

VGC News

No. 137 - Spring 2013

Celebrating 40 years of preserving our gliding heritage.



Almásy
The Real English Patient 

Delfin
Rare Polish Glider 

Horten IV
The Story of a Replica 





PINBOARD

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.

VGC Yearbook

Maximal 700 Zeichen

The VGC welcomes the following new members :

- | | |
|---------------------------------|------------------------------------|
| 5261 Barry Key (UK) | 5289 Dietmar Matthees (Germany) |
| 5262 Stuart North (UK) | 5290 Michael Fabos (Germany) |
| 5263 Robert Kehr (UK) | 5291 David Firth (UK) |
| 5264 James Avis (UK) | 5292 Marcus Wills (UK) |
| 5265 Ronald Ogden (USA) | 5293 Henri Weston (UK) |
| 5266 Roger Brown (UK) | 5294 William Ellis (UK) |
| 5267 Peter von Tresckow (USA) | 5295 Bruce Hay (South Africa) |
| 5268 Ulrich Voswinkel (Germany) | 5296 Martin Hollowell (UK) |
| 5269 Dennis Konieczny (Germany) | 5297 Manfred Kistler (Germany) |
| 5270 Nev Churcher (UK) | 5298 Eric Lown (UK) |
| 5271 Jefferson Shingleton (USA) | 1922 Nigel Dickenson (UK) |
| 5272 Uwe Pohland (Germany) | 5299 Ian Burningham (UK) |
| 5273 Gisela Beyer (Germany) | 5300 David Clarke (UK) |
| 5274 Gerd Ottensmann (Germany) | 5301 Grzegorz Kazuro (Poland) |
| 5275 Lyn Ferguson-Dalling (UK) | 5302 Stierli René (Switzerland) |
| 5276 Mike Millar (Germany) | 2056 Anthony Hoskins (UK) |
| 5277 Britt Ostermeier (UK) | 5303 Samuel Dupland (France) |
| 5278 Catherine Page (Germany) | 5082 Michael Farrelly (UK) |
| 5279 Jack Wardle (UK) | 5304 Marco Pattoni (Italy) |
| 5280 Moonsung Cho (South Korea) | 5305 Yannick Bovier (Switzerland) |
| 5281 Alex Maitland (UK) | 2563 Benoit Auger (France) |
| 5282 Karel Dop (NL) | 5306 Stefan Kremer (Germany) |
| 5283 Michael Fairman (UK) | 5307 William Batesole (Germany) |
| 5284 Christine Whittaker (UK) | 5308 Aldo Moia (Italy) |
| 5285 Timothy Mason (UK) | 5309 Reinhold Schaedlich (Germany) |
| 5286 Hans Vornlocher (Germany) | 5310 David Howse (Australia) |
| 5287 Lukas Wagner (Germany) | 5311 Hans Lööf (Sweden) |
| 5288 Jouchim Jeska (Germany) | 5312 Marita Rea (USA) |
| | 5313 Bruno Wettstein (Switzerland) |
| | 5314 Adrian Giles (UK) |
| | 5315 Matthias Schleinzer (Germany) |
| | 5316 Wolfgang Zeyen (Germany) |

Items For Sale

If you like gliding books, you might want to know that possibly one of the largest collections of English language gliding books is up for sale.

The collection has taken me over 20 years to amass. Included in the items for sale, I also have a wide and varied collection of WW1 and WW2 aviation titles, and added to that, I am also looking to sell some of my gliding memorabilia, so there's something there for everyone.

Obviously I am working on a first-come, first-served basis, so once a title has gone, then it's gone! So don't miss out, if you wish to see the current list of books and items I have for sale, please email me at: helennz@hotmail.co.uk, or alternatively I am planning to be at this year's International, so maybe I will see you there?

Helen Evans

Operation Horsa!

Gloucestershire based "Jet Age" volunteer members are currently seeking donations to build a faithful replica Horsa combat glider cockpit and fuselage section in order to celebrate the 70th Anniversary of the Horsa's role in both the D-Day Landings, and Arnhem, in which many departed from Gloucestershire's airfields.

Using original drawings, the team hope to complete the project in time for its unveiling in the Summer of 2014 at the new Jet Age Museum, and will form part of their extensive WW2 Airborne Division collection. With work planned to commence in June 2012, they have already raised almost one-third of their target figure, but need your help. So if you want to find out more, and donate towards this worthy project, please contact Trevor Davies at: warzonespeedways@tiscali.co.uk




<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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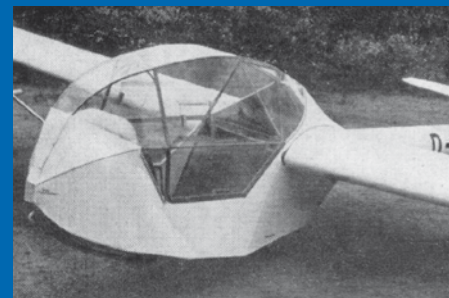
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Nick Newton - VGC President

From the President's Corner



Outside my 'office' as I write this, there is a raw north-easterly wind adding a wind-chill factor to the outside temperature already around freezing. Flecks of snow are in the air! It is difficult to envisage standing around on the airfield in such weather, never mind flying an open cockpit glider...

Nevertheless this is almost the end of February and thoughts inevitably turn to the prospect of an exciting year ahead with the Vintage Glider Club.

Already the first Board meeting of the year has just taken place at Lasham and several exciting new projects are underway as you will read in the Chairman's Address. One or two of the officers of the VGC had already visited Lasham in the past month or two, enjoying a very warm welcome by the Lasham vintage glider group there. This group, with a membership of nearly eighty, have treated us to quite exceptional hospitality. We were invited to join them for their regular Thursday evening 'supper' held in their vintage glider clubhouse with thirty or so like-minded enthusiasts. Here, we were treated to a wonderful meal, and afterwards sitting together around a roaring log fire we found ourselves enjoying real camaraderie that vividly recalled days of old!

We were not invited however just to experience their gastronomic delights, but also for the more serious purpose of hearing at first hand about the progress of the Gliding Heritage Centre project. Readers will remember the wonderful gesture made by our late founding President, Chris Wills, who in his Will, made a donation of one hundred thousand pounds to Lasham with the intention that it should be used to build a Hangar to house some

of the Vintage Gliders which fly there. This legacy is to be used as the basis for the first step towards fulfilling a long held dream of Chris Wills and UK vintage glider enthusiasts to found a working Museum dedicated to preserving our gliding heritage.

The 'Chris Wills Hangar' will not of course on its own be a Museum in the accepted sense of the word, but since the majority of the gliders in the Museum will be maintained in flying condition and regularly flown, they will be a living reminder of what a rich gliding heritage we have in the UK. Once the Hangar is built, the next planned step will be to construct a second building for static displays, presentations and an archive of historical documents. This will enable the Museum to fulfil its educational role, stimulating younger visitors to learn about gliding in all its aspects and encouraging them to get involved in our wonderful sport, whilst at the same time providing specialist technical information and support to vintage glider pilots, restorers and modellers.

Progress to date has importantly included the granting of Charitable status, and raising further funds towards the projected second phase. To this end, it is hoped that Lottery funding may be forthcoming in due course to support the project's educational role. Meanwhile funding is actively being sought and an additional forty five thousand pounds has been raised so far, but more is urgently required! A useful way to help the project is to become a supporting Member and full details of how to do this can be found on the GHC website.

An amazing amount of work towards making the Gliding Heritage Centre a reality has already been undertaken by a very hardworking steering committee, but as yet visible progress on the project has been frustrated by officialdom. The good news, however, has just been received that the Lease agreement for the land on which the Hangar is to be built has finally been signed! This hopefully now opens up the way for the building of the 30m x 30m Hangar to commence in the very near future! The pressure on time however will be considerable if the original intention of officially opening the Hangar during our 41st International Rally being held at Lasham in August this year is to be realised! For more information, see page ...of this issue, and urge anyone who has any interest in our gliding heritage to support this most worthwhile and long awaited project!

Bruce Stephenson - Editor

Editor's Comment



Dear fellow VGC News reader, Firstly, may I take this opportunity to thank Peter Hardman for stepping up to the mark and taking up the editorship on a temporary basis whilst someone with more energy than common sense volunteered for the role!

Having now got my first issue under my belt, you will notice that there are a lot of changes to issue 137, something that I would like to take a few minutes of your time in explaining in more de-

tail. No doubt by now you will have noticed that we now have a much bigger VGC News team at our disposal, with the entire team reflecting the club's international makeup.

I am of course talking about the introduction of the VGC News correspondent scheme, and I am delighted to report that the response from within the membership has been as supportive as it has been prosperous, as is testified in the varied and exciting reports within these pages! Being a VGC correspondent is more than just submitting a report however. They are very much part of the team, one in which you the reader, can communicate directly with should you have any country-specific questions, or want to submit articles. (Articles can still be up-loaded directly to the VGC Web-portal, or by contacting the editor directly however).

In return this is your countries opportunity to better utilise VGC News, in both advertising your national club's activities, and news! As we go to print there are a few noticeable absences however, and we would very much like to hear from volunteers es-

pecially from Sweden, France, Austria, Belgium, and Australia. So if you want your countries news and activities to be part of VGC News, we look forward to hearing from you soon!

On leaving the subject of the VGC News correspondents, I think that you will agree that it is so refreshing to learn of so many varied and dedicated groups that have in some cases, have been hitherto, remained unknown to many of us. From big and small, and indeed individuals, it is gripping reading to learn of so many really exciting and high profile projects, and is truly amazing what just a few dedicated individuals can achieve!

Another exciting piece of news is the introduction of a dedicated Modelling Editor, and I am delighted to introduce a well-known face amongst the VGC family, Vincenzo Pedrelli. No doubt I do not have to remind many of our readers of Vincenzo's accolades in the vintage gliding world, needless to say as an accomplished author, modeller, and historian, he brings both a huge amount of experience and expertise to the magazine, and I am sure he will inspire many more modellers to share their stunning creations with readers of VGC News.

Another group that I would also like to mention is the VGC Historic Group. Naturally with the unique work being done by these scholars of our sport, VGC News forms a natural and valuable platform to aid both research and present articles from within the group, and is an area that I wish to continue to build upon. As you all know, Francis Humblet has been a keen supporter of the magazine in the past, and in this issue Gábor Fekecs continues in that vein with the start on a series of articles that I hope to develop over the coming months that covers some of gliding's great, and possibly not so well-known personalities.

There are another two new areas that I would very much like to draw to your attention to in which we hope will become a regular series. The first is Poets Corner. Gliding is a sport that by its very nature attracts thinkers; and vintage gliding?...well that often attracts the pure romantic's amongst us! Put the two together and hey presto, it's no surprise that many of you are partial to the odd

limerick or two! So for all those poet laureates out there, why not get those quills out, and start penning us some lines, happy or sad.....

The other new column is a readers initiative, and is called Unidentified Flying Object, or UFO for short! This is very much your area to ask those probing questions and appeals for more information on both unidentified gliders, or seeking more information on a glider type etc. So if you have any questions that have been vexing you over the years, here's your opportunity to get them answered!

But it doesn't end there however! As a result of creating an all-new VGC News Facebook page, you now have instant communication between both other readers and the editorial team. With lots of new live information to keep you up to date with both deadlines and production news, already this medium has borne fruit with the introductory trail of a new section entitled Readers Album. So why not visit our Facebook site (simply type in VGC News), and join in the debate with your views, both positive or negative!

Well for obvious reasons this editorial report is longer than the normal report that you can expect from me in the future, so in closing it's worth reflecting on 40 years of dedication and enthusiasm for our hobby and sport. From those early tentative days, here in our 40th year it is only appropriate to remember both the good times, and those that are sadly are now only here in spirit as we wheel and soar our way across our skies. Vintage gliding has truly witnessed its characters, and had its moments, and for the coming three issues for 2013, we will remember the past 40 years and what it has meant to some of those that have helped shape the VGC. So to Chris and all the others that are in our thoughts in this our celebratory year, here's to "taking up the slack", and launching us into the next 40 years!

**Happy and safe flying all,
Bruce Stephenson**

Jan Forster - VGC Chairman

Chairman address



Where shall I start?

Come out of your winter hideouts: we are expecting a hot VGC 40th Anniversary Year. There is so much to report!

'The book', the 40th Anniversary Year Book is going very well. There are so many contributions in now, that if yours is not among them, you will be feeling sorry for yourself for the rest of your life! You can read more about the book in this issue of the VGC News.

Because we want to do something extra to celebrate this wonderful 40th Anniversary, which Chris Wills could never have dreamed of so long ago, we made the decision at the last Board

Meeting to commission a **10 minute video** to show the world exactly who we are and what we do. It will be placed on the VGC website, accessible to members only, from where you will be able to download it to show to friends and family in order to demonstrate what the VGC is all about. It will also be available for PR purposes. The film will be made by a young film director, who has just graduated from her academy: Eveline Fey. Yes, the daughter of Klaus Fey, the publisher of our VGC News magazine! We would never be able to afford a professional film like this, but Eveline wants to do this for nominal money only. Much of the film will be made during the next International Rally at Lasham, so please if you see her filming, give her every assistance you can. The film is not intended to be a film of the Rally itself; instead it will be a film about our Vintage Glider Club in general. The launch of the film will be made during the VGC Annual Dinner in October this year.

The Annual Dinner! We want to make the this year's Annual Dinner something rather special. And it will be very special, with the Dinner being held at Old Warden; the famous Shuttleworth Collection, which is only about an hour north of London! For this wonderful occasion we also have a special guest of Honour; Air Chief Marshall Sir John Allison, a retired senior



BOARD NEWS

Royal Air Force commander, and President of the Light Aircraft Association and very much involved in the Shuttleworth Collection. Before the dinner there will be a guided tour of all the Shuttleworth hangars where the Collection is displayed. You can read more about the dinner in this issue of the VGC News.

At our last Board Meeting in February we also discussed our **Archive**. Until now it has been stored at Bicester, but in the near future we have to remove it because the Airfield has been sold to a new owner. For the future we need a safe storage place where we can access and work on what we have. For that we inevitably need money. It is for this reason we will propose that at the next AGM to raise the membership's fee to £ 32.50. You are all invited to attend the AGM, which will be held at Lasham during the International Rally. Please look on the VGC or Lasham websites for the full Rally program of events.

Because we want to keep the **VGC website**, our website, alive and interesting, please send your photos to our webmaster Peter

Hardman (peter1554@btinternet.com) who is looking for new photos to help revitalize it.

Finally – this is the first Issue under the new editorship of Bruce Stephenson. Please send him your articles and give him your support to make our magazine a success!

What do we have coming up? The Aero Friedrichshafen Exhibition in April with a VGC stand organised by our German members - which one can say is now almost a tradition; many National Rallies; the Rendezvous at Challock and the International Rally at Lasham in July/August, where we will also launch the 40th Anniversary Book. Finally, as a concluding climax for this celebration year: THE DINNER!

I hope to see you at one or more of our activities!

Jan Forster, VGC Chairman

Wo soll ich anfangen?

Kommt raus aus Eurem Winterquartier: Wir haben das Jahr des 40-jährigen Bestehens des VGC. Es gibt so viel Neues!

„Das Buch“: Das 40 Jahr-Buch wird überwältigend. Wir haben bereits so viele Einträge, dass Ihr es Euch niemals verzeihen werdet, wenn Ihr nicht dabei seid! Mehr über das Buch in dieser Ausgabe...

Da wir etwas Spezielles tun wollen, um diesen 40. Jahrestag zu feiern, von dem Chris Wills zu Beginn wohl nicht mal gewagt hat zu träumen, hat der Vorstand bei seiner letzten Sitzung beschlossen, ein **10-minütiges Video** erstellen zu lassen. Wir wollen der Welt zeigen, wer wir sind und was wir tun. Das Video wird auf die VGC Homepage gestellt und kann von Mitgliedern heruntergeladen werden. So könnt Ihr es Familie und Freunden zeigen; es kann und soll aber auch für PR Zwecke genutzt werden. Der Film wird von einer jungen Filmemacherin erstellt, die gerade ihren Abschluss gemacht hat: Eveline Fey. Ja, die Tochter von Klaus Fey, unserem VGC News Herausgeber! Wir könnten es uns niemals leisten, so einen professionellen Film in Auftrag zu geben, aber Eveline hat sich bereit erklärt, es für kleines Geld für uns zu tun. Ein Großteil des Films wird auf der kommenden Internationalen Rally in Lasham gedreht. Wenn Ihr Eveline also beim Dreh seht, gebt ihr bitte jegliche mögliche Unterstützung. Zur Klarstellung – es soll kein Film über die Rally in Lasham sein, sondern ein Film über den VGC. Die Erstaufführung des Films wird beim diesjährigen Annual Dinner im Oktober stattfinden.

Das Annual Dinner! Ja, auch das soll in diesem Jahr etwas Außergewöhnliches sein. Und es wird sehr außergewöhnlich: Das Dinner wird in Old Warden stattfinden, auf dem Gelände der berühmten Shuttleworth Collection, die sich nur rund eine Stunde nördlich von London befindet! Für diesen wunderbaren Abend konnten wir einen Ehrengast gewinnen: Air Chief Marshall Sir John Allison, ein Senior Royal Air Force Kommandeur, Präsident der Light Aircraft Association and führend engagiert in der Shuttleworth Collection. Vor dem Dinner wird es eine Führung durch die gesamte Ausstellung für uns geben. Mehr über das Dinner in dieser Ausgabe...

Bei unserer letzten Vorstandssitzung im Februar haben wir ebenfalls über die Zukunft unseres **Archives** diskutiert. Derzeit befindet es sich in Bicester, aber in naher Zukunft müssen wir die Räume dort verlassen, da das Flugfeld verkauft wurde. Was wir künftig benötigen ist ein langfristig sicherer Platz, der zudem jederzeit für uns erreichbar ist und auch Raum für die Arbeiten des Archivators bietet. Dafür benötigen wir aber Geld. Daher werden wir bei der kommenden Jahreshauptversammlung vorschlagen, den Mitgliedsbeitrag auf 32,50 £ zu erhöhen. Ihr seid alle herzlich eingeladen, an der kommenden Jahreshauptversammlung teilzunehmen. Diese wird während der Internationalen Rally in Lasham abgehalten. Auf der VGC-Homepage oder der von Lasham findet Ihr das gesamte Rally-Programm.

Desweiteren wollen wir die **VGC-Homepage**, unsere Homepage, interessant und aktuell halten, sie soll leben. Bitte sendet Eure Fotos an unseren Webmaster Peter Hardman (peter1554@btinternet.com), der immer auf der Suche nach neuen Fotos zur Beliebung der Homepage ist.

Zum Schluss – dies ist die erste Ausgabe unter der Redaktion von Bruce Stephenson. Bitte sendet ihm Eure Artikel und Berichte und unterstützt ihn, das Magazin weiterhin zu einem Erfolg zu machen!

Was erwarten wir noch? Die Aero Luftfahrtmesse in Friedrichshafen im April, mit einem eigenen VGC-Stand, organisiert von Deutschen Mitgliedern, der mittlerweile schon Tradition ist. Viele nationale Oldtimer-Treffen. Das Rendezvous in Challock und die Internationale Rally in Lasham im Juli/August, anlässlich der auch das Jahr-Buch herausgegeben wird. Und schließlich, als krönender Abschluss dieses Fest-Jahres – DAS DINNER!

Ich hoffe, Euch hier und da zu sehen...

Jan Forster, VGC Chairman



BOARD NEWS

THE VGC BOARD IS URGENTLY LOOKING FOR THE FOLLOWING NEW BOARD MEMBERS:

VGC Chairman:

Job description:

- Chairs the VGC Board Meetings and Annual General Meeting (AGM normally held at the International Rally).
- Represents the interests of the members in a practical way.
- Safeguards the interests of the Club and therefore he/she needs to have a vision for the Clubs future.
- Needs to have a working knowledge of the Club and its history.
- Maintains responsibility for proper operation of the Club in accordance with the Memorandum and Articles of Association.
- Acts as a representative Authority for the Club at International and National level.
- Promotes the Club's activities and supports networking in the interests of the Club.
- Ability to speak, read & write English at an acceptable level.

