Hans Jacobs, 648 pages thick! What makes the book special is the large amount of pictures and historical documents. Although the text is in the German language only, you can follow the life of Jacobs and the story of his gliders easily by looking on the big, high quality and mainly hitherto unpublished pictures. He describes not only Jacobs' early work as an assistant to Alexander Lippisch on the design of gliders from the „Professor“ to the „Fafnir“, but in addition all Jacob's own designs ranging from „Rhönadler“, „Rhönbussard“, „Rhönsperber“ via „Kranich“, „Habicht“, „Reiher“, „Weihe“, „Meise“ to „Kranich III“. Also his military work on assault gliders DFS 230 and 331, balloon cable protection, wooden tailplanes for Bf 109 and Me 262 as well as the complete story of the Me 328!

For more information, see the homepage of the book at: www.peterocker.de. There is an English section explaining more on the book, plus a (specimen page) view in the book. In the next weeks, Peter will add the captions of the pictures as a download on his homepage – a first step for non-German readers considering purchase of the book.

Peter was crazy enough to do everything on his own behalf - writing, printing, distributing, advertising... Now he is selling the 2-volume book for 94€ (incl. shipping within main EU countries, - other countries on demand). Just contact him via his website or directly at: weiheflieger@web.de



VGC SALES



Clothing with embroidered VGC Badge	Price Pounds	Post UK Pounds	Post Europe Pounds
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Polo shirt	15.00	4.00	5.00
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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

Note:
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Slingsby T65 Vega