To summarise:

We are looking for a suitable VGC member, male or female and from any country but with good English, who has some experience and would enjoy managing the Vintage Gliding Club. The spare time commitment typically involves a few hours a week dealing with e-mails. We have 4 Board Meetings during the year and there are some occasions when you might have to represent the Club.

When can you start?

During the AGM which will be held at the 2014 International Rally, the current VGC Chairman will step down. So to be prepared to put your name forward, in advance, at this year's AGM to be held at Lasham in August. If you think you may be interested, please contact the current Chairman, Jan Forster, at jftandemtutor@hetnet.nl for further information.

VGC Secretary:

Job description:

- Organises VGC Board Meetings and the Annual General Meeting (AGM), determining the place and date at which they will be held..
- Acts as Secretary to the VGC Board at its regular meetings and AGM, producing the Agenda and Minutes.
- Deals with correspondence on behalf of the VGC Board, acting as the principal contact for the VGC Ltd
- Needs to have good English reading and writing skills.
- Needs to be familiar with the way in which Clubs are organised in the UK
- In order to comply with the previous two points, the Secretary should ideally be from the UK.

To summarise:

We are looking for someone with some hours to spare a week, who would enjoy helping in the running of our VGC Club. We have 4 Board Meetings during the year. There will be e-mails and letters to the VGC that may require attention from time to time during the week. Any VGC member, male or female, but ideally from the UK, who thinks that they may be interested in becoming the VGC Secretary should please contact Bruce Stephenson at stephensons@talktalk.net or Christine Whittaker at Christine-whittaker@hotmail.co.uk for more information.

When can you start?

For the past year we have been only been able to manage with a temporary Secretary, but this was a short term solution. The first opportunity for election to the post to be ratified will be at the next AGM to be held at Lasham in August. However, the post is vacant now!

VGC Public Relations liaison officer:

Job description:

- Requires having a 'Vision' for the VGC by which the outside world can be informed of our existence and activities.
- Needs someone who is a good 'Networker' in all sorts of media, worldwide.
- Has the responsibility for promoting the VGC in all sorts of media, worldwide, ensuring that the Clubs image is projected in the best light with the Clubs interest at heart.
- Needs to be Open to the public for information.
- Needs to be aware of new media opportunities and to take advantage of them as they arise.

To summarise:

Would you be happy and able to promote the VGC to other people and are you good at making useful contacts? Then this is your Challenge. A little spare time is required and there are 4 Board Meetings during the year. This post is open to male or female members of the VGC from any country as long as you have the enthusiasm and can communicate with the Board.

When can you start?

The present PR officer is stepping down at the forthcoming AGM, so please contact Stefanie Gester: sgester@web.de for more information

We are urgently seeking to fill these posts. All the board members enjoy this rewarding work which involves teamwork but is also a lot of fun! If you think that you might be able to help, or would like to sug-

gest someone who might be interested and capable of getting involved, please do get in touch with any of the existing Board members.



ANNUAL DINNER 2012



A Westphalian "Kiepenkerl" welcomes the VGC-members in the "Mühlenhof"-Museum

Andrea Forster and Klaus Fey

2012 Annual Dinner Münster

Apart from the VGC International and Rendezvous Rallies, the Annual Dinner is the most important event in the course of the VGC year. Up until 2009, the dinner had always been held in the UK. The first Dinner outside the UK was held in 2010 in the Netherlands. This year it had come to Germany for the first time, to Münster, Westphalia.

What was the highlight of this year's event? Well, apart from the bagpipes two years ago in the Netherlands, this time it was surely the location itself.

Ege Goeke, brother of Inge Newton had organized an excellent event in their home-

town of Münster. The dinner was held in the Mühlenhof, which is an open air museum displaying houses, farms and equipment of the historic farming life within this rural region. Our group was welcomed by a "Kiepenkerl", a guide in traditional clothing who gave a short tour around the little village. In former times a Kiepenkerl went from town to town to sell eggs, dairy products, fruit, salt and chicken in a "Kiepe" on his back. He was also often the source of the latest news. With many funny stories, some of which related to gliders and our activities, our Kiepenkerl explained the buildings, among them an old barn, wind-

mill, forge, carpentry, and an old school. The tour ended in the main building "Gräfenhof", a large Westphalian farmhouse, which once was the main house of a farm built in 1720. The whole building was taken apart between 1973 and 1976, then rebuilt at the museum. The main room, called a "Deele", had to all the sides, stables, whilst at the end was the "Flett" with a huge open fireplace, with living space behind. In this Deele, surrounded by half-timbering and lots of old farming tools, we had our dinner whilst looking out through a huge gate of over three meters high, and five meters wide in front of the fireplace. Altogether 70 people had come from the UK, the Netherlands, France and Germany. For those of us who have already attended an Annual Dinner, know there are always two or three speakers, undoubtedly talking about gliding. This time we only had one speaker, but he could fill easily two evenings. We are talking about Hellmut Hirth, who held a presentation about his father, Wolf Hirth (1900 - 1959). Although Wolf Hirth and his gliders are very well known, Hellmut recalled many new facts and funny things about his father's life. We learnt that Wolf Hirth was not only an excellent pilot, but was also very successful in motorcycle races, despite losing a leg in an accident.

Highlight of Hellmut's lecture was a video showing some very interesting stages in Wolf Hirth's career as an aircraft designer and pilot. The film showed footage from Rossitten (where we had been just two months ago), Grunau, the Wasserkuppe and many other places. Among them was Wolf Hirth's flight along the Hudson River in 1931, the first take off of the Moazagotl and of Robert Kronfeld's Austria, not to mention the process of building the 20m



Chairman Jan Forster introduces the speaker Hellmut Hirth

Minimoa etc. This movie, contained not only interesting details, but also some funny scenes, thus proving Wolf Hirth's qualities as a movie maker and Hellmut's abilities to collect all these films and bring them together again. And he has lots more, and not only provided us with lots of laughter, but had us shaking our heads in amazement!

In between parts of Helmut's speech, a traditional Westphalien dinner was served by the Kiepenkerl and his colleagues. The awards ceremony is an inherent part of every Annual Dinner. President, Nick Newton, and Chairman, Jan Forster, awarded several awards to the following members or groups:



Nick Newton and Jan Forster

Dinner 2012 and Awards Ceremony.

"Syd Davies Trophy"

Awarded for exemplary services to the VGC
Bruce Stephenson. For all the work he did for the Club

"VGC Commendations".

Awarded for meritorious flights, restoration work or assistance to the Club by VGC Member(s).

Harald Kamper. For organizing the Rositten expedition

"International Rally best achievement trophy"

2012 Zweefvlieggroep Hilversum, T-21c PH-110

After a heavy crash in the dunes; reconstruction cockpit and one broken wing. Took 5 years.

"International Rally Challenge trophy best restoration"

Castel C-25s, HB-887, German, Jürgen Dreyer.

Glider in bad conditions, a perfect restoration.

"Commendation prizes for good restorations".

A) 1958 Pik 5c, OH-188, Finland, Pertti Halinen and Pekka Hänninen

B) Baby IIb, LY+BA, Lituania, Benvenutas Ivanauskas.

The glider was in bad condition. 2 Year reconstruction. Casein.

C) Wright Flyer, Germany, Ulrich Voswinckel and Udo Von Jorges.

The most perfect replica ever seen.

"Frank Reeks Trophy".

Best Grunau Baby at a National or International Rally.

Grunau Baby III, D-1977, 1957, Germany, Segelflug-Club Fischbek e.V., Hamburg.

The rally-pilots and main restorer are Hermann Beiker, Reinhard Jacob and Heike Capell.

"Phill Tiley Memorial Cup".

"For the most outstanding event of The International Rally".

It means you can also have the Cup if you are doing something, even when you are not flying because you are member of the team or family.

Already Awarded to Volker Skrzypek (lent his K7 to be used at Pociunai even though he was too ill to attend).

"Thank you" for Bruce Stephenson.

Presented to Bruce Stephenson for his outstanding contribution to the Club 2006 - 2012

A "thank you" for the club who organized the International Rally in 2012.

A pewter for the organizing club, with on the front site our logo and the profile of a SG-38 2012 and on the back site the text:

"In Appreciation by the Vintage Glider Club for the Rally Organisation in 2012, Pociunai, Lithuania."

We also have to **thank Margaret Shrimpton for her work** on the VGC News. She also gets pewter with the same front and a text on the back.

"Presented to Margaret Shrimpton for her outstanding contribution as Editor of the VGC News 2001 - 2011"

"Chairman's Cup".

Wasserkuppe, because it has this year it's silver jubilee. It is historical speaking a very important collection and a public relation example for glider pilots and the public from big impotency. It is complementary to what we, the VGC, are doing, they keep it in the museum and we keep it flying with the same purpose: preserving it for the future.

I don't know how other members feel about the award ceremony, but when Nick is leading it I always think of Chris Wills. Like Chris, Nick has a story to tell for every award – often hilariously funny and rousing interest.

Anyway, the top honor this year went to our Vice President, Harald Kämper, and quite rightly. For years he has been busy, with the help of interpreters and good friends, to organise a unique event. After 68 years in the sand-dunes of Rossitten on the Kurische Nehrung in Russia, once again we saw the launching of a glider. All this was amidst a nature reserve, in a country that does not even belong to the EU,

and Harald made the impossible happen, surely an occasion to go down in history. Harald, again many thanks for giving us the opportunity to experience this!!!

As usual, the event ended with the traditional raffle, and what a fun we had! Surely this was one of the biggest raffles we have ever had, with € 255 collected for the Club. This was followed by the many small talks in the Mühlenhof, and later on at the hotel bar, or during breakfast the following morning, the event was a delightful conclusion to an amazing gliding season.

Many thanks go to Ege for organising a great Annual Dinner. Most of those who had never attended an Annual Dinner be-

fore, promised to come in the future. There is not only the Dinner, but also an additional program for non-flying partners, making the event a very nice occasion.

Because it's the VGC's 40th anniversary this year's Annual Dinner will be at a very, very, special location: The Shuttleworth Collection at Old Warden. So, please make a note in your diary for Saturday October 5th 2013! For more information please visit the VGC website and page 10 of this issue of VGC News!

**Text – Andrea Forster and Klaus Fey
Pictures – Klaus Fey**

Jan Forster

40th VGC Anniversary Dinner 2013

The VGC Annual Dinner 2013 will be held at Old Warden on Saturday the 5th of October



Photo Steven Jefferson

As Honoured Guest and Speaker we will have **Sir John Allison** retired senior Royal Air Force commander, President of the Light Aircraft Association and involved in the Shuttleworth Collection.

Program

Before the Dinner there will be a guided tour of all the hangars in which the Shuttleworth Collection of Historical Aircraft is housed.

The Dinner will comprise welcome drink, buffet meal, prize giving, launch of the new VGC PR video and the raffle.

All inclusive price of £35.00 (excluding drinks during the dinner)

Das VGC Annual Dinner 2013 findet am 5. Oktober in Old Warden statt

Ehregast und Sprecher wird **Sir John Allison** sein. Senior Royal Air Force Kommandant a. D., Präsident der Light Aircraft Association und führend engagiert in der Shuttleworth Collection.

Programm

Vor dem Dinner findet eine Führung durch alle Hallen der Shuttleworth Collection mit ihren historischen Flugzeugen statt.

Das Dinner beinhaltet Sekt-Empfang, Buffet, Preisleihung, Erstaufführung des neuen VGC PR-Videos sowie die Tombola.

Gesamtpreis: 35,00 £ (exklusive Getränke)



The Shuttleworth Collection

Shuttleworth (Old Warden) Aerodrome, Nr. Biggleswade, Bedfordshire SG18 9EP
Telephone: +44 (0)1767 627927
Fax: +44 (0)1767 627329

Use postcode SG18 9EP for satellite navigation devices
Postleitzahl SG18 9EP in das Navigationssystem eingeben

Klaus Schickling

International Rally 2013

This year's VGC International Rally will be in Lasham, celebrating the 40th anniversary of the VGC. Unfortunately the location of the Rendezvous has had to be changed. It will now be at Challock home of the Kent Gliding Club, who have already organised the Rendezvous in 2000 and 2010.

2014 will be our first International Rally in Denmark. It will be held at the Danish Soaring Centre at Arnborg. The Location of the Rendezvous has not yet been de-

cidet. It will be either in northern Germany or possibly in the Gothenburg area of Sweden. Please check the website for updates.

Two years later, in 2016, both the International and Rendezvous Rallies will be held in Finland. This of course will be the second time the two main Rallies have been held there since 2003. The Rendezvous will be in Oripää, as it was in 2003, whilst for the first time, the International Rally will be held in Räyskälä.

We are still looking for locations for The Rendezvous and International Rallies in 2015, and then from 2017 on. If you are interested in organising such an event, please get in contact with the VGC Rally Secretary: rallysecretary@vintagegliderclub.org
For any upcoming vintage events please check our website. If you are organising an event that has not yet been published on the website, please send the details to your Rally Secretary.

RALLY REPORTS

Lee Cowie

USA Rally Reports

Great Plains Vintage Sailplane Regatta



Jim Short is about to start the first flight of the regatta. Photo: Lee Cowie



Tony Condon is airborne in his NG-1. It was built by Jerome Niedrauer who earned his Diamonds and got to 30,000 feet in wave. Photo: Lee Cowie



Hank Claybourne (L) brought the start line sign from the 1961 National Championship which had been signed by the contestants. Photo: Lee Cowie

The USA Vintage Regatta season ended with the 7th annual Great Plains Vintage/Classic Sailplane Regatta held at the Wichita Gliderport on the north east side of Wichita, Kansas, USA. The event really got going with a cook-out at the home of Leah and Tony Condon on Thursday 27 September. The next day ships were assembled from all over the mid-west while more arrived

but people at first seemed reluctant to fly until VSA President Jim Short went up in his recently purchased Oberlerchner Mg-23SL. It was not long before it was noticed the MG-23SL had not returned and a line formed waiting for tows. Flying ended a little early on Friday when a rain shower arrived over the field and Neal Pfeiffer landed his Schleicher Ka 2B in the rain. Flying was north and east of

the gliderport as the airspace south of the gliderport was closed for an airshow at McConnell Air Force Base. Some of the air show smoke trails were spectacular when viewed from several thousand feet above the gliderport. There were many flights lasting over an hour but no one completed a Silver C task to win a VCA coin.

Eastern Vintage Sailplane Regatta



The Rusty Lowry Schweizer 2 - 33 gives another ride to benefit the Massey Air Museum and Vintage Sailplane Association. Photo: Lee Cowie



Marita Rea waits for the all clear signal to launch in her Schweizer 1-26 known as the Bumble Bee. Photo: Lee Cowie

The Eastern Vintage / Classic Sailplane Regatta was held at the Massey Aerodrome, home of the Massey Air Museum in northeast Maryland, USA on Columbus Day weekend 7 - 10 October. Joining with us for the weekend were members of the Experimental Soaring Association who held a series of lectures. The weather was calm and clear with flying,

not soaring, on all days. The best day of soaring was Friday when Gerry Gross had the events longest flight in his Schleicher Ka 6. This was also the day when Mary Cowie in the Grunau Baby got into a thermal with a flock of buzzards. Rusty Lowry gave rides in his Schweizer 2-33 to benefit the Massey Air Museum and the Vintage Sailplane Association.

Each evening a meal was provided in the museum hanger so regatta participants from as far west as Missouri and Illinois did not have to leave the field and fellowship to find something to eat. The final day of the Eastern Regatta was spent working on the Grunau Baby trailer to get it on to Kitty Hawk.

UPCOMING EVENTS



K6CR DQS turning finals at North Hill

Andrew Mugleston

Enterprise – a truly Vintage Competition.

29th June – 6th July 2013

Have you got a vintage glider? Are you interested in flying it in a fun, friendly competition where you actually have a very real chance of winning something? Would you like to be a part of no less than three momentous anniversaries celebrating the rich history of gliding? If the answer to the above is "Yes!" then join us at Devon & Somerset Gliding Club (North Hill) on 29th June - 6th July for the 40th Anniversary of Competition Enterprise, which by happy coincidence is also the 40th Anniversary year of the Vintage Glider Club and the 60th Anniversary of DSGC. We would very much like to see a large turnout from the vintage gliding movement to mark this historic occasion and to that end we are offering discounted entry for pilots competing in vintage gliders. Competition Enterprise was started by Philip Wills and John Fielden as an alternative to conventional "closed-circuit task" competitions, with the aim of creating a competition environment in which there are very few rules, more opportunities to fly more of the time, and more emphasis on celebrating each pilots' performance on their own merit, and overall speed playing

a less important role in the final score. Thus, more interesting tasks are set, with bonus points often awarded for completing such challenges as flying over the sea, visiting a particular landmark, or even height gains - all of which are equally achievable by vintage gliders as they are by the latest hot ships. A variety of turnpoints may be set, with no requirement to visit them in any order, and not necessarily even a requirement to visit them all. Making the best of what you have, both in terms of glide performance and available weather conditions, is the name of the game. Quite simply, Enterprise was created as, and remains, a competition for those who fly for the sheer love and joy of flying, for those who want nothing more than to fly in harmony with Mother Nature and explore our beautiful countryside from the air, and who want to do it with a group of like-minded people. So, what can someone in a vintage glider compete for and what chance do they have against someone flying something like a JS1? The answer to that question is "much more than you might think". Tasks are set even on very weak days, and there is no held start or minimum flight distance to

score, giving vintage gliders that will often climb in weaker lift a significant advantage. Daily prizes are awarded for coming first and second, and also for the most meritorious flight, IE for doing something particularly interesting, and again this can easily be won by a pilot in a vintage glider. There is the John Cadman trophy for Most Outstanding Flight of the competition, and finally, there is the Blunt Nails trophy for overall best performance by a pilot flying a low-performance glider. We would be absolutely delighted to have the opportunity to award the Blunt Nails this year to the pilot of a true vintage glider.

So, if you are considering flying your vintage glider in a competition this year, join us at North Hill to celebrate 40 years of Competition Enterprise, 40 years of VGC, and 60 years of DSGC - you really won't regret it!

**Andrew Mugleston
C.E. 2013 Organising
Committee Chairman.**

We intend to have a large exhibition at the Competition celebrating our combined history, and as such if you have any articles, artefacts or photographs that you could lend to us we would be extremely grateful. Please contact Andrew Mugleston at: muggles_mugleston@hotmail.com or via Bruce Stephenson. For more information about the Competition and to download an entry form, visit www.comp-enterprise.co.uk, and keep up with the very latest news on our Facebook page by searching for Competition Enterprise.

UPCOMING EVENTS



Photo: Chris Wills collection

Midland Gliding Club

Olympian Games Gliding... New rules announced!

13th-20th July 2013, Long Mynd.

As many readers will be aware, Olympian Gliding is now open to all older wood and fabric gliders, so if you fly anything from an SHK to a humble Grunau Baby, you can now enter! But how will the scoring work? Just how will the organisers give everyone a fair crack of the whip?

Well broadly speaking all gliders will be handicapped using the current BGA handicap system, however tasks will be set to take into account for wide ranges in performance, which may involve variations in the assigned task areas, which means the introduction of elongated turning points specified by distance and bearing together

with not having a time limit. Also there will be a "windcapping" scoring system which is scored based on the actual wind conditions found during the task taken from the flight logger, where a types ability to effectively penetrate into the conditions are very much taken into account, thus dramatically leveling the playing field. So a Grunau Baby can effectively score as many points as an SHK, yet fly a considerably shorter distance, thus reflecting the limitations of lower performance gliders to the respective pilots in a far more fairer manner.

With the Long Mynds fantastic geographical location, it lends itself fantastically well to older gliders, and with this in mind, it allows the organisers to respond to a far greater range of weather conditions. With superb local wave often forming, not to mention miles of wonderful soarable ridges, the scoring of tasks can be adapted according to the days conditions, with full flexibility in awarding both bonus points for speed and height.

Here in the UK there is an increasing serious attempts to effectively create a competition tailored to vintage and classic gliders, but it needs our support if it is to succeed. So if you want an added dimension to your vintage or classic gliding, this has to be for you! To see more detailed information, why not visit the all-new Wenlock Olympian Gliding website and enter your glider into this unique competition, and become the next Olympian champion!

www.olympiangliding.com

Gerhard Tischler

Aero Exhibition 2013

At the Aero Exhibition at Friedrichshafen (24 to 27 of april), the Vintage Glider Club will have a nice booth/stand at hall B4. Some years ago, the team around Gere Tischler started with 2 gliders, having had 3 gliders the 3 years after - now there will be 5 vintage gliders. Everybody is invited to come to see them, as over the years it has become a great possibility of meeting the club and other members. We are located at stands B4-125.



More information: www.aero-expo.com



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



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

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

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UPCOMING EVENTS



41st International Vintage Glider Rally 2013

The 41st International Vintage Glider Rally will take place at Lasham Gliding, the worlds' premier gliding site from the 3rd to the 10th of August 2013.

Location

Lasham Airfield is located in the United Kingdom 80km south west of London, 170km from Dover and 10km from the M3 motorway.

Lasham Airspace

4800ft QFE (5500QNH) overhead Lasham, with available airspace to FL55 and FL65 North and West of Lasham.

Event Organisation and Structure

The event will be planned and run by a specialised team of Lasham VGC members who have the full support of the Lasham Competition Committee and full time flying staff adhering to the highest safety standards.

Lasham Tugs

DR400 Robin (3), Pawnee (1) and 180 Super Cub (1) Private tugs are available on site, with additional slow tugs available if required.

Winching

Two Skylaunch winches which can be used simultaneously to launch 20 gliders per hour to approximately 1500ft.

Pilot Briefing

Lasham has a number of highly skilled meteorologists and briefing will include daily NOTAMS. Site checks are available in K13 and K21 aircraft.

Lasham has many facilities available for briefings including a dedicated competition briefing room (150 pilots), small briefing room (80 pilots) and conference facilities.

Staying at Lasham

Motor home and caravan facilities are available including large camping areas with shower and toilet facilities. There are also local hotels available.

The clubhouse has WiFi communications. The restaurant seats 120 (8am until late), a large patio area, children's play area, an award winning bar (12 midday until late) and office facilities with permanent staff.

Lasham Facilities

Space will be made available for difficult to rig gliders in our main hanger (40x80m)... Trailers will be parked on level ground with spacious rigging areas and easy access to launch points. Lasham is a very secure site.

Lasham also has a fully equipped on-site workshop with BGA and EASA qualified staff for emergency repairs.

Prices

It is impossible to predict fuel costs one year ahead however we will maintain normal club rates for visitors to the Rally.

The entry fees and camping fees will be kept as low as possible and similar to previous rallies subject to inflation.

Lasham's Current Rates:

Aerotows 600m (2000ft)	£34.50
Winch Launch	£8.75

FOR MORE INFORMATION:

www.vgc2013lashamgliding.com
email: vgcrally@lasham.org.uk





UPCOMING EVENTS

Vintage Glider Club

Rendezvous Rally

Saturday 27th July to Friday 2nd August 2013

Kent Gliding Club

Ashford Kent

Ridge and thermal site on top of the North Downs

Winch and Aerotow
(Super Dimona aerotows for the lighter, slower flying gliders)

Clubhouse accommodation
Camping and touring caravans

Restaurant and Bar facilities
Entertainment program

Rally fee £6 per day to maximum of £36

Visitors are welcome to arrive early for an extended stay

See web site kent-gliding-club.co.uk for further information and registration form

Contact Kent Gliding Club Tel: 01233 740274
(Wed, Fri, Sat & Sun 9:00 to 17:00)
e-mail: soaring@kent-gliding-club.co.uk

Contact Bob Lloyd: Mobile: 07721 500611
e-mail: bandb.lloyd@btinternet.com





FROM AROUND THE WORLD

Croatia



Correspondent:
Marko Jeras
Contact:
Croatia@vgc-news.com

It was Saturday, October 4 th, 2010, when Goran Ilić and myself sat in the Was-serkuppe club restaurant as we waited for lunch. It was mid-day break for flying the SG-38 on 'the place where gliding was born'. There and then the idea was born; the decision was made to organise a VGC in Croatia! The most difficult part was to come up with a Croatian name of the organisation that sounded right. So we simply named it: Klub povijesnog zrakoplovnog jedriličarstva Hrvatske, or in English, Vintage Glider Club, Croatia. (VGC Croatia). After returning to our homeland, we studied the VGC rules and adopted them to the Statue of VGC Croatia, with the primary aim to preserve our vintage sailplanes and glider heritage, whether it be through direct restoration of our prized gliders, or through researching and remembering our gliding past, we wanted to form a focus to encourage like-minded enthusiasts. Our first Constitutional meeting was held in Zagreb on December 16 th, 2010, where five founding members, Borislav Antolović, Goran Ilić, Marijan Ivanček, Juraj Salaj and myself, founded VGC Croatia. Goran was elected as our first President, whilst I was named Secretary. Goran Ilić was a glider instructor, motor pilot and Chief of the General aviation department of the Croatian Civil Aviation Agency; he was my best friend. Sadly Goran died on December 23 rd, 2011, and

he is still sorely missed. Borislav Antolović, a glider pilot from Slavonski Brod, built a "Goat" glider and had showed an interest in vintage gliders. Marijan Ivanček, a glider pilot and senior master in woodwork, built several ultralight motor gliders and the reconstruction of the first aeroplane constructed in Croatia in 1910.

Juraj Salaj was only a young teenager in 1942 when he gained his "C" diploma in a Croatian military gliding school during WW2. During his career he was a gliding instructor, motor pilot, inspector, and flew Croatian officials around in business-jets during post-war Yugoslavia. (Before 1990's).

I am still the youngest member of VGC Croatia. Born in 1977, in 1995 I finished my training as an aviation technician, specialising in electric, radio and instrument systems. After returning to the Aeroclub Zagreb, in 2007 I completed my basic glider pilot training.

On 3rd of February 2011 we named two Honorary members of the VGC Croatia: Danilo "Viža" Vižintin, the oldest living glider pilot in Zagreb, and member of Zagreb gliding group "Galeb" (Gull) a period of the Kingdom Yugoslavia (before WW2) and Peter Selinger from Stuttgart, who has helped us a lot with documentation and contacts.

Juraj Salaj has since taken over from Goran, and is now our new President, and from the summer of this year we have a new trainee member; Krešimir Petrin, pilot and instructor on the Airbus A-319 an A-320 with Croatia Airlines, and is the son of Zagreb's legendary glider instructor, Alojz Petrin.

Already we have started several projects, and in next issues of VGC News I will write more about these exciting developments. The biggest issue right now is to establish



L to R- Goran Ilić (late President of the VGC Croatia), Peter Selinger, Honorary member of VGC Croatia, and Marko Jeras.

a permanent workshop that will enable several new members to join us in our activities of building and restoring our historical gliders. Our current project is the building of an authentic replica of Zagreb's first glider which first flew in 1930.

There's a lot to do in the coming years! This includes the reconstruction of some five wooden constructed gliders, which I will again be reporting on in future issues, not to mention a new book that we are working on about the 'Galeb' Glider group, which is part of the Royal Yugoslavian Aeroclub's Zagreb chapter. We are also well on the way to completing material for another book on the history of gliding in the Independent State of Croatia up to 1944, with research going on for a second part on the post-war period. And if this wasn't enough, we are also working on a new book on our famous Meteor glider!

Looking to the future, we have both bold plans and daring goals! Our target is to bring back some 15 historic wooden gliders to Croatian skies so our gliding past is preserved for our next generation, with the ultimate goal of establishing a Croatian flying museum to our fantastic sport.

Text: Marko Jeras
Photo: Marko Jeras

Lithuania



Correspondent:
Martynas Lendraitis
Contact:
Lithuania@vgc-news.com

During the VGC International Rally in Lithuania, we were incredibly honoured to come into contact with Belgian VGC member, Johan Kieckens, who has kindly donated his L-Spatz 55 (OO - YSV) as a



Museum's new Ka2.

gift to our members. We were completely amazed by Johan's generosity, and the proud new custodians are S.Randis and M.Vilkas, who were incredibly grateful to Johan for such a wonderful gift.

Both sides made an agreement that in the event of either one of the new owners deciding that they no longer wish to fly the Spatz, he will pass on his share as a gift to someone else, and in this way Johan feels

FROM AROUND THE WORLD

it will continue the real spirit of the VGC. Another piece of news is that last summer the Lithuanian aviation museum bought a Ka-2 from Germany, which they are now preparing for the new flying season, and will be one of the museums few flying gliders. During our last LSOA (Lithuanian Vintage Airplanes Association) meeting, a new president and secretary were elected. The new LSOA president is now Mindaugas Juozas Vilkas, who will work together with the new LSOA secretary, yours truly, Martynas Lendraitis!



Johan Kieckens donated this fantastic L-Spatz.



T-1 based on the Zogling Primary

Our club has also decided to build a T-1 Primary to commemorate the 80th anniversary of the Nida gliding school. The T-1 is a Lithuanian design based on the RRG Zögling, however as the plans were destroyed during the war, we have to completely redesign the T-1. Today only pictures and some text remain of the T-1, however as it was based on a

1928 Zögling, we are currently trying to locate some suitable Zögling drawings. So if someone knows of any drawings, we would love to get in contact with them. You can contact me via my VGC News email.

Text: Martynas Lendraitis
Photos: Martynas Lendraitis

Hungary



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Andras Karsai is working on the wing.



Restoration works starts in 2010. L-R Patrik Ungar and Andras Karsai at Farkashegy airport.

Hungarian old-timer gliding is now becoming more widespread here nowadays, with a few small groups having started working with old gliders. In 2010 we started to restore the old Rubik R-07b "Vöcsök" (HA-2336), which was built in 1980-81 by Lajos Schmidt, an experienced builder who has built several planes, including the R-11b "Cimbora" (HA-5035). The "Vöcsök" has flown at many of our Hungarian Rallies, notably in 1983, 89,

and 1996, but in the past few years had been pushed to the back of the hanger, and was no longer being flown. As we wanted to rescue this very nice example of the Hungarian engineering, we asked the Gold Timer Foundation if we could restore the glider. Leading the restoration team is Andras Karsai, who has started the restoration at Farkashegy airport

with the assistance of some enthusiastic helpers. As the Vöcsök had been unused for more than 10 years, it subsequently had lost its ARC and it is our aim to repair and overhaul the glider back to flying condition. In 2012 the wings and tail were finished, with only the fuselage to go, and it is hoped that the "Vöcsök" will be completed sometime this year. Currently in Hungary there are only a handful of original gliders still airworthy: 1 R-22 Futár (1949), R-22S Június 18 (1953), 2 R-22 SC SuperFutár (1958), and the replica R-11b Cimbora (1984). We hope that our enthusiasm will inspire more and more Hungarian pilots to enjoy our old timer gliders, and lead to more of these lovely machines being brought back into the air!



HA-2336 R-07b Vöcsök around 1985. All Photos by: Patrik Ungar

Text: Patrik Ungar
Photos: Patrik Ungar

Poland



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With the opportunity to update you on what's happening with the Vintage Polish scene, here's some news from Poland!

Firstly to summerise 2012. We had three VGC meetings in 2012, with the main one being the VGC Rendezvous Rally in Olsztyn which ran for one week from the 23rd - 29th July as pre-meeting to the main VGC Rally in Lithuania. Thanks to this, fans here in Poland got a rare chance to see a lot of unusual gliders, from the Kranich and Cimborra, to the "Hol's der Teufel" and Slingsby T 21B, in addition to many others. This meeting of course was covered in a previous VGC News, so is already well known to VGC News readers.

We should also add a few words about the VGC cult at Jeźów (Grunau), where in May 2012 some VGC fans met to have lots of fun flying Grunau Babies and SG 38's.

Another regular glider rally that is organised each year is the "Pirat Cup", which usually takes place in August at the Aero Club in the city of Włocławek. With the event running from the 15th - 19th August 2012, many although, may not consider this to be a true Vintage event; the Pirat nevertheless is a true wooden sailplane. To find out more about the event and the SZD 30 Pirat, or to contact the organisers, visit their website at: <http://piratcup.neth.pl>

Restoration activity:

Yeah, these days we can observe a real "new wave" of popularity for Mucha gliders! Thanks to several rebuilding projects, a lot of these lovely gliders which belong to long line of the Mucha family, are now being restored. From the Mucha Ter, SZD 12, or so called "Mucha Sto" (Mucha 100) followed by the younger SZD 22 "Mucha Standard" more and more have either been restored, or will be soon ready to fly again.

One of the most famous is a Mucha 100A registered with the original serial number of SP 1801. This particular Mucha was built in 1958, and had been originally based with the gliding school on the Żar. In 2009 our "glider Sherlock Holmes" dis-



covered it as an unofficial and un-registered motor-glider, and had been left unused for years in the back of a garage. With its restoration back to its original glider form, it has been brought back to life after 30 years!

There are similar restorations taking place on a further three Mucha 100's, with an especially rare example, (not an A version), SP 1742 that is being slowly rebuilt in Mielec, which I should point out, is one of our most well-known Aero Clubs and reconstruction/ rebuilding centers, run by Paweł Śwerczyński and his father.

A group of students from a technical school in Bielsko Biała are running an after school renovation of another Mucha 100 registered as SP -1807, and it's amazing to watch their progress. The works are supervised by Jerzy Biskup and his repair facility in Żar. You can check out this project by visiting: www.szd12mucha.blogspot.com There is at least one other Mucha 100A that should be back on the sky this year. SP 2003 should soon be flying at its happy new home in Torun.

Thanks to the strong internet activity of Marcin, one happy owner of his brand new looking Mucha Standard SP- 2117, it seems that we have got the most popular glider ever!

To find out what am I talking about, just paste SP-2117 in your Facebook browser to see how well advertised it is!

In Gliwice, where VGC Poland was set up few years ago, there is an almost finished Salamandra, so there is going to be an-

other example of this glider completely reconstructed here in Poland. Today you can enjoy seeing a Salamandra flying at Bezmiechowa, which was the first to be completely built from the ground up in Jeźów.

Sadly the PWS 101 project that you would have known about from previous VGC issues a few years ago is still at a standstill. Nevertheless there has been some progress which I will report upon in the next VGC News issue. (More and more construction plans of the pre-WWII gliders are being traced, so there is a chance that we may see a new Komar, Mewa or Wrona!)

We can't forget about the exciting news from Denmark, where Ove B. Hillersborg is running the rebuilding of the only Delfin that survived WWII, and will be likely the very last original Polish pre-war glider in the world that will fly. Here in Poland we are keeping our fingers crossed for the successful conclusion to this project!

Other news:

Thanks to SCG printing house, last year saw the arrival on our bookstore shelves of a new book titled, "Development of Polish Gliders 1945-2011 ", which is a collective works supervised by ANDRZEJ GLASS, and TOMASZ MURAWSKI. This compendium of knowledge about all the main glider types describes the history, technical data and some interesting stories and anecdotes about each of the featured gliders. With some 319- A4 size pages, to date it is only available in Polish. Nevertheless it is worth checking out for its rich content, and is full of previously unknown rare photos and drawings; which of course translates to any language!

As I come to the end of my report, I would like to introduce to you our local VGC initiative. For the past two years now here in Torun, we have been running an Association of Vintage Gliders and Friends called Toruńskie Stowarzyszenie Sympatyków



Launching the Hol's der Teufel at the Olsztyn VGC Rendezvous 2012.

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Stunning restoration of Mucha Sto, SP-1801. This glider was originally based with the gliding school on the Żar. Żar.

Zabytkowych Szybowców. (TSSZS). As a registered association, we are made up of a group of 18 enthusiasts with the aim of giving people the opportunity to help with renovating gliders in a more formal

way in order to keep these dying skills alive. Being a registered association, it also opens up the possibilities for financial support from companies, local government, and other institutions.

We are also collecting old pictures, magazines, and drawings. (We are in possession of drawings of the pre-war Mewa and the Bak motor-glider). Additionally we have started to think about opening something like a library for all interested people. We have already been in touch with some people in Warsaw and other places in Poland to make this idea work, and are currently gathering a rich and exciting collection of materials. If you wish to contact us, or find out more about our work, please visit our website: www.pws101.pl

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Photos: Grzegorz Kazuro

Japan



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Minimoa is towed aloft before making its public demonstration flight.

It is a pity for me to say that vintage glider activity in Japan has not been so active as in Europe last year. But the situation nevertheless, is progressing slowly forward, and I want to share some information with you, especially in regards to the Minimoa and MG-19 etc. Most of the VGC members are interested and aware of the current status of Mr. Honda's Minimoa. Minimoa (JA2547) is kept in flying condition at the Takikawa Sky Park, which is located to the north of Sapporo City in Hokkaido Island. Takikawa city is the Mecca of Soaring Activity in Hokkaido, with an 800m paved runway and hanger/club house, all of which is located on the Takikawa Sky Park. Mr Yujiu Higuchi is the instructor of Takikawa Skysports Promot-

ing Society, which established the "Vintage Glider Restoration Project" two years ago, and now he is the leader of the project. Currently most of Mr. Honda's vintage gliders are kept with this project, which contains the following gliders: Minimoa, MG-19, Condor IV, Kingfisher ES57/11, ES Kukkabarra 52/C, ICA IS-28B2, Fauvel AV38-H, SHK-1, Fokke Wolf Weihe 50, Fokke Wolf Kranich III and the SH Govier. The purpose of this project is to keep the gliders in flying condition and collect any memorabilia or publications regarding vintage gliders. The MG-19 is currently under restoration, with the old fabric removed, ready for new fabric to replace it. All works are carried out in an old technical school

facility which was no longer in use. The fabrication work on the MG is expected to be finished within the next year. Every summer the Takikawa Skypark stages an airshow, in which the Minimoa makes a demonstration flight. In 2012 it was held on the 29th July, with over 3500 spectators gathering to see the Minimoa fly. Recently many books and technical articles regarding vintage gliders were sorted and filed with great effort by volunteers. Books and magazines are soon expected to be available and open to the public as a library.

Text: Yasuhiro Yama
Photos: Yasuhiro Yama



Looking down on Takikawa Skypark.



Old technical school building where the restoration work is carried out.



Fabric of MG-19 removed, ready for recovering.

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BBQ looking resplendent after her recent restoration. Photo: Trevor Dale



Bill Bedford flying VV400. Photo: Chris Wills collection

UK



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With the depths of winter abound as I write this report, thankfully the European Rally season is just around the corner!

I am delighted to report that the long restoration of the ex-Bowland Forrest EoN Baby is finally making some solid progress with members at the Buckminster Gliding Club, however the winter cold has so far put paid to new fabric being applied to the bare fuselage that is awaiting warmer weather. Once the new fabric is applied, the next task will be to strip the wings in preparation for new fabric during the summer months.

Great news from Trevor Dale at Milfield; Eagle BGA 841 'BBQ' has flown! Sunday 6th of January 2013 saw Roger Partington making the first flight in this grand 1958 Slingsby lady. Sold to a syndicate at the Newcastle club in 1967, one of which was Dave Wilson who has remained with the syndicate ever since, BBQ is still based here at Milfield. Particular thanks for BBQ's restoration must go to Roger Partington, who assisted by Graham Mitcheson, have made a simply superb job.

More news on the ex-Empire test pilots EoN Olympia V.V.400 which is currently undergoing a complete restoration by Alan Pettit and Alan Brind. Work is near-

ing completion on the fuselage, with it looking magnificent in its "Empire Test Pilot School" base colours of pastel blue. This particular Olympia has a special place in early British post-war history, being the very same glider that Bill Bedford set a British distance record on the 24th August 1950, with a flight of 310 km in 3 hours and 50 minutes. It was during this same flight that Bedford also broke the national gain of height and absolute height records. (19,120 ft. and 21,340 ft. respectively). With both wings now with new fabric, and a new trailer in which to house the contents, Alan plans to have V.V.400 ready for this year's International Rally at Lasham. Alan also reports that "Olympia fever" has taken hold at Shalborne, with Andy Brind currently also restoring Olympia 2b, BGA 973. An ex-Army gliding club glider, unfortunately it was badly damaged with the fuselage returning to Elliotts for repair in 1962, whilst the wings were repaired at Thruxton airfield. It was then sold to new owners at the Dorset gliding Club where it remained for many years. As a Newbury resident, Andy writes that he has brought the Olympia 2b back home!

The third of the Shalborne Olympia's is yet another unique Olympia, and is probably one of the most original Olympia's still surviving in Britain. One of the first batch of Olympia 1's to roll out of Elliotts doors in 1947 as works number 014, (BGA no 513), this particular Olympia started its operational career with a syndicate at the Derby and Lancs club (Camphill), where it was christened Jacob's Ladder.

Originally registered as G-ALNB before moving onto subsequent owners and clubs in the mid 1950's, the Olympia was

recently purchased by VGC members, Bill Cook and Ken Reid. One of the last, if not the only surviving Olympia 1 not having undergone retrospective modifications to Olympia 2B specifications, it still sports its original skid, and jettisonable wheels!

I am delighted to report that Bill and Ken are to restore Jacob's Ladder to its current Olympia 1 configuration, thus preserving one of the last truly original Olympia's still in this country. Getting the glider to its new home however proved to be a rather sodden ordeal however, with the positively vintage trailer sporting some old Morris 8 wheels and tyres, giving out in the pouring rain! Rescue came in the dying hours of the day when late into the night Alan Pettit and Alan Brind emerged out of the dank gloom with the "new" rescue trailer, whereupon all hands were on deck to man-handle Jacob's Ladder from one trailer to another! Being a family publication, I won't repeat the description given by the recovery serviceman of the forlorn trailer upon it's retrieval onto the recovery vehicles low-loader!

It is also worth noting that Bill and Ken have also just completed a lengthy restoration of a T21 BGA 1619, which is now in absolutely immaculate condition; one to look out for in the coming Rally season!

Yet still more on the Olympia theme! There has been an update on the wartime Schmetz built Meise (BGA 449), that spend so many years based in Parrenporth under the ownership of the ex-WW2 Typhoon fighter pilot, Pip Philips, and had finally found a secure home approximately 2 years ago. I am delighted to report that restoration of this rare glider is now coming together at the hands of Russell Hardcastle. At the time of writing

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the rudder, tailplane, and elevator have received extensive re-building work and recovering. There is still a long way for 449 to go however, but initial reports are encouraging, with the general condition of the glider being remarkably good.

Naturally 449 has undergone much "Anglicising" over the years since it was imported into Britain as war booty just after the end of the war, and it is the aim of Russell to return this glider back to its original Schmetz configuration, with parts currently being sourced from old Nord 2000 stock to replace the EoN rudder pedals, and blown canopy.

Another wartime built glider has changed hands. This time it is the ex Harry Chappel Mu13D3, (BGA 1937). Built by Schwarzwald Segelflugzeugbau in 1943, it took up the German registration of D-1488, and was imported from Germany by Martin Breen in 1974. The glider is in good condition, and Laurie hopes to get

it back in the air soon. If any VGC news readers know more of this Mu's early history, please contact us here at VGC News.

Yet another German war built glider has changed hands, this time Grunau Baby BGA 1910, which is now in the hands of a young Venezuelan engineering student, Joaquin Perez. (Joaquin is part of that dynamic group headed by Gary Pullen and friends at Lasham.) Joaquin had recently purchased the Flugzebaug Petera built glider from Terry Perkins widow after Terry had sadly died.

These Flugzebaug Petera GB's were unique, as they had a longer wingspan compared to other GB's, however unfortunately due to a mix up, the GB's metal fittings were accidentally sold for scrap! Fortunately the Buckminster Vintage Group came to the rescue and donated the remains of an early British built GB, along with two German wartime built wings in very poor condition, which will

aid BGA 1910's restoration back to the air.

Whilst on the subject of Lasham, Geoff Moore and Laurie Woodage have recently donated gliders to the Gliding Heritage Group based at Lasham. Geoff donating his much loved Mu 13, has secured its future here in the UK and has even joined the Vintage Group at Lasham, whilst Laurie has also donated his stunning Scud 3 after it had failed to sell.

Laurie had reluctantly made the decision to sell the Scud after changes at his home gliding club meant that the availability of suitably slow aero tow launches had become severely limited. With no real interest being shown by any British buyers, Laurie was determined to see it remain in Britain, and has generously decided to donate this unique glider to the rapidly expanding Heritage collection, (and planned museum) at Lasham.

Text: Bruce Stephenson

Netherlands



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From the Netherlands there is news about finishing another long restoration project, the Carmam M 200, former BGA 2978.

Nearly eight years ago now, Bas van Beek went to his father Wim with the plan to purchase a M200. It is a beautiful glider with good performance (1:32) and the most important thing being that they could fly together. After some searching they found a M200 in the UK. Despite it looking very nice and the papers stating it was airworthy, what looked a small restoration project, became a major overhaul! The two years that they planned became more than six years and over 3000 hours. They started the project at Soesterberg Air Force base, but when the base closed they brought the glider to the workshop in Hilversum where Wim is a member. There was a moment that they thought about stopping, but of course the work that they had already done would have been wasted, which encouraged them to carry on, and



Rigging the M200 prior to its 1st post-restoration flight.

the result is fantastic! They have had every part in their hands and it looks like new. On the 10th of October the big moment arrived, and finally they could make the first flights, with the M200 under the Dutch registration PH-1513. As a good father, Wim decided that he would make the first launch alone, just in case... He installed a balance-weight and took off behind the Husky tug. It flew so nice that Wim stayed up for 75 minutes. Of course the second flight Wim and Bas made together, in which they also found thermals for a longer flight. The official baptizing will be in the spring.

In another a long restoration project, the Baby PH-213 is nearly finished. After over five years of restoration by a small team,

with Bob van Aalst and Snoerie van der Heijden under supervision from Hans Regeer, it will probably fly again at the Dutch national rally that will be held at the Axel gliding club, the home base of the Baby. I will report further on this project in my next report.

Text: Astrid van Lieshout
Photos: Astrid van Lieshout



M200 flying again at long last

FROM AROUND THE WORLD

Norway



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It all started with when we were chatting on the flight-line! It was apparent that there was an interest for flying Vintage gliders here in Norway, so we decided that we needed to establish some sort of club or group. We are still in this process however, as we are very much finding our feet in identifying interest locally and nationally. Whatever the outcome however, our goal is simple; to preserve our Norwegian history, and promote the restoration and operation of older gliders.

Locally we now have 15 interested and active enthusiasts, and we are currently looking to set up a sub-group of our club here at Elverum Flyklubb, which is located at the Starmoen Gliding field, home to the Norwegian National Gliding Centre.

The club operates winching operations, and also has two Piper Pawnee's and one Super Cub, with the Cub being particularly suitable for towing older gliders.

Our final goal is to learn about vintage gliding and preserve our flying history. As we are in the process of formally establishing a group or club, it is hoped that by spring-time we will have an official club of some sort established by then.

In the meantime, everything seemed to happen at once! I began doing some research into the K8 (LN-GGZ) that I saved from being scrapped some years ago. First we had an inspector take a long hard look at the K8, and were relieved to learn that there were no major issues. Upon stripping the fabric, we were further elated to find that the glider in even better condition

than first thought.

With our little group meeting each Tuesday evening we soon got many of the tasks completed, and it is now ready for covering and final assembly, with the goal of having her back in the air in late spring.

It was during these Tuesday evening working bees, that we often talked about buying, or restoring a Vintage glider. Since I am the proud owner of a 1937 Taylor J2 Cub, we decided it had to be a 2- seater, and so the hunt was on! Bruce Stephenson helped us in looking at the possibility of sourcing a T21 in England, however it was soon evident that there were none for sale there in flying condition.

At the same time we had an email from Holland after Jan Forster had emailed vintage owners there of our quest. Almost immediately after Jan's email, we received news of a Slingsby T31 that was for sale, and after a few emails back and forth, we decided it was worth the trip to Holland to view it.

Arriving at Hilversum we received a wonderfully hospitable welcome, and soon discovered that the T31 was in even better condition than we had first imagined; she was a real jewel to look at! Carrying the nickname "Topless", she is scheduled to arrive here in Starmoen in late April 2013, and is an event we are all eagerly awaiting for!

While all this was going on, it was clear that word had been going around, and soon other Norwegian enthusiasts were keen to tell us of other gliders no longer flying. Knut Eggstad came to us with news of a Mucha Standard that was still in good condition, but had not flown for a number of years. So off we went the following weekend to look at her, and it was decided to bring her back to where she belongs...in the air! Knut will lead a small group to do this, and the last news was that there was a possibility that she may even be flying again this summer, something that I will update you on in my next report.

Well if this wasn't enough action, things got even better! Almost at the same time as



After years in storage, 1937 Grunau Baby II



The Mucha in storage

news of the Mucha came to us, Svein Birke-land came to me and told me about a 1937 Grunau Baby II. Off we went again, only this time it was practically just down the road! It was almost like being in a time capsule, as we turned back the clocks to 1971 when the GB last flew. It almost seemed like yesterday when the covers came off the GB, which was still in remarkably good condition! We plan to start restoration on this wonderful piece of Norwegian gliding history next winter, a project in which I will be heading up.

This summer we hope to encourage more people when we hold our very first vintage meeting on June 28/29th 2013 with our K8 and new T31. We would love to invite all VGC enthusiasts to our beautiful country, and its stunning flying, so why not come and visit us?

Text: Espen Aarhus
Photos: Espen Aarhus



T31 "Topless". As we saw her at Hilversum.



Grunau Baby II, LN-GAR sees the light for the first time in 30 years!

FROM AROUND THE WORLD

Germany



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9th VGC End of Season Meeting in Mengen from 15th to 16th September

This year's invitation yielded the highest number of registrations ever - a great response. The idea of meeting at a weekend, to fly and talk and have a short break in a hotel enthused the pilots as well as their spouses - which is fundamental for a well-balanced community of glider pilots.

Due to their long journeys, the first participants arrived Friday at the hotel in Mengen. Friedolin and Kai even ventured for a 2 1/2 hrs aerotow with the T21 from Obernau near Aschaffenburg to Mengen...Chapeau!

The weekend started on Saturday morning with overcast skies, the other participants arrived one by one - including two Swiss pilots, Willy and Jürg Wälty. The gliders, 2x L-Spatz 55, Mü13E/Bergfalke II, Bergfalke III, SF27, Ka6E, Kranich III, T21 were rigged without hurry in the order of their arrivals. In the afternoon, Ute Fauth and Erhard Pfrommer came with their nice Smaragd from Baden-Baden.

Due to a scooter racing event which took place at the same time on the taxiway of the airfield, the usual glider runway was used for aircraft taxiing. For this reason, we could only do aerotows on the southern runway. The DR400/180R of the LSG Ravensburg as well as the C42 of the Fliegergruppe Saulgau were available as tugs. With these two tugs, the participants were launched without delay.

That night, following a delicious dinner, Alex Gilles showed pictures of the past season - from last years End of Season Meeting to the Rally in Lithuania. The comments in the speech bubbles of the last pictures resulted in many of us having tummy ache from laughing so much. Thank you very much Alex for the round-up which was great entertainment. Katrin translated the speech bubbles for David and Margaret to English which wasn't easy as they initially were in Swabian. The official part ended with the traditional "prize award", but we didn't finish until 1:00 o'clock.



Sunday morning, the sun blinked at us at breakfast, but it was obscured by high fog until about noon. The first winch launch had to be interrupted on account of low cloud base but a short time later winch launches and aerotows were possible without restrictions. Thermal activities started cautiously but improved continuously which allowed for longer flights.

On account of the numerous international participants and club members of LSG Ravensburg (together about 50 persons) with folding chairs, cakes, drinks and other refreshments, the launch point resembled a picnic at Old Warden. The atmosphere was relaxed.

Regrettably, this beautiful late summer weekend of our international End of Season Meeting passed far too quickly.

All participants want to say thank you to the LSG Ravensburg for their hospitality and comradeship as well as the fantastic organization of the airfield activities. Also many thanks to the airfield Mengen for allowing our gliding activities in spite of a parallel event. The manager of the Flugplatz GmbH promised to mark the event in his calendar to avoid interferences in future.

The 10th VGC End of Season Meeting will be on the 3rd weekend in September, September 14-15, 2013 in Mengen.

In addition to the invitations, our event will be listed in the VGC rally calendar on the VGC website.

And finally the statistics:

- Number of participants: 38
- Number of launches on Saturday: 27 (aerotow only)
- Number of launches on Sunday: 35
- Total flight time on Saturday: 14:01
- Longest flight on Saturday: 1:16
- Total flight time on Sunday: 12:55
- Longest flight on Sunday: 2:17

We are looking forward to meeting all friends of flying plywood at our 10th anniversary in 2013.

Text: Gere Tisdale
Translation: Ute Fauth
Photo: XXXX XXXX



FROM AROUND THE WORLD

Finland



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Many of our members are working on their oldtimer projects. We have a Foka, a PIK-5c and a Kotka under preparation for flight, with the PIK-5 flying this summer, and the others at a later date.



OF member Mr Jyrki Viitasaari preparing for take-off with help from our President Pekka Hänninen at the 2012 VGC Rally.



PIK-5c OH-188 and it's builder Mr Raimo Hirvinen at the 2012 VGC Rally.

Here up in the north, glider flying has stopped for the winter season. When the days become longer, with more daylight, gliding will start again with wave-soaring at Kebnekaise in Sweden, and other events on the frozen lakes in Finland.

Our local Vintage club, Oldtimer Finland, has an oldtimer flying weekend in May

at Oripää gliding field, which is owned by Turku Aero Club. During the weekend we also have our annual meeting of Oldtimer Finland, where we discuss matters and vote for candidates for the leading positions within the club for the following year.

Text: Göran Bruun
Photos: Göran Bruun

USA



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Old gliders are being rebuilt all over the USA. Some seem to emerge from the workshops ever so quickly, while others seem to take forever. Some take a lot more work than others. A hot-spot of old glider rebuilding seems to be Wichita, Kansas.

The Women's Soaring Pilots Association secretary, Leah Condon, is rebuilding the Cherokee II originally built and flown by Bub Brown of Lawrenceville, Illinois. Susan Erlenwein is rebuilding not one, but two Schweizer 1-19's and this includes building two new sets of wings!

Rich Stone is involved with a major rebuild of a Foka 4. Mike Gonitzke rebuilt the wings on his Austria SH 1 last winter, flew it over the summer and is now doing the fuselage. Harry Clayton's current main project is a wing spar splice on a Ka 8, while the Schweizer 1-23, Slingsby Swallow, Ka 7, BG 12 and L-Spatz wait in line. Harry is



Under Neal Pfeiffer's watchful eye, the first of the new bulkheads take shape. L-R Lee Cowie, Neal Pfeiffer.

also involved in helping people all across the country when they don't know how to make a specific repair.

Steve Leonard seems to have put his Grunau Baby and ASK 14 aside while he gets his recently purchased ASW 12 back into the air. Neal Pfeiffer is another who is always helping others with their projects. He is currently rebuilding 2 Lo-150s, one which had a major modification started, which he is now undoing. He also finds time to make progress on his Ka-6 BR and Ka-2.

Tony Condon, another who is always helping others, is rebuilding the Ames, (Iowa club), Schweizer 2-22E trainer. This could be the largest number of rebuilds in one area in the USA.



IOC Olympia 2b fuselage is jiggged up ready for new wood to be spliced in.

Another piece of news is that we are now progressing with the restoration of The IOC (International Olympic Club) Olympia 2B which is being rebuilt at Lawrenceville, Illinois. Sadly this well-known glider was badly damaged at last year's IVSM, however is well on the way to being put back in the air. With drawings from the VGC archive department, we are now rebuilding the first of the damaged bulkheads, before we splice in the new stringers and finally re-skin the area with new outer plywood. We are looking forward to getting this popular glider back into the air in the not too distant future.

Text: Lee Cowie
Photos: Lee Cowie

Reader's Album

DAVID UNDERWOOD

*Why not share your favorite photos with us?
To tell us why they are special to you, please contact us here at VGC-News!*



That's me, probably taken in the late 1950's at Dunstable. This was the first time that I had been close up to a glider. I still remember dad (Peter) lifting me up so I could see inside the Olympia, little did I know gliders would be part of my life!



My first glider. Grunau Baby 111 BGA1754 which we bought in Devon for 650. We had just got it back home, when we looked at the tyre that was old and had cracked. The inner tube was just starting to come through, I don't think it would have gone another mile! This was the glider that started our fun with the VGC.



Taken from a pre-war postcard that I had brought. Quite an amazing photo of a few Grunau Babies flying.



M22 Turul with Vickers Victoria in hangar. The M22 was flown by Edward Mole who set a world record of 147 continuous loops. I spent a day filming with Edward Mole and Ted Hull recording the history of the London Gliding Club.



Moazagotl, this photo was taken by Robert Schumann, who I got to know though Bletchley Park when we had a museum there. He was a pre-war glider pilot who knew Hana Reitsch and many others. He later flew with KG2 until shot down in 1942 and captured.

Reader's Album

DAVID UNDERWOOD



Messerschmitt Me321. I've always like military gliders, and would have loved to have seen one of these giants. As far as I know only a spar of a Me323 (one with engines) still survives, although a wreck of another has been found under the sea.



Reg Radford in the Grunau Baby at Dunstable June 1939, another person I got to know at Bletchley Park. He was in a pre-war cadet force and they had a week's camp at Dunstable. In the 1990's I took him back to Dunstable, and took him up stairs to the canteen, where as a cadet, was out of bounds!



Slingsby Gull 1 G-ALPJ of the Derby & Lancs gliding club flying at Dunstable with a replacement canopy in the late 1940's /early 50's. Note the shrubs now starting to grow on the hill after hill grazing was discontinued after the war.



Udet (BFW) Flamingo and Professor. Nice early glider tug. Alfred Weyl had some involvement with the Flamingo. He later left Germany and came to Dunstable, where he started making gliders (Dart Aircraft) and later aircraft. Dad went to school with his son. Later dad (Peter) made some parts for the Dart Kitten 3 aircraft in my grandad's house.



Our old Grunau Baby and Kirby Kite. We always had wanted a Kite and Grunau in military markings in memory of all wartime glider pilots. Both carry markings of wartime glider pilot training groups. The Kite is a genuine ex-military glider, but it took us about 25 years to get the pair of them finished together!

FROM AROUND THE WORLD

Switzerland



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Another Happy Flight!

Vintage Gliders on Churer Joch, Switzerland

The weekend of 14th-16th September 2012 saw members of the Oldtimer Segelflug Vereinigung Switzerland (OSV) meeting for their traditional bungee launch event. In 2005, 2006 and 2010 we have planned this event near Chur, in the Swiss Alps, however the weather has not always been favourable, but this year's met forecast was excellent however, and we were blessed with perfect conditions.

Friday, as usual, was dedicated to introductory, or refresher launching on the Bad Ragaz airfield. (Each pilot is required to make at least six launches on the flat before they are legally allowed to launch from the mountains.)

On Saturday a batch of fifteen cars with seven gliders in their trailers, climbed from Bad Ragaz at 450m, up the narrowing road to the Churer Joch, which is at 1950m a.s.l. An extensive briefing followed the rigging of the gliders, whilst flat U-shaped sections of plastic start channel to aid launching the gliders was laid out, along with the laying out of the Y-bungee. We then had to wait until shortly after noon for the winds to change from the cold air blowing down the mountain, to the days warming air to blow up the slopes!

Pilots and gliders were then prepared for launching, and up to twenty people picked up the bungee waiting for the



Churer Joch, Gummiseilstart.

launch-chief, Willy Fahrni, to shout his commands: "Walk - Walk - Run!" At maximum extension of the chord, he then released the hold-back mechanism, and the glider rapidly accelerated to about 75 kph, before lifting off safely.

Like eagles, the oldtimers stayed over the mountains, heading towards Rossboden, a dedicated landing spot down in the valley near the town of Chur. Some pilots managed to stay airborne in the favourable, but weak conditions, for up to two hours.

Three Archaeopteryx modern ultralight gliders also participated as guests of the OSV, and stayed aloft in the week thermals even longer than our oldies!

With coverage of the event coming from

some regional TV clips and a press-releases, Sunday brought many onlookers out to watch the launches and landings. One spectator asked whether it wasn't dangerous to fly such old equipment? This was countered by one organiser with: "Only an old glider is a good glider. After all, if it wasn't that good, it wouldn't have become that old".

Our OSV members are already looking ahead to next year's bungee-weekend, after all, "after the bungee-event, becomes before the bungee-event!"

Text: René Stierli
Translation: Hans Peter
Photos: Karin Lehmann



Bungee launch, Meise HB-384.



Archaeopteryx ultralight glider.

Czech



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Czech Online Oldtimer (Classic) Sailplanes Competition

The National Gliding Competition, CPS (Celostatní Plachtarská Soutěž) Online, (www.cpska.cz) grew from a longstanding scoring system originally initiated by the Aeroclub of the Czech Republic, and was the inspiration, and basis in 2006, for the creation for a wider "Online European Gliding Contest" outside the Czech Republic; the GCUP EU (www.gcup.eu). The aim was to create a flight system that would enable pilots to register their flights, with the system then subsequently displays their flights through-

out the calendar year. The flights can be registered up to 30 days after the flight, and are electronically evaluated within just a few minutes, with the results being based upon the three best achievements of each pilot. The flights are divided into different categories of clubs, individuals, juniors and women. Gliders more than 40 years old are allocated with an index below 96 (club-class minimum), and automatically count towards the Czech Oldtimer Club's, "Old Timer Cup", which can also be viewed online at our Czech Oldtimers website: www.potk.cz/index.php?iid=vGPC

The competition scoring system is a little more complicated than the rival OLC, but because the speed on track is a very important source of points, all of the flights have to be declared in advance in the logger. When you start the task (by passing the departure window), you can then change the declared track, however this will incur a penalty of 15%. On the other hand, you can gain bonus points; for example, if you fly an FAI triangle your points are multiply by a factor of

1.3, whereas for an out-and-return, your points are multiplied by 1.2 whilst a triangle is multiplied by 1.1.

Placing's can of course be viewed live on the OTC website, as well as previous years results. The winner of the OTC (because GCUP EU is for the whole of Europe, theoretically everyone could be a winner), is then officially declared Old Timer Cup champion at a large Air Sports celebration in Prague, which is usually held in February.

Last year saw some ideal weather conditions for cross-country flying for wooden gliders here in the Czech Republic, which enabled 142 pilots to complete a high number flights that counted towards the Old Timer Cup.

To learn more about the Czech Oldtimer Club, why not visit our website. (You can also view an English version of our website too, just click on the English flag): www.potk.cz

Results for the top ten pilots are shown in the following table. (VT 116 is the Czech Orlik II, whilst the L13 is the Blanik).

Text: Thomas Mezera

OLD TIMER CUP 2012

seq.	pilot	aeroclub	datum	flight	km	km/h	type	points	totals
1	Sluka Wolfgang	Liberec (CZ)	26.5.2012	triangle	423.2	54.92	VT 116	828	2162
			23.6.2012	leg out of trian	310.7	65.19	VT 116	695	
			23.5.2012	polygon 3 TP	335.2	58.57	VT 116	639	
2	Bartoš Vojtěch	Medlánky(CZ)	26.5.2012	polygon 3 TP	404.9	76.63	VT 116	867	2053
			1.8.2012	polygon 3 TP	402.7	70.30	VT 116	827	
			15.6.2012	polygon 3 TP	200.7	48.63	VT 116	359	
3	Svoboda Milan	Chotěboř (CZ)	27.5.2012	polygon 5 TP	514.2	64.25	VT 116	759	1850
			26.5.2012	polygon 3 TP	306.2	57.01	VT 116	580	
			6.10.2012	polygon 5 TP	210.8	87.61	VT 116	511	
4	Šindelář Jan	Kunovice (CZ)	1.5.2012	polygon 5 TP	381.4	73.67	VT 116	635	1701
			2.5.2012	polygon 5 TP	305.2	82.54	VT 116	553	
			2.8.2012	triangle	261.4	67.75	VT 116	523	
5	Janda Michal	Broumov (CZ)	1.5.2012	polygon 5 TP	401.0	71.39	VT 116	642	1669
			13.8.2012	triangle	214.9	74.02	VT 116	558	
			14.8.2012	polygon 3 TP	195.4	72.27	VT 116	469	
6	Štěpán Miroslav	Žamberk (CZ)	1.5.2012	triangle	247.8	64.26	VT 116	570	1644
			13.8.2012	triangle	214.9	72.03	VT 116	549	
			8.5.2012	triangle	271.7	64.58	VT 116	525	
7	Teichmannová Klára	Hronov (CZ)	26.5.2012	leg out of trian	301.0	47.64	VT 116	600	1589
			13.8.2012	triangle	214.9	64.62	VT 116	510	
			14.8.2012	polygon 3 TP	195.4	74.42	VT 116	479	
8	Kolman Josef	Letňany (CZ)	27.7.2012	FAI triangle	405.2	55.39	VT 116	866	1543
			30.4.2012	polygon 3 TP	226.3	56.1	VT 116	376	
			18.8.2012	return	105.7	53.91	L 13	301	
9	Fux Vladimír	Křižanov (CZ)	14.8.2012	polygon 3 TP	380.5	45.62	VT 116	520	1446
			13.8.2012	FAI triangle	274.4	51.95	VT 116	498	
			8.5.2012	free flight 2 TP	306.9	65.03	VT 116	428	
10	Szabó Marián	Partizánske (Slovakia)	13.8.2012	leg out of trian	06.8	56.74	VT 116	538	1434
			9.8.2012	polygon 5 TP	346.8	50.19	VT 116	463	
			8.8.2012	polygon 5 TP	296.4	56.38	VT 116	433	

FROM AROUND THE WORLD

New Zealand



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Vintage Kiwi Rally Taupo 26th January - 2nd February 2013

The Vintage Kiwi Rally literally started off with a 'Bang', with Greg Douglas (Slingsby Dart 17) having a tire blow out on his trailer on route to the rally. Luckily it was on the outskirts of Matamata, so other than staying overnight there, with a new tire fitted, proceeded to complete his journey the following day in convoy with Rae Kerr trailering the V.K Syndicate's KA8.

A few hours earlier however, Mike Smith (Slingsby Dart 15) was also having his moments traveling south when he saw through his rear-vision mirror his trailer's spare tire leave its trailer 'secure hold-down' and successfully bounce its way over two cars (one being an expensive looking Audi), and disappear at high speed in to the bush as it were! After a fruitless extensive roadside search Mike had to search Tokoroa (a small timber town a further 15 km up the road) for a new wheel and tire before proceeding to Taupo. Thus stared a weeklong chain of mini 'Murphy's Law' issues of which no one seemed to be totally immune.



Taupo lineup.

However the flying side was excellent with some 12 gliders present for the rally, ranging from NZ's oldest flying glider, (Eon Baby) Slingsby Darts, KA6's and several of the Classic Class ASW15, Std Libelle, and Grob 109 Motor Glider. Members and supporters came from Auckland, Matamata, Taranaki, Rotorua, Upper Valley/Wellington, with the furthestest travelling from up Wellsford way.

The weather was fine, blue, and very hot indeed with a strong inversion, which persisted for most of the week. However everyone seemed to get 'out and about' with Derry Belcher flying his Briegleb 12-16 (often referred to as the 'Flying Forest') perfectly judging a late in the day final glide from Rangatiki back to the Centennial Park airfield on a very difficult 'blue day' over some very dry desolate country.

Later in the week a Lake Taupo cruise was organised. Two boats had to be commandeered by Tom Anderson to cater for the much larger than expected group of enthusiastic sailors. All had a really great night on the water with a very yummy home made meal cooked by Lindsey Belcher back at the airfield and taken on board at the very last moment for all to enjoy.

It has been some time since a V.K. Rally has been run at Taupo and with the success of this one I am sure a return to Taupo will be sooner rather than later.

Our thanks go out to the Taupo Gliding Club for hosting yet another successful and enjoyable event.

Text: Roger Brown
Photo: Roger Brown

Italy



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Restoration of the Zögling I-TRAM

Lino Del Pio, Roberto Martignoni, and myself were first approached by the Museo Nazionale Della Scienza E Della Tecnologia di Milano with a view to restore a Zögling which had been poorly stored under an outdoor porch of a



The completed glider.

warehouse. It was clear by the condition of the Zögling that it had probably been laying forgotten there for the past 30 years! We decided to accept the challenge to restore the Zögling, but due to the Zögling's poor condition, and at

our own cost, we decided to restore it for display only, and not for flying.

So bad was its condition, not one single rib was saved, and the wings were virtually destroyed. The skid along with the central support structure was badly

FROM AROUND THE WORLD

damaged, however the tail-plane was in relatively good condition. The spars were also reasonably good, but all metal parts were badly rusted.

To restore it, we referred to the bible, Hefte 12 "Gleitflug und Gleitflugzeuge" written by the Zögling's designer, Fritz Stamer and Alexander Lippisch.

The first step was to research the history of the glider. By removing some paint from the rudder, we discovered the number "435" and by consulting an old issue of the magazine *Volo a Vela*, we identified the Zögling with the markings I-TRAM. It had originally been built in 1951 by a group of model-builders in Rovereto. (GAR: Gruppo Aeromodellistico di Rovereto).

It flew at the Trento gliding school located at Gardolo airfield, where the GAR was carrying out its flying activities, along with the two other Zögling's, 428 (I-GVTA), and 433 (I-GRILL).

From Trento it then moved to Padova, and in 1970 it was sold to AVAL (Associazione Volovelistica Alta Lombardia, or Gliding Association High Lombardia), in Varese, which today is renamed ACAO. To date we have not been able to estab-

lish exactly when and why it ended up at the Museum Leonardo Da Vinci.

In January 2008 we started working on the glider at the Centro Studi di Volo a Vela Alpino in Calcinate del Pesce near Varese, meeting to work one day per week.

First we divided the project in several stages, with each of us taking responsibility for an allocated stage. Lino first built the stocks on which to assemble the wing, whilst I took care of remaking all the ribs, as well as repairing the tail planes. Roberto took care of all metal parts, and became Lino's assistant for all assembly works.

The project lasted four years, which worked out to be around a thousand working hours. Last October in 2012 we finally took the completed Zögling out of the workshop for the first time to be photographed with the restoration team

Now that the restoration has been successfully completed, the Zögling will be put on display in the Museo Nazionale Della Scienza E Della Tecnologia, in downtown Milano.

Text: Vincenzo Pedrielli
Photos: Vincenzo Pedrielli



The rudder with the logo of the I-TRAM



The wreck of the Zögling I-TRAM.



The restoration team: Roberto, Lino, and myself.



Approximately 80% of the wing was rebuilt.

Ted Hull

Gliding down memory lane... with Ted Hull.



A special series of articles to celebrate 40 years of the VGC..

In the early 1970s, there were no such things as vintage glider rallies. Gliders like the Skylark and Olympia were contemporary, and there were a few survivors around from the prewar period, with gliders from the late forties and fifties being nurtured by a handful of enthusiasts. As gliders got damaged by poor maintenance and accidents, they tended to be scrapped or burnt, and after a magnificent collection of older gliders gathered for the 50th Anniversary Meeting commemorating the 1922 Itford Competition, Chris Wills decided it was time to look at the preservation of these old-timers. Thus was born the Vintage Glider Club, launched at Husbands Bosworth in the summer of 1973.

I had had heard vaguely that some sort of gathering was being planned so decided to tow my Kirby Kite up for the weekend. On arrival I was amazed to see that Chris had rounded up participants from the Continent with a Minimoa and Goevier from Germany, a Swiss Spalinger 18 and a Moswey 2 to supplement some 15 home entries. Leader of the German contingent was Paul Serries, who was later a dominant force in expanding the club activities and such a hospitable host at his Munster base. He was supported by a work colleague,

Rainer Willeke, who had discovered their Minimoa decomposing at a French airfield and had his offer of a crate of beer for the airframe accepted by the locals! The rest of his crew consisted of Max Muller; the expert repair man who had thousands of hours logged training glider pilots and Kurt Kummel, a tough ex-military man who had flown Goevier's into the Stalingrad conflict with petrol drums lashed to the passenger seat!

The Swiss contingent was headed by Willi Schwarzenbach and his delightful wife Geraldine.

Willi was a tremendous character and a brilliant pilot. During the meeting, a task flight of 75 km to Dunstable was set, which Willi flew his 1943 Spalinger with ease. When he arrived he promptly turned around and flew back, before yet again turning around and completing two more legs; thus flying a greater distance than that set for the 15-Metre British National Championships which were being held concurrently at Hus Bos!

The Moswey was entered by another Willi. Bischof by surname, he was another forceful character. He had bad luck the last day when a gust of wind picked up the tip of one wing during de-rigging. Miracu-



Wasserkuppe 1974. Peter Riedel and his replica 1919 Rhön Baby. Photo: Ted Hull

lously the wing rotated around the root locating hooks and fell on the far side of the glider, fortunately without suffering too much damage.

The British also produced their fair share of forceful characters who assisted Chris in the early years. One was in the shape of Rodi Morgan, a great extrovert who had purchased his Grunau Baby from the pages of Exchange and Mart only days before the 1st Hus Bos meeting! His motor caravan became an almost permanent oasis for cups of tea and coffee produced by his partner Billie and overseen by his ever-present cat "Olympia", whom he claimed was the only cat with an inspector's ticket as it was always exploring fuselages and wing roots! Rodi had an engineering works on Tangmere airfield where he restored the wonderful Rhonsperber now flown by Lofty Russell and later a Fauvette, a Kite 2, the Rhonbussard (once owned by the Pasold brothers), and a Grunau Baby, an ex-London Gliding Club machine. Typically his trailer was unique. It had fittings for the five different gliders he owned and had an indicator board on the back door listing them by number and with the caption: "Today it is number ..." He was always a willing source of advice and practical help when needed.

Ken Crack purchased the Goevier from the Freiburg club members who attended the meeting so this joined the Goevier owned by Hus Bos member Lou Glover. Ken did a tremendous amount of committee work around the formation of the VGC but sadly died not many years later.



The Bugatti of Vintage Gliders, the stunning Moswey 4. Photo: Ted Hull

40 YEARS OF THE VGC



What number is it going to be today? Rodi Morgans uniquely practical take on owning several gliders and one trailer! Photo: Ted Hull



Kiby Kite 1. Where it all started for Ted. Photo: Ted Hull

It was a fascinating mix of people with which to be associated, and as the years went by, the meetings got bigger and bigger, with more and more incredibly interesting people joining the movement; names like Jan Forster and Harald Kamper, who have done so much to continue the vintage crusade.

But what were my highlights of my best of the International rallies? Here's a few highlights that spring to mind:

Wasserkuppe 74- Peter Riedel flying his replica 1919 Rhön-Baby, auto-towed at one metre height; the maximum permitted by the authorities! How could one forget the magnificent dinner at the Peterhorf Hotel provided by Willi Bischof for all the entrants.

Gruyeres 75- The fairytale town of Gruyeres itself, the fabulous soaring over the local mountains, and Willi Schwarzenbach's classic briefing - "Today, you will not fly down the Eastern valley. The Swiss Air Force, both of them, will be carrying out firing practice and we want you to take all of your blood home with you!"

Dunstable 76- A superb low-level display by a Royal Naval Sea Fury at the opening ceremony, and Jost Frei landing his immaculate Weihe in a stubble field near the club. Within minutes, a Super Cub landed with a small boy (Rory Ellis) getting out to run his wingtip, and the Weihe was swiftly re-launched. "It would never happen in Switzerland," declared Jost afterwards! But who could forget the German contingent stacking crates of beer they had brought over in their trailers in the Club showers to cool them? With the then very un-British drought conditions, the water supply was promptly exhausted for the next 24 hours!

Munster 77- The great 50 km task circuiting the city counting the number of tennis courts at various Clubs enroute! Late one night, a vintage member known as Ker-

mit, falling into the open drain behind the clubhouse, and being hosed down in the showers and the next morning, whereupon he was taken into Munster in his overalls to buy new clothing! The superb "wurst" barbecue, which when solicited with the comment on its par-excellence, was met with the reply - "Ah well, in Germany sausages are made by butchers. In England they are made by bakers!" Finally, meeting Hans Jacobs, designer of the Olympia Meise, Weihe and a whole host of other famous gliders.

Burg Fuerstein 81- The local fire brigade deployed to safeguard a dangerous operation. What sort of operation you ask? Nothing less than bungee launching of an SG38 on a flat airfield!

Schaffhausen 91- Jan Scott, during the International Evening, walking around unaware that the flags on his hat had been set on fire by Susie Mooring!

Wachtersberg 97- At a 'bierfest' in the village, it being my birthday I was hauled out to conduct the local brass 'oompah' band.... an idea concocted by Ian Dunkley. I am glad to say the music was not affected as the band completely ignored my frenzied gyrations in front of them, and played with their eyes firmly fixed on their music sheets!

What years they were! Sadly of recent years I have not travelled to any Internationals abroad, apart from the truly excellent 2002 meeting at Achmer. I have however, taken full advantage of the annual bonanzas at Haddenham, Camphill and the great Slingsby Weeks at Sutton Bank; two highlights of which have been a wonderful wave flight at Camphill, and in 2007 one of my best days ever at Parham; both in the delightful Scud 3.

I have been so fortunate to fly so many vintage gliders, many of which have been at the wonderful generosity of fellow vintage owners, and have added to my ownership of several classic machines starting

with a Kirby Kite. This particular glider I owned for 24 years, and included a two year restoration in the 1980s. It now resides in the estate of the late Bob Gaines in the United States, soon to fly again we hope? I also had a share in a Weihe, a Skylark 3 and Dart, neither of the latter two being a vintage glider at the time!

In 1974, I acquired from the Munster Mafia a 1935 Rhonbussard for which they could not obtain certification. After a year of fettling to increase the travel of the shortened ailerons, it flew here successfully in the 76 Dunstable International. In 1990, I restored the wings back to its original specification, but was later soon sold on however.

The magnificent Moswey IVa was my next wonderful buy. Of beautiful engineered construction and a delight to fly, it has been described as 'The Bugatti of Vintage Gliders'. Built in 1950, it had performance approaching that of a Ka6. In 1994 it went back to Switzerland, its birthplace, and was replaced by a Breguet 905 Fauvette, another delightful machine which I enjoyed for 11 years.

The Scud 3 was an incredible machine for 1935 having been built as a self-launcher with a foldaway engine. It had been under restoration for 33 years when I bought it in 1992 and I spent the winter rebuilding the port wing. This done, I then achieved 16 years of great flying in it until inability to get out of a cockpit without aid put an end to my aviation exhilaration in 2009.

Vintage Gliding and the Vintage Glider Club have formed the focus of my non-working life for some 51 years now, and will continue to hold my interest, if only at a distance. I fear that increasing bureaucracy may have drastic effect on gliding in general, and I fear that the VGC may be extra vulnerable, I wish it well, but let us all hope that I am too pessimistic and that it continues to expand and prosper!

FEATURE ARTICLE – LÁSZLÓ ALMÁSY



Rupert flying low over the desert.
Photo: Az ismeretlen Szahara. By László Ede Almásy 1934. (Via Gábor Fekecs).

Gábor Fekecs

László Ede Almásy. The Real English Patient

(August 22, 1895, Borostyánkő - March 22, 1951, Salzburg)

"Part 1 abridged from the works of VGC Historian, Gábor Fekecs"

László Ede Almásy is a name until relatively recently, been lost to another world. Part of that fascinating romantic period of exploration and travel during the early 20th century, this unique Hungarian figure came into many readers lives through the big screen when Anthony Minghella released his Oscar winning film, based on Michael Ondaatje's famous novel, "The English Patient". With the lead character based on the real Almásy, in truth Minghella didn't even come close to the real intrigue and complexity of the real man; this the real English Patient.

But not only was Almásy an intrepid explorer, brilliant test-driver, pilot, and during the war a guide to German spies across the great expanses of the Libyan and Egyptian deserts; he was also an avid supporter of gliding, which was to lead to Almásy playing a leading role in establishing gliding in Egypt in the 1930's, and it is this, along with his life in the desert, that I want to focus on in the following series of articles.

Almásy born into Hungarian nobility, was the son of the noted explorer of inner Asia, György Almásy, and led a fascinating life that was straight out of a boys own adventure book. Even from an early age he was fascinated by all things mechanical, and during his schooling days, could often be found spending his time tinkering with motorcycles and any other mechanical device he could lay his hands on.

With a formidable command of languages, he spent his early schooling in Kőszeg, and Graz, and with the early birth of powered aviation, Almásy began to show signs of interest in this new technology, and in 1909 designed and built a glider in Graz on the basis of a picture he found in a newspaper. He tried to fly it by launching himself from a quarry, however the experiment ended abruptly after only a few fleeting seconds, resulting in three broken ribs!

He later then spent four years in England studying mechanical engineering where he also enrolled as a member of a fledging pioneer pre-first world war flying club, howev-

er according to reliable Hungarian sources on trips back to Hungary, he started flying a Blériot XI 2-bis monoplane in 1911 at Rákosmező, (near Budapest), the birthplace of Hungarian aviation. In 1914 his father bought him a Farman III biplane in which Almásy gained further flying experience.

When war was declared in June 1914, along with his brother Janos he served with the Austro-Hungarian Army. Joining a Hussar regiment with the rank of Ensign, he saw service on the eastern front, where he was decorated for his exploits. In 1916 he was drafted into the newly formed Army Air Corps, where he served as an observer commander (during this time, the observer acted as the commander), flying on Aviatik Berg III and Berg C-1 type aircraft on the Italian front. He later served as a pilot, and was again decorated, this time with the Silver Bravery Medal, 1st Class.

By the end of the war he held the rank of First Lieutenant, and after the war served in several capacities for both the Hungarian National Army, and leading Hungarian figures before joining the Austrian Steyr Motor Company as a sales agent, test and racing driver. It was a role Almásy was to excel in with his in-depth engineering background, and saw him travelling extensively attending motor races and testing Steyr's cars in many challenging conditions.

This had led to a visit to Egypt in 1926, when along with the Hungarian Prince, Antal Esterházy, they drove on a 1300 km. trip along the Nile from Cairo to Khartum, and then back again, which was to mark the start of a life-long love affair of the desert for Almásy. So taken by the culture and the



Almásy in 1913. (A/C type unknown, possibly a modified Blériot XI 2).
Photo: Gábor Fekecs collection.

FEATURE ARTICLE – LÁSZLÓ ALMÁSY



Exploring the Gifl Kebir from the air. One of the first wadis discovered with trees taken from the cockpit of Rupert, leading to the belief that these valleys once must have been green and fertile, and may well indicate one of the possible locations of the long-lost valley of Zerzura.

Photo: Az ismeretlen Szahara. By László Ede Almásy 1934. (Via Gábor Fekecs).



Ford trucks proved invaluable in the desert with the often difficult terrain. Taken at the foot of the Gifl Kebir; note the specially fitted balloon tyres to give extra grip in the sand. (East-Clayton expedition.)

Az ismeretlen Szahara. By László Ede Almásy 1934. (Via Gábor Fekecs).

serene beauty of these vast unexplored regions, it is hardly surprising that Almásy not only learned Arabic, but was even fluent in some dialects, and was later bestowed with the nickname by his Bedouin friends as "Abu Ramla" (Father of the Sands).

Almásy's desert exploits were to become famous, and not only did he excel in navigating the difficult terrain, he became a skilled cartographer. But it is the rediscovery of the Lost Oasis of Zerzura that was to eventually shoot him to fame in later years, with his exploits unwittingly becoming the fictional subject of one of modern days best-selling books, and film by the same name, *The English Patient*.

Although Almásy's desert exploits are outside the scope of this series of articles, it is nevertheless worth briefly touching upon one of his most famous exploits, especially in view of his aviation activities in locating the long rumoured mythical "Valley of the Little Birds". (Zerzura.)

Believed to have existed deep in the desert west of the Nile River, ancient writings dating back to the 13th century spoke of a lost city in the Sahara full of treasure with a sleeping king and queen, and had been

the source of fascination for many generations of explorers, notably the Egyptian Prince, Kamal El Din, who Almásy had been closely working with. Almásy had hatched a plan to further explore the region from the air, and had led to a failed attempt to ferry a DH Moth from England by Almásy and the Hungarian Count, Nándor Zichy, which ended in disaster when the Moth crashed crossing the Syrian mountains, leaving Almásy penniless.

The lost Oasis of Zerzura, and the "Circuit of the Oasis Flying Tour".

In 1932 a young English baron serving as a Naval Officer, Sir Robert Clayton East-Clayton, had met a friend at dinner who talked of the mythical Oasis, along with the work being carried out by Prince Kemal el Din and members of the British Egyptian Desert Survey department in trying to locate Zerzura.

Listening with rapt fascination, East-Clayton was captivated by the tale, enquired how he could get in touch with the group. At this point he was told of Almásy who had been working for Kemal el Din, and

had been contemplating a combined air/land expedition into the Libyan desert to locate Zerzura prior to Kemal el Din's death in 1932. (Almásy was in reality to become the modern day equivalent of a desert tour guide specialist).

Filled with an irresistible sense of adventure, East-Clayton had soon made contact with Almásy who was quick to expound upon his ideas of returning to the desert and continuing the search by air.

East-Clayton, who was a qualified pilot, and owned a second-hand Gipsy Moth 1, (referred to in his dairies as Rupert), was soon hooked and agreed to join and finance the expedition.

East-Clayton promptly secured six months leave on half pay, and was soon winging his way to Cairo with his new society wife, Lady Dorothy (also a qualified pilot) in Rupert. Rupert by now was looking rather tired and worse for wear however, and underwent repairs at Heliopolis, which in East-Clayton's words described the machine as being "sewn up with bootlaces".

Now with access to an aircraft, in April of 1932 a combined land/air expedition using Ford cars was launched with Almásy as a key advisor and guide. Wing-Commander Henry G. Penderel, of the Royal Air Force and Patrick A. Clayton, of the Desert Survey (not related to Sir Robert Clayton), both English, also joined the expedition, with the aim of surveying the Gifl Kebir plateau. (It was this expedition that many of the characters from the film *"The English Patient"* were based upon.)

With Kharga Oasis selected as the starting point for the expedition, the first task was to transport the necessary water, aviation and car fuel to the main basecamp, Birr Messaha, by four cars navigated by Almásy. They also marked and cleared a landing strip for Rupert which had been flown from Cairo to



Wing-Commander Penderel enjoys some respite from the searing desert heat under the wing of Rupert. Photo: Az ismeretlen Szahara. By László Ede Almásy 1934. (Via Gábor Fekecs).



Aero Club of Egypt map cover for the "Circuit of the Oasis". Photo: Gábor Fekecs collection.



Segment of the maps for the course in which the pilots flew. Much of these maps were Almásy's work. Photo: Gábor Fekecs collection.

Kharga by Almásy and East-Clayton, before East-Clayton and Penderel flew it into Birr Messaha.

These and subsequent flights were Almásy's first experiences in flying and navigating the Sahara. On each survey flight the cars started out first, with the aircraft followed later picking up the vehicles tracks in the desert sands.

It was during one of these occasions, despite their close locality, the aircraft could not locate the cars which had led to making a forced landing. Almásy analysed every experience, his own and those of others, and it was in this way he became an excellent pilot and navigator over the Sahara.

The expedition located two green wadis (valleys) in the Gilf Kebir; had Zerzura been found at last? Attempts to reach the valleys overland failed when gasoline and water began to run short. (To replenish their water supplies, Almásy made a daring solo drive to Kufra and back, a distance of over 1000km!)

At one point Penderel and East-Clayton found themselves hopelessly lost in the desert, with fuel all but exhausted and water gone, undaunted and in true English fashion, brewed a cup of tea from radiator water. As East-Clayton later recalled, describing the water darker than the tea, he commented, "I have never tasted a drink nearly so good."

Upon the groups return to Cairo, news of the wadis created a sensation, however less than two months later having flown Rupert back to England, East-Clayton was dead; not from a plane crash as portrayed in "The English Patient" but from an infection caused by a desert fly.

Heart-stricken, and now a grieving widow, Lady Dorothy Clayton was determined to

carry on her husband's work. Returning to Egypt, she teamed up with Patrick Clayton during his second visit to the Gilf Kebir, and the valleys wadi Abd el Malik and wadi Hamra before they all returned to Cairo. (Contrary to the film, it is said Lady Dorothy did not get on with Almásy, and had purposely avoided approaching him during her second visit).

Returning to England, it is thought that she took her own life in a rather bizarre and mysterious plane crash at Brooklands in September of 1933.

In the meantime, undaunted and determined to pick up where they had left off, Almásy had managed to join another expedition and returned to explore the area known as the "gap" and the northern valleys of the Gilf Kebir in March of 1933 with, Dr. László Kádár (a young assistant at the Geographical Institute of the University of Budapest), Richard Bermann (a travel writer), and Hans Casparius (a photographer). It was during this expedition that they discovered the drivable Aqaba Pass, which cuts through Gilf Kebir plateau from east to west, (which was to later play a significant role in the war for Almásy), and led to the discovery of rock paintings at Uweinat.

In October 1933, Almásy was to yet again return to the area. Along with Wing Commander Penderel, and a small three-man Arab crew, they lead Leo Frobenius, Hans Rhotert & artist Elisabeth Pauli to the known rock-art sites at Uweinat & the Gilf Kebir, then on to the sites of the south Libyan Desert discovered earlier by the English explorers, Newbold & Shaw.

Exploring the eastern face of the Gilf Kebir, they followed an old camel path that had been described to Almásy by an old Tebu tribesman, which led them to the dis-

covery of a third valley, Wadi Talh; location of the long-lost valley of Zerzura. Although no emerald lost city was found, it was here that they discovered prehistoric rock art sites, amongst of which was the discovery of the "Cave of the Swimmers", with its ancient paintings of figures swimming.

Returning to Cairo, Almásy was now involved in yet another desert adventure. In December of 1933 the Egyptian Aero Club was hosting the 33rd General Conference of the FAI, which was held from 20-25th December 1933, at the Héliopolis Palace Hotel, Cairo. In addition to the official discussions relating to the General Conference, the program of this Conference included sporting events (e.g. air meeting, race speed, tests of landing), excursions and festivals in Cairo, which were scheduled from 19-29th December 1933.

Part of the sporting events was an invitation for visiting foreign pilots to partake in a two day "Circuit of the Oasis" Tour. Thirty-two aircraft participated in the 1500 km tour, which consisted of six stages: El Maza-Asyut-Kharga-Dakhla-Farafra-Bahariya-El Maza.

Almásy who's reputation as a desert specialist was by now legendary, was asked by the Egyptian Aero Club to fly with some of the young and inexperienced Egyptian pilots as navigator. (It should come as no surprise that much of the preparation and surveying for the course was done by Almásy!)

His first pilot was a wine merchant from Algir flying a Coudron monoplane, however with his services being in hot demand with at least five others young Egyptians, they drew lots to decide whom he would join. During the tour Almásy frequently navigated for four or five aircraft as his young Egyptian friends found it easier to follow the Caudron when navigation became critical. They were finally placed 14th in the tour.

Gliding

In spite of his attempt to build and fly a glider in 1909, Almásy was not in fact involved in gliding, nor was he even qualified as a glider pilot when in 1932 he when he visited his friend, Prince Abbas Halim and his newly established Egyptian Gliding Club at the Almaza airfield, which was located near Cairo. Halim had been an observer in the German Luftwaffe during WWI, and was committed to establishing gliding in Egypt. Having purchased an open "Eole" along with a nacelled "Sulky" primary in France, he started flight training for his first two pupils, launching them by autotow.

By the spring of 1933 there had been a

FEATURE ARTICLE – LÁSZLÓ ALMÁSY

total of some 208 flights launched in this way, however Almásy was taken aback by the unsafe operation and asked the Prince to abandon the operation immediately. Almásy then offered his help to develop a safer training method. Despite having no personal experience in gliding, during one of his trips to Europe, he had observed Kronfeld performing winch launches however. Moreover he was an avid reader of every article on gliding, and in principle set about to carefully work out a safer training method. Together with the Egyptian engineer, Osman Hamdi, they carried out many experiments, and from this evolved a safer method of training utilising winch launches.

Under the supervision of Almásy, the new methods were applied, however this was during his years that were packed with his most important Sahara expeditions, so it is hardly surprising that had to leave the Club members to their own devices. Not only that, 1933 was the year he attended a Boy Scout Jamboree in Hungary. (During his absence the primary gliders suffered a lot of damage and finally became useless.) During the Jamboree, which was held at Gödöllő, near Budapest, Almásy was instrumental in persuading Hungarian leaders of the importance of gliding in general, and the work of the newly established Flying Boy Scouts in particular.

When he returned to Egypt one of the pilots, Marlia, bought Kronfeld's two-seater glider "Fasold", and performed many launches by auto-tow using an 800 m long cable. During one launch, the Fasold climbed to 400 m altitude, which resulted in a twenty minute flight. This made a great impression on Prince Taher Pasha, the then President of the Egyptian Aero Club, who became an avid supporter of gliding in Egypt. (Taher Pasha was a piv-

otal figure in Egyptian sport, and was both a FAI and IOC member.)

In the spring of 1934, the Egyptian Aero Club purchased the Fasold for dual instruction, however by 1935 the Egyptian Gliding Club had ceased to exist, with the Egyptian Aero Club having taken over the gliding club and its small wooden shed at Almaza airfield. (Also included were the Fasold, and remains of the 2 French gliders).

At this time the Italian colony in Cairo also wanted to establish a Gliding Club. They had brought with them two Zöglings and two nacelled gliders called "Ballerina's", all of which had been manufactured by the Bonomi works in Milan. These four machines were later taken over by the Egyptian Aero-Club, however, due to the Italians not having received official permission to run a separate club.

Almásy, at the request of Taher Pasha, took up the task of organising a new flying school in 1936. He persuaded Taher Pasha to employ a flying instructor for a two-year contract, recommending the Hungarian Frigyes Hefty, a WWI fighter pilot and one of the pioneers of Hungarian gliding.

Between 1936 and 1939 the school operated 14 primary, training, and high performance gliders, with the fleet consisting of a Eole, a Sully, two Bonomi-Zöglings, two Ballerinas, a Vöcsök, two Zöglings, a Segel-Zögling, a Wolf, a Grünau Baby, a Fasold, and a M-22. The Zöglings were produced in Egypt, the Vöcsök, Segel-Zögling, and M-22 were imported from Hungary, whilst the Wolf and the Grünau Baby were imported from Germany.

Hungarian Ernő Rubik's Vöcsök was a modified version of the R-05 prototype Vöcsök featuring a rear fuselage tube structure instead of the original wooden open-frame one. The 12m span Segel-

Zögling was built at Gyöngyös, whilst the 15 m span M-22 high-performance glider, which was aerobatic, was the design of the Technical University's Sport-flying Association (MSrE).

Wolf Hirth's Gö-1 Wolf was a 14m span advanced training glider from 1935 and the 13.5m span advanced training Grünau Baby was Edmund Schneider's design from 1933. All of the Hungarian gliders were purchased on the advice of Almásy.

For the new gliding school a metal hangar was erected in the north-west corner of Almaza Airport. Launching was by winch, using a suitably modified car. The school's first group of trainees was a group of 22 students from the University of Cairo, and under the guidance of Hefty, training began on the 19th of March 1936. 181 flights were logged up to the 7th of May, with six "A" certificates being awarded. It was at this point that Hefty returned to Europe, and Almásy, despite not having any formal training or instructor's qualifications, took over the instruction. Around this time a Greek flight instructor, Hermes Celio, also joined the school, who later became the CFI. With the school closing for the summer months, 484 flights had been completed by the 4th of July 1936, with a further fourteen "A" and five "B" certificates being completed.

The No. 1 Egyptian glider logbook was issued to Almásy on the 1st of March 1936. He had started his formal glider training with the first group of students in Egypt, however finished his training in Gödöllő, Hungary, in September 1936 flying the Zögling, nacelled Zögling, and Segel-Zögling types at the Icarus Gliding School, which specialised in winch launches.

He completed his "B" badge on the 27th of September that same year flying a nacelled Zögling, during which included some aero-tow launches. On the 25th of October he earned his "C" badge at Gödöllő with a 56 minute flight, thus becoming the holder of the 78th Hungarian "C" badge. BS

To be continued...

One of Hungary's leading Aviation historians, Gábor Fekecs started his gliding career at the age of just 16. Trained as a ship designer, Gábor witnessed some of Hungary's iconic age of gliding, and today is a key member of the VGC Historical Group, and the Hungarian Aviation Historical Society.

Many thanks to András Zboray.
www.fjexpeditions.com



4th World Scout Jamboree, Gödöllő 1933. Almásy (on the right), meets the legendary of the Scouting movement, Lord Robert Baden-Powell, visionary father of the world's greatest youth peace movement. Photo: Gábor Fekecs collection.

Ove B. Hillersborg

The Delfin

– a Phoenix that rose
from the past!
The story of a very rare
pre-war Polish glider.



Delfin outside the Birkerød Flying Club hanger, Denmark. Photo: Villy Hansen via DaSK archive.

The W.W.S.3 Delfin was amongst the most successful Polish gliders of the 1930s. Designed by brilliant Polish engineer, Waław Czerwiński, Czerwiński was at the time head of the W.W.S. (Wojskowe Warsztaty Szybowcowe (military glider workshop). The result of exhaustive wind-tunnel testing at the Lwów Technical University, construction and first flight of the prototype took place in 1936, with further development of the type taking place at the I.B.T.L. (Instytut Badań Technicznych Lotnictwa- Institute of Aviation Technical Research) in the summer of 1937.

Designed as an intermediate performance glider in which students and pilots could attain their then "D" badge (now known as today's Silver C), the Delfin was the successor to another Czerwiński design, the highly successful Salamandra, and proved to have pleasant flying characteristics. With a cantilever gull-wing and plywood skinned D-box, diagonal secondary spars helped to take up the twisting loads of the wing structure. The fuselage was constructed as a semi-monocoque shell with integral fin carrying the rudder and all-flying tailplane, whilst a pneumatically-sprung nose skid formed the undercarriage. The Delfin proved to be

popular with students and quickly found success with the then thriving Polish flight schools, notably Ustjanowa Dolna and Bezmiechowa.

By the outbreak of war, around a total of 70 Delfin's had been built, with approximately 40 coming out of Wojskowych Warsztatów Szybowcowych in Krakow, (a military glider workshop in Krakow) and a further 30 at the L.W.L. workshops in Lwów, then a pre-war Polish city. (Bezmiechowa was then a satellite gliding school to the university of Lwów) Almost all were not to survive the war however.

Thankfully there were a few that did survive the ravages of war however. In part as the spoils of the Molotov-Ribbentrop Pact, the Red Army confiscated four Delfins when they took Lwów on the 22nd September 1939, which led to the Russians later flying the captured Delfins in order to carry out measuring the types performance. (What subsequently happened to these aircraft is not known, but in principle they theoretically could still exist somewhere in Russia?)

With the overthrow of Poland by both Russian and German forces on the 6th October 1939, the Germans had captured a number of gliders from the Polish Glider

school at Ustjanowa Dolna. To our knowledge, only one of the Delfins captured there was to survive, which ended up at Værløse Airfield, near Copenhagen in the latter part of the war.

Rumor is that my Delfin, along with an Mü 13d (captured by the Germans in Lithuania and now registered OY-MUX) were haggled from the Germans just before the end of the war for the princely sum of a side of our finest Danish bacon! The Germans stationed here having realized that the war was finally coming to its conclusion, that any idea of fun, or gliding for that matter, had come to a sudden end, and to a hungry retreating German soldier, food was by far a more important priority!

The history of our Delfin has been traced back to when it was built by the L.W.L. workshops in Lwów in about 1939 with the construction number of 1297. The initial Polish registration is unknown, as was its wartime German registration, however it took up the Danish registration of OY-DYX in April 1952. This was not without problems however, as the Danish authorities required many stress calculations to be presented before it could be put onto the register here, which was duly carried out by the Aeronautical Department of the Danish Polytechnic University in Copenhagen.

Before entering Danish service, it was modified to include a set of Schempp-Hirth airbrakes from a Grunau Baby, and was operated by the Stamgruppen gliding club. In 1959 the Stamgruppen club merged to become a part of Birkerød Flying Club, with operation of the Delfin coming under the control of the Birkerød Flying Club. In May 1959 the Delfin was sold however, this time to a club on Bornholm, who were based at Rønne Airport, in Bornholm.

Sadly on the 4th August 1963, the glider was substantially damaged when it hit a tree in the back garden of the mayor's house in Rønne. The Delfin was then stored



The Delfin in the 1950's when operated by the Birkerød Flying Club; Photo: Villy Hansen via DaSK archive.

DELFIN



Pre-war Polish Delfin SP-1306 at Bezmiechowa.; Photo: Imre Mitter collection via DaSK archive.



Construction of the wing continues.
Photo: Ove B. Hillersborg

until approximately four years ago. Two years beforehand, I had been contacted by a former member of the club, who told me that he has seen some photos of the Delfin on our website. He then told me that he had stored the broken Delfin, which he would hand over to me with a view of it being repaired, so in the meantime I began searching for any information on the Delfin, focussing especially on drawings.

With my primary focus being centred on locating drawings, I initially started my enquiries in Poland, however authorities there were unable to help, and informed me that virtually everything in Poland was destroyed during the war. Fate however was to play a momentous hand, and the answer actually lay a lot closer to home than we could ever imagine! One day Niels Ebbe Gjørup was called to see if the Danish Vintage Club would be interested in some gliding memorabilia from a building in Copenhagen. You can imagine that to our astonishment and sheer delight to find a full set of Polish Delfin drawings amongst the donated artefacts! The repairs to the Delfin would have been almost impossible without these drawings, so with much enthusi-

asm, in 2010 we began the long process of repairing the damaged structure.

So what's the status of the Delfin today? The fuselage is approximately 90% finished, with the rudder and the tail-plane also being completed, and only requires fabric and painting. The wings should be finish in 2013, again ready for fabric and painting.

Some fittings were missing, so we are having to remanufacture these. Also some other fittings were quite badly damaged, and required repairs, which Leszek Jankowski from the glider workshop in Jezow, (owned by Henri Mynarski), proved to be a big help.

With the new transition to EASA, we do not expect any significant problems compared to the old system, as the Delfin is of course Annex II. We have tightly controlled all repairs in accordance with the manufactures specification, thanks to our comprehensive stress figures and our original drawings, but nevertheless it will be a nail-biting moment when it comes to getting her new CofA!

We have little way to go before that moment however, and in the meantime, I will keep you informed of our progress.



The fuselage now fully repaired, awaits controls and fabric. Photo: Ove B. Hillersborg



The wing ready for skinning the "D" box.
Photo: Ove B. Hillersborg



The Delfin on the winch. Photo: Per Weishaupt collection via DaSK archive..



Rear view of the completed fuselage.
Photo: Ove B. Hillersborg



Bildunterschrift



Bildunterschrift

Jürgen Dreyer

Greif

Flugzeugbau zwischen den Meeren Der Greif-Flugzeugbau im norddeutschen Rendsburg – seine Flugzeuge und Geschichte

Nach einer 14 Jahre dauernden Restauration konnte ich im Jahr 2010 eine Castel C25S wieder in die Luft bringen. Die älteren Mitglieder des VGC kennen das Flugzeug, welches bis Anfang der 80ziger Jahre in Großbritannien unter anderem von Rody Morgen geflogen wurde. Später dann ging die Maschine in die Schweiz zu Cheesly Renz, von dem ich das Flugzeug übernommen habe.

Es stand nun die Entscheidung für ein neues Projekt an. Die Wahl fiel letztendlich auf einen Greif I, wofür es einige gute Gründe gab. Ich hatte das Flugzeug im Fundus, es mussten somit keine teuren Baupläne für einen alternativ zur Wahl stehenden Rhönsperber beschafft werden. Das Flugzeug bot eine noch akzeptable Basis für eine Restauration, wobei der Arbeitsumfang einem Neubau schon sehr nahe kommt. Und letztendlich ist es ein absolutes Unikat, von dem weder ein Original noch ein Nachbau lufttüchtig ist.

Suchanzeigen unter anderem in der VGC-News brachten erste Hinweise und Informationen zum Flugzeug und seinem Hersteller. Zudem waren die Reaktionen auf dieses Flugzeug erstaunlich positiv. Den meisten Segelfliegern gänzlich unbekannt,

waren diejenigen, die das Muster kannten oder vielleicht sogar noch geflogen hatten, von der Idee begeistert, dass ein solches Flugzeug wieder aufgebaut wird.

Nachdem ich mich nun mehr als ein Jahr mit dem Flugzeug und auch mit seinem Hersteller befasst habe, möchte ich hier die Geschichte des Greif-Flugzeugbaus und seiner Flugzeuge, soweit heute bekannt, zusammenfassen.

Da es in Deutschland in den 50ziger- und 60ziger Jahren zwei Segelflugzeugbaureihen mit der Bezeichnung „Greif“ gab, ist es notwendig, hier zunächst für Klärung zu sorgen.

Zum einen gab es die arabisch durchnummerierte Greif-Baureihe, die unter dem bekannten Flugzeugkonstrukteur Otto Funk entstand und sich beginnend mit dem Greif 1/1a bis zur späten FK3 fortsetzt. Diesen Flugzeugen waren durchweg Ganzmetallkonstruktionen mit geschweißtem Rumpfboden. Teilweise waren diese Flugzeuge mit V-Leitwerk ausgestattet.

Die Greif-Flugzeuge, auf die hier näher eingegangen werden soll, trugen römisch durchnummerierte Bezeichnungen von Greif I bis Greif V. In ihrer Auslegung und Konstruktion unterscheiden sie sich erhe-

blich von der „arabischen“ Baureihe.

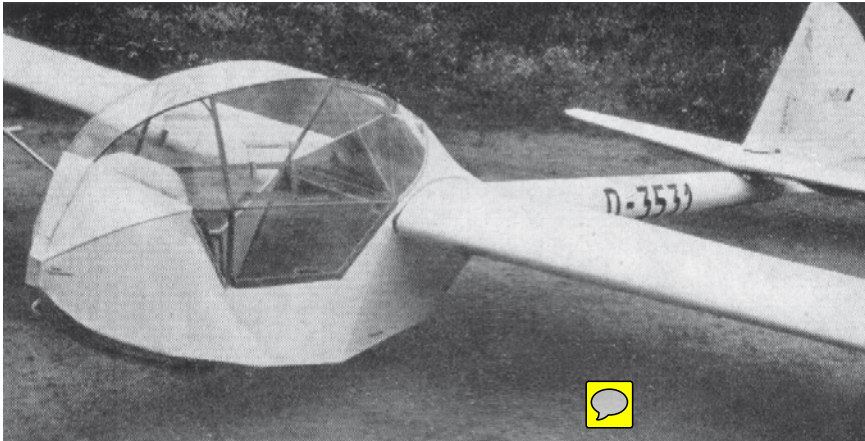
Ihren gemeinsamen Ursprung finden beide Baureihen jedoch bei dem Flugzeugkonstrukteur Hans Hollfelder, der sich bis Mitte der fünfziger Jahre im schleswig-holsteinischen Rendsburg aufhielt. Kürzlich befragte Zeitzeugen waren der Meinung, dass er sich dort vor den Amerikanern versteckt hielt, wobei sie keine genauen Angaben zu den Gründen machen konnten. In jedem Fall lebte Hollfelder sehr zurück gezogen. In Rendsburg traf Hollfelder auf Ulrich Schreiber, der als Pilot des 2. Weltkriegs der Fliegerei verbunden geblieben war. Unterstützt von Hollfelder als Konstrukteur gründete Schreiber im norddeutschen Rendsburg den Greif-Flugzeugbau. Ziel war es, eine Flugzeugfamilie zu entwickeln und zu bauen, die vom einfachen Übungsflugzeug bis hin zum Leistungsdoppelsitzer den Bedarf der Vereine abdeckte.

Geplant waren:

- Greif I – einsitziges Übungssegelflugzeug mit 13 Meter Spannweite
- Greif II – einsitziges Leistungssegelflugzeug mit 15 Meter Spannweite
- Greif III – doppelsitziges Schul- und Leistungssegelflugzeug mit 16 Meter Spannweite
- Greif IV – einsitziges Segelkunstflugzeug mit 13 Meter Spannweite
- Greif V – doppelsitziges Übungs- und Schulflugzeug mit 13 Metern Spannweite

Allen Flugzeugen gemein waren die Konstruktionsmerkmale: ein geschweißtes und mit Aluminium oder Stoff bespanntes Rumpfboden, eine konische Aluminiumröhre als Leitwerksträger sowie konventionell aufgebaute Holztragflügel und –leitwerke.

FLUGZEUGBAU GREIF



Bildunterschrift



Bildunterschrift

Eine nahezu ähnliche Cockpitgestaltung mit großzügiger Verglasung bei gleichen Flugeigenschaften sollte die Umschulung vereinfachen und somit die Sicherheit erhöhen. Ein Gedanke, der Jahre später zum Beispiel bei den Astir-Baureihen wieder aufgegriffen wurde. Der Greif V weicht mit seinem offenem Cockpit von der Linie ab und gleicht eher einem Schulgleiter.

Gebaut wurden nach heutigem Kenntnisstand in Rendsburg jedoch nur drei Greif I (andere Quellen nennen 5 Greif I) sowie je ein Greif III und Greif V. Nachdem Hollfelder ab 1955 wieder bei Heinkel und später bei VFW beschäftigt war, baute er dort in der Lehrwerkstatt einen weiteren Greif I, der 1958 fertig gestellt wurde. Zu diesem Zeitpunkt existierte der Greif-Flugzeugbau in Rendsburg wohl schon nicht mehr.

Von den wahrscheinlich vier gebauten Greif I lagert je einer im Segelflugmuseum auf der Wasserkuppe und im Technikmuseum in Berlin, der Dritte befindet sich bei mir in der Restauration, der Vierte, wenn jemals gebaut, ist verschollen.

Der Greif des Segelflugmuseums hatte ursprünglich wahrscheinlich das Kennzeichen D-3530, flog bis 1973 mit dem Kennzeichen D-6223 auf dem Segelfluggelände Bisperode in Norddeutschland und wurde zusammen mit einem Rhönsperber und einem Baby III an das Museum abgegeben.

Bei dem im Berliner Technikmuseum lagernden Greif handelt es sich um das Flugzeug, welches 1958 in der Lehrwerkstatt in Speyer gebaut und mit dem Kennzeichen D-7074 zugelassen wurde. Bis 1966 wurde das Flugzeug vom Flugsportverein Speyer betrieben und dann nach Erfstadt verkauft. Von dort ging es ins Ruhrgebiet. Eine 1994 abgebrochene Grundüberholung und die unsachgemäße Lagerung über einen längeren Zeitraum im Freien setzten dem Flugzeug heftig zu. Das Flugzeug wurde einer Museumsrestauration unterzogen und

ziert Heute die Abflughalle des ehemaligen Berliner Flugplatzes Tempelhof.

Beide Flugzeuge befinden sich nicht mehr im Originalzustand, insbesondere die Rümpfe weichen wegen umfassender „Modernisierungsversuche“ aus den 60ziger und 70ziger Jahren erheblich vom ursprünglichen Zustand ab. Über den Verbleib vom Greif III (D-3521) und Greif V (D-3522) sowie dem dritten in Rendsburg gebauten Greif I mit dem Kennzeichen D-3520 ist nichts Weiteres bekannt, vermutlich sind die Maschinen verschrottet worden.

Für den Vertrieb in Großbritannien konnte die „Atlas Manufacturing and Distributing Company“ in London gewonnen werden, die in Fachzeitschriften die Greif-Baureihe vorstellte. Ob ein Greif I (D-3520?) als Vorführflugzeug nach Großbritannien geliefert wurde, ist nicht bekannt.

In den Jahren 1953/54 entstanden beim Greif-Flugzeugbau einige Attrappen von Kampfflugzeugen aus dem 2. Weltkrieg, die für den Film „Des Teufels General“ mit Curdt Jürgens in der Hauptrolle gebaut wurden.

Obwohl Flugleistungen als auch Flugeigenschaften von den Piloten als ansprechend bezeichnet wurden, konnten sich die Greif-Flugzeuge nicht am Markt durchsetzen. In wieweit der Verkaufspreis dabei eine Rolle spielte, kann heute nicht mehr beurteilt werden. Fest steht, dass der Greif-Flugzeugbau in Rendsburg seinen Betrieb Ende der 50ziger Jahre einstellte. Ulrich Schreiber verstarb im Jahr 2006 im Alter von 85 Jahren.

Aus der unvollständig erhalten gebliebenen L-Akte und dem noch vorhandenem Bordbuch der nun zur Restauration anstehenden Werknummer 103 mit dem ursprünglichen Kennzeichen D-3531 geht hervor, das der Erstflug im August 1954 stattgefunden hat. Es handelt sich somit wahrscheinlich um den Prototypen, der unmittelbar nach Freigabe des

Segelfluges in Deutschland zugelassen und eingeflogen wurde.

Eine Vielzahl von Starts auf unterschiedlichen Flugplätzen mit ständig wechselnden Piloten deutet darauf hin, dass das Flugzeug zunächst als Vorführmaschine eingesetzt wurde. Über Koblenz gelangte die Maschine später nach Rotenburg an der Wümme. Die Eintragungen im Bordbuch enden im September 1961. Unter anderem wegen Korrosionsschäden am Leitwerksträger sollte eine Grundüberholung durchgeführt werden. Wegen fehlender Bauzeichnungen konnte die Nachfertigung der Aluminiumröhre nicht realisiert werden, das Flugzeug wurde stillgelegt. Zwischen 1954 und 1961 hatte das Flugzeug 1192 Starts mit 219 Flugstunden absolviert. Mehrere Überlandflüge und Dauerflüge sprechen für die Leistungsfähigkeit dieses Musters.

Nachdem der Kontakt zur Familie Schreiber hergestellt werden konnte, liegen nunmehr auch die Konstruktionsunterlagen und Bauzeichnungen vor. Neben dem Wiederaufbau soll die Geschichte der Greif-Flugzeuge und des Greif-Flugzeugbaus weiter recherchiert und dokumentiert werden. Während die Geschichte meines Greifs nahezu bekannt ist, fehlen zu den beiden Museumsmaschinen wesentliche Teile ihres Lebenslaufes. Der Verbleib von Greif III und Greif V ist nicht abschließend geklärt, die oben genannte Verschrottung eine wage Mutmaßung. Und es ist noch nicht sicher geklärt, ob nicht doch 5 Greif I gebaut wurden und eventuell auch ein Flugzeug nach Großbritannien geliefert wurde. Wer zur Klärung diesen Fragen beitragen kann oder sonstige Unterlagen und Fotos hat, melde sich bitte. Über den Fortschritt bei den Arbeiten wird an dieser Stelle später wieder berichtet.

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Bernd Ewald/Sascha Heuser

Lost dreams?

The story of the Horten IV replica.

Taken from German text by Bernd Ewald.

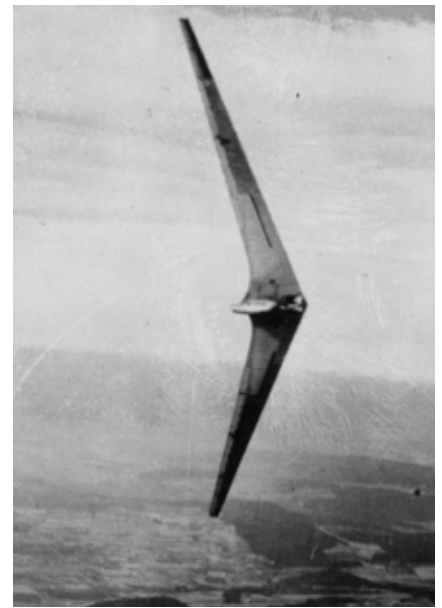
Over the last two decades the VGC has seen many of its members deeply involved in bringing back our lost gliding heritage; none more so than in where the very sport was developed, Germany. From the spectacular Habicht, through to the stunningly gorgeous Reiher, gliders that were once thought lost to wars and political fallout are now coming back. But there is one design that stands out above all the others; it was sleek as it was radical; revolutionary as it was controversial. It was of course the Horten IV.

From 1925 to 1955, two inspirational brothers, Reimer and Walter Horten, designed and built many flying wings, both powered and unpowered, and in doing so built up a legendary reputation with an almost cult following that endures to this day. With many of their glider designs being considered years before their time, from their humble Horten I, through the then cutting-edge Horten IX, the world's first jet-powered flying wing that was to promise so much, the Horten's place in aviation history was assured for the decades that would follow. It was probably through their low drag and sleek Horten IV wing however, that the gliding world was

to best remember the brothers exploits, and for many years has been the focal point of much speculation and debate.

Design work began without official knowledge or approval by the authorities in December of 1940, with the construction coming courtesy of the labours of soldiers that were awaiting orders and a posting! First flying in May 1941, the Horten IV had a span of some 20 metres, and in the quest to cut down on induced drag, the pilot was positioned in the unique prone position, very much in the same manner as today's hang-glider pilots. Not only did this drastically cut down on the frontal area of the wing, it also was universally praised for its comfort by those that flew the Horten IV.

With the control of the wing coming primarily from three different control surfaces, the Horten IV was calculated with a theoretical performance of 37:1. (Dr. Karl Nickel, a former assistant of Reimar Horten, later pointed out that this calculation was based on an un-swept wing without washout.) During comparison tests at Darmstadt with the then best performance conventional sailplane in the world, the Darmstadt D-30 flown by Hans Zacher, and under less than ideal condi-



Prototype Horten IV.
Photo: Sascha Heuser/Deutsches Museum, Flugwerft Schleissheim

tions, the Horten was measured at around 32:1 however, and coupled to the types tendency for serious wing flutter at speeds as low as 140 km/h, has since led to much discussion over the years.

But aviation is not cemented on a foundation of speculation, or rumour for that matter. The greatest designs rely on sound principles and techniques, and through the efforts of primarily one man, we are possibly on the verge of settling some of gliding's most famous debates; just how good was the iconic Horten IV?

With only two Horten IV's surviving the war, (of which one was flown extensively in the United States by Rudolf Opitz), both Hortens have spent years on display in both Germany and America, but just how did this much anticipated moment come about? Well many of you within the VGC will be well aware of Bernd Ewald's efforts to bring back a flying replica of the Horten IV to our skies, however for benefit of those that may not be so well informed, let's just take a glance back a few years to remember just how it all came about. It all started way back in 2001 when our then President, Chris Wills and Bernd were discussing their dreams to see one of the Horten's designs gracing our skies once again. After a detailed investigations it was clear that the Horten IV was the most desirable of all the Horten designs, and as a first step to help finance such a project, the Felix Kracht Foundation was borne!

With the remit to build a faithful replica, and not a modern updated version, initial discussions with German authorities at the



Comparison tests at Darmstadt with the then best performance conventional sailplane in the world, the Darmstadt D-30 flown by Hans Zacher. Photo: Sascha Heuser/Deutsches Museum, Flugwerft Schleissheim

HORTEN IV



Heinz Scheidhauer demonstrates the Horten IV's unique pilots position. Photo Sascha Heuser/Deutsches Museum, Flugwerft Schleissheim

LBA proved fruitful, with construction beginning at Darmstadt in 2002.

Building of course was only ever going to be the part of the challenge however. The first very real challenge that needed to be overcome was of course the financing of such a huge and complex project. With an estimated cost of around €500,000, it was clear it wouldn't be easy, however luckily with the determination of Bernd, and some understanding sponsors, the project was started. Original drawings weren't available, but the drawings made by Edward Uden and Peter Harnickel for documentation during the restoration of one of the original Horten IV's in the "Deutsches Museum Oberschleissheim", near Munich, were kindly made available.

With such a large sum needed however, it was simply more than many could commit, nevertheless just as valuable was those organisations that used the project as a training tool for giving students experience in not only working with materials that are not so common today in modern aircraft manufacture, but also gave the students a unique insight in production processes for many of the sheer large number of parts required, some of which saw a convenient marriage for both old and new techniques.

From the Akaflieg Darmstadt came the complex main-spar, whilst a complete set of ribs (around 240 parts in all!) were the result of apprentices at the DLR in Oberpfaffenhofen. The very elaborate centre piece that ties the two wings together, and houses the unique pilots controls and

prone pilot position, came courtesy of the training workshop of Germany's national carrier; Lufthansa Technik AG. All the metal fittings were welded by Röder Precision GmbH, whilst final assembly took place at Sascha Heuser's workshop in Potsdam.

For those of you who were present at the memorable VGC International Rally at Achmer in 2009, we were delighted to witness the stunning high-standards of Bernd and his team when Bernd brought the Horten to Achmer for all to see, and was a true highlight for our much loved, and much missed President, Chris Wills.

On the 29th August 2012 the Horten IV was officially baptised at the 25th Anniversary of the Wasserkuppe museum, and was attended by many friends of the museum. It was a great moment indeed as everyone admired the elegant lines, and high standards of construction of the Horten fully assembled for the first time in public. It was here that the Horten was christened in the name of Heinz Scheidhauer. Heinz had been Horten's chief technical pilot from the early 1930's, right up to the end of Horten's work in the late 1950's. Just in the Horten IV alone, Heinz had logged over 1000 hours, and had been the first person to fly the Andes in a glider using a later Horten design. Sadly Heinz died in 2006, so Theo Rack, who was a close personal friend of Heinz, and long standing founder and Executive of the Wasserkuppe museum, proudly carried out the ceremony in Heinz's behalf.

And now just a decade down the line from that first dream, the Horten is now only days away from flying as one wonders just what emotions will be stirred within Bernd's mind as he witnesses his dreams and dedication leaving mother earth for the very first time? Bernd, this will be your moment; but not only that, it will be a moment for all our thanks to those that more than dream in bringing back some of our most iconic gliders that many of us had thought were lost forever.... BS



Preparations before the baptism. From right: Theo Rack, Robert Mandetzky, Jörg Ziller, Gerd Hermjakob, Bernd Ewald. Photo: Bernd Ewald

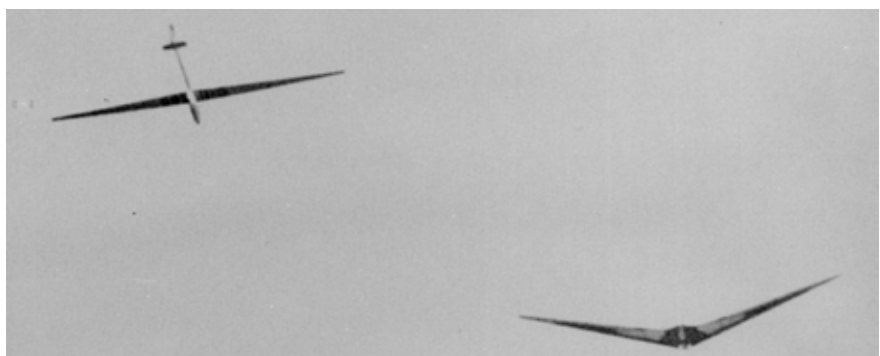


Theo rack baptizes the Horten IV at the Wasserkuppe. Photo: Bernd Ewald



Heinz Scheidhauer's dedication signature. Photo: Bernd Ewald

For more information, why not visit Sascha's excellent website at: <http://www.holzleicht-flugzeugbau.de/Aktuell.html>



In less than ideal conditions, the Horten was measured at around 32:1 in comparison tests with the Darmstadt D-30. Photo: Sascha Heuser/Deutsches Museum, Flugwerft Schleissheim



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Vincenzo Pedrielli

Model Editor's Report

Dear model builders! Welcome to the new-look VGC News Model section which I am now editing. (See Bruce Stephenson's editors report.) As you can see from this issue of VGC Modeling News, we have some nice models that reproduce both existing gliders, and those that have

disappeared over the years. I think there are two types of scratch model builders. Some like to reproduce existing gliders, and get great enjoyment and pride showing off their work alongside the full size glider, often replicating every detail in minute detail. (Of which I have seen many photos). Others

however, like to build models of sailplanes that were often no more than a prototype, and in some cases, disappeared after their first flight! Here the real challenge of course, is frequently the builder has only a few photographs to go by, so he must also become quite the detective in the process to research colour schemes; often from poor quality black and white photographs! The amazing thing is that they have been brought back to life, and are back in our skies again. It is a real miracle that only you, the skilled model builder, can achieve! Keep building those fantastic models, and don't forget, send us your articles and pictures to share with us your great work!



Gerry Smith in the cockpit of the Golden Wren. The purpose of the two vane-like projections on the nose is not known. Photo: Martin Simons



The completed Golden Wren was first shown in public at the Bordertown Vintage Glider Rally in January 2012. Photo: Martin Simons

Martin Simons

The Golden Wren Model

Built by Martin Simons

In my teens, in 1947, I joined the Derbyshire and Lancashire Gliding Club. At the end of World War 2, the club had three gliders; a Slingsby Kirby Kite, a Grunau Baby 2 built by a member, Fred Coleman, and the Golden Wren. The Dangling primary glider on which I did my earliest flying lessons, arrived later.

Gerry Smith, Louis Slater and Reginald Robertson who founded the club, had built and flown their Golden Wren in 1934. It was based on the plans of Bill Manuel's Willow Wren designed and flown in 1932, but they made some important modifications. The ailerons were increased in area near the tips, giving them a lobate outline.

After some flying they were stiffened by skinning them with plywood instead of fabric. The wide open cockpit was almost fully enclosed and a large transparent panel was let into the wings, giving the pilot a better view in banked turns. There were other changes internally, in the interests of improved strength.

In July - August 2011 the VGC International Rally was at Spitzerberg, in Austria. When the model flyers arrived for demonstration flights I was astonished to see two very fine 1/3rd scale models of the Willow Wren. They were built by two young Austrians, Andreas and Roman who are in business together as AR Flugmodelle

MODEL NEWS



The simple jigging system and the pre cut formers fitting the longerons exactly, made the assembly of the fuselage very simple Photo:: Martin Simons



The wings also went together easily. The modified ailerons, not yet skinned, are evident here. Photo:: Martin Simons



The wing skins have been added and some internal wiring done for the aileron servos, one in each wing. The elevators are skinned and covered with heat. Photo: Martin Simons

(www.ar-flugmodelle.at), producing kits for scale model sailplanes. They chose this rather obscure English type for one of their products. Both model Wrens, launched by aero-tow, flew very well. Also demonstrated was their impressive model of Jim Marske's tailless Pioneer.

By the end of the day I had ordered a Willow Wren kit and it was shipped to me in Adelaide. Struggling as I was then with my house sale and eventual removal to Melbourne, the large package was not opened for more than a year. When at last I did look into it, I was delighted with the quality of the kit and the materials supplied.

All ribs, formers and plywood skins were cut with perfect accuracy by computer-controlled laser with negligible scorching of the edges. There were ample supplies of spar and longeron material and 2mm balsa wood sheeting for the wings and tail. Vital accessories were all included. A light and very stiff piece of aluminium alloy tubing, 29mm outside diameter, was to be

the central load-carrying member of the wings. End fittings for the struts, control pushrods and cables, everything needed, was included except glue, covering fabric, radio receiver and servos.

I resolved at once that my model must be of the Golden Wren and sketched the required modifications. The Golden Wren was finished in clear dope and varnish, so the model should be the same. I decided that the 2mm thick balsa sheeting supplied with the kit for skinning the wing and tail units ahead of the spars, must be replaced with 0.4mm birch plywood. Previous experience shows that plywood stands up to use better than balsa and for this model it has the advantage of matching the fuselage skin in colour. The change required some packing of the wing ribs to allow for the 1.6mm difference in skin thickness. There is only a very small weight penalty.

Once started, the basic structure of the Wren went together easily and quickly.

Clever design and production of the laser-cut parts ensured that everything fitted exactly and, given a suitable flat building board or bench surface, with a tri-square, it was impossible to make serious errors.

To make space in my new small villa-home, I made the second bedroom into a small workshop and found enough space in the garage for a work bench. Even so, to rig the model fully required the use of the main lounge room.

The weight of the finished model, with radio and battery fitted, and about 1.5kg of lead ballast in the nose to achieve correct balance, was 6.8kg. Thus the model is under the important figure of 7kg. Any heavier and a special inspection of airworthiness would be required.

The completed Golden Wren was first shown in public at the Bordertown Vintage Glider Rally in January 2012. At the time of writing it has not been flown. Watch this space!



Roman with me at Spitzerberg. Photo: Martin Simons



Willow Wren model at Spitzerberg. The 1932 original is preserved in the Brooklands Museum Photo: Martin Simons



Darren Maple's 1/3rd scale King Kite at Middle Wallop Photo: Chris Williams



Author's 1/4 scale MU13E enjoys a session on the slope Photo: Chris Williams

Chris Williams

Model Report From Middle Wallop

Despite one of the wettest years on record in the UK, there was still quite a lot of activity taking place on the scale soaring scene.

Perhaps one of the most notable was the Ghost Squadron's aerotow event at Middle Wallop, not the least because the wind stopped blowing and the sun came out to play. Event director John Greenfield brought along his new one-half scale Musger Mg12a, a towing prospect that made the more macho tug pilots lick their lips in anticipation. Terry Holland was displaying his new Hall

Cherokee, built to one-third scale from the Dave Smith plan. Terry builds, but does not fly, so it was down to the event director himself to conduct the maiden flight, which he did successfully. Also present, in the hands of its new owner, was Terry's project from the previous year, the beautiful Wien, which suffered a couple of launch upsets, but went on to fly successfully. Upsets seemed to be the order of the day

throughout the weekend, with several models coming to grief in the grass which was considerably longer than normal, no doubt due to current austerity measures. This meant that during the initial phase of the launch there wasn't enough air under the wings to give the ailerons sufficient authority, and the subsequent dragging of one wing tip resulted in a ground loop, or even a flip upside down if the pilot wasn't quick enough on the release switch.

This reopened the old debate as to whether it is better for the wing man to just let go of the wing tip, or attempt to run along with it. Conventional wisdom has it that it's better to let go immediately the glider starts to move, as a model tug's acceleration far exceeds that of the full-size! (A different story with the half-scale machines, though!)

For the maiden flight of the Cherokee, Terry had to borrow a pilot figure from my Steinadler, which shows how difficult it is to buy such a thing these days. There only has been one manufacturer of really top class pilots in the larger scales, and these come with a considerable delay and an eye-watering price tag. Now a new range of scale pilot figures has been introduced by Tailored Pilots, a subsidiary of YT International. A number of these were on display at the Middle Wallop event, and it was amusing to see that they came with their own deck chairs!

An excellent weekend of flying then, after which the weather resumed it's normal gloomy status. The westerly winds did at least allow yours truly a few slope-side sessions, but we really have to hope for better things next year...



Author's 1/3.5 scale Spalinger S25 at Middle Wallop, unfortunately grounded due to radio problems Photo: Chris Williams



LETTERS TO THE EDITOR

Jürgen Doppelbauer

Who knows more about this UFO?

UFO ähnlich Baby I, jedoch mit A-Strebe 1933
UFO – similar to Baby I, but with A-struts, 1933



In the background a Table Mount? Region „Elbsandsteintafel“ in Eastern Germany or Chzechia?

Und wieder ein „UFO“

Dazu habe ich keine weiteren Infos. Handelt es sich überhaupt um einen „Baby-Verschmitt“? Oder ist es hier gar eine eigene Konstruktion. Wer, was, wann, wo?

Es gab noch ein anderes Baby dieser Art, diese jedoch mit V-Streben (D-Silberkondor).

Again an UFO „UFO“

No information available. Is it really a „Baby-Blend“ or a different design? Who knows more about „who, what, when; where“?

There was another Baby like this one, but with V-struts (D-Silberkondor)



In front of „Gasthaus S...eizerturm“ ... who knows where it is?



Vergleichskriterien		Grunau Baby I	UFO ähnlich Baby I, jedoch mit A-Strebe
1	Flügel	Rechteck-Trapez, Randbogen	wie Baby I
1.1	Rippenanzahl im Rechteckbereich	12	24, enger Abstand
1.2	Rippenanzahl im Trapezbereich	10	12, Abstand doppelt so groß wie im Rechteckbereich
1.3	Auskreuzung	keine	7x von Wurzel bis Randbogen
1.4	QR, Rippenanzahl 90° zum Holm	11	12
2	Rumpf	eckig	wie Baby I
3	Seitenleitwerk	eckig	Randbogen (wie Baby D-8004 Aka Stuttgart)
3.1	SR, Rippenanzahl 90° zum Holm	6+1 mit 5 diagonalen Rippen	6+1 mit 3 diagonalen Rippen
4	Höhenleitwerk	eckig, abgestrebt, Flosse bespannt	Randbogen, abgestrebt, Flosse beplankt
4.1	HR, Rippenanzahl 90° zum Holm	5+1 mit 4 diagonalen Rippen	5+1 mit 3 diagonalen Rippen

Criteria to compare		Grunau Baby I	UFO similar to Baby I, but with an A-Strut
1	Wing	Central section rectangular, outer wing tapered, wing tips	Like Baby I wing
1.1	Number of ribs in rectangular section	12	24, distance more closely
1.2	Number of ribs in tapered section	10	12, double distance than in rectangular section
1.3	Diagonal reinforcing	none	7x from root to tip
1.4	Ailerons: number of ribs, angle 90° to spar	11	12
2	Fuselage	rectangular	Like Baby I
3	Fin	square	Tips (like Baby D-8004 Aka Stuttgart)
3.1	Vertical rudder, number of ribs 90° to spar	6+1 with 5 diagonal ribs	6+1 with 3 diagonal ribs
4	Horizontal stabiliser	angled, strutted, fin fabric-covered	tips strutted, fin plywood-covered
4.1	Elevator, number of ribs angle 90° to spar	5+1 with 4 diagonal ribs	5+1 with 3 diagonal ribs

LETTERS TO THE EDITOR

Jim Robson

Early record of IMC flying training!

Another antidote of the free and easy halcyon days of pre-war flying, was when the possession of a "C" certificate qualified you to pass a glider test as fit to fly and also to instruct fledglings! During the August Bank Holiday weekend in 1938 we towed a touring caravan up to the Yorkshire Gliding Club at Sutton Bank. On the Sunday morning, very low cloud and mist was flat on the top of the hills.

We awoke, washed, dressed and had a light breakfast. We had parked besides the dyke wall which ran across the flying field and heard sounds of activity somewhere else on the field through the mist, as visibility was about 20 yards. We made our way through the murk passing an open Bull-nosed Morris winch car, and finally came across a Dagling primary glider hooked up to a rope. There was a pupil strapped

in the seat with two other course members holding each wing tip with "Hinch-cliff", or Harold Holdsworth, instructing the pupil. "Now just hold the stick steady don't move it in any way, we are just going to get you off the ground about a couple of feet and the glider will land itself into the mist". Then he shouted "Take the strain -All Out", and the glider moved forward then became airborne and vanished into the mist. Holdsworth then put his hand to his ear and in around four or five seconds we heard the familiar bump, bump, bump, BUMP and Holdsworth said "Good he's down". I cannot boast of anything marvellous, I took 36 years to go from a "C" to two-thirds of a Silver (duration and height), but it was fun while it lasted!

Peter Ocker

Hans Jacobs, Pionierleben im Flugzeugbau



Buchtitel Band 1 und 2. Photo: Peter Ocker

Für das Buch "Hans Jacobs - Pionierleben im Flugzeugbau" haben zahlreiche Leser Ergänzungen geschickt. Diese sind unter <http://www.peterocker.de/aktuelles/bemerkungen-korrekturen/zu> finden, so daß jeder Leser des Buches hier die neuesten Informationen erfahren kann. So hat etwa Michael Opitz aus den USA viele Informationen zum "Präsident" seines Vaters geschickt.

English Summary: More book news, Peter Ocker has just informed us that for the many non-German readers who have purchased his book, "Hans Jacobs - Pionierleben im Flugzeugbau", he has now compiled extended photo captions for both volumes of his book. This will now allow English readers to have a better understanding of the development and details contained within each

picture, and are available as free pdf-files to download on his website: <http://www.peterocker.de/english>

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Poets Corner 

High Flight??

*I've been high over Hucklow
I'm sure that's where it was
I was trying to not look down
As any coward does*

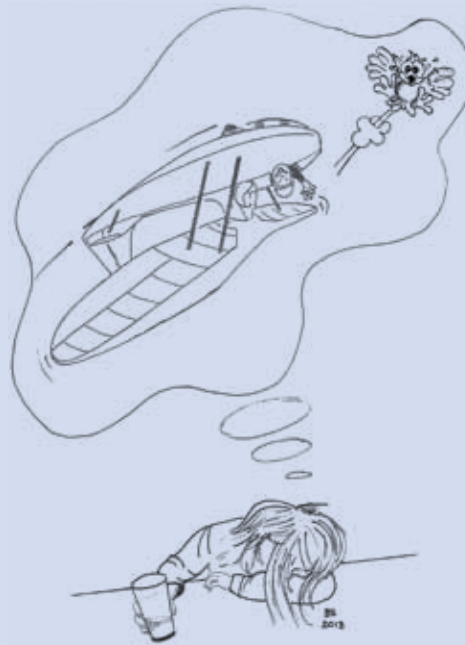
*The person sitting at my back
Was saying how he knows
That flying on a bumpy day
Will keep you on your toes*

*He then described quite happily
Some aerobatic feat
Whilst I hung on as best I could
To what I'd had to eat*

*But when I felt too queasy
(For him a source of mirth)
I gave up, threw the towel in
And headed for the earth*

*And now I have to tell you,
Despite how it might sound,
That all this happened in the bar
And I never left the ground!*

*Caroline Contes,
Campbell, June 2009*



Gerhard Tischler

Scheibe Aircraft Club

During last years "AERO" we were engaged in many discussions, and it was from this that the idea was borne to form a club in memorial to Egon Scheibe and his aeroplanes.

This led to a meeting of enthusiasts on the 2nd of June 2012, in which a new society was formed, and officially registered on the 16th January 2013 as the Scheibe Aircraft Club.

The aim of the club is to preserve and restore at least one of each type of aeroplane that was designed and constructed by Egon Scheibe in airworthy condition, with the ultimate aim of setting up a flying museum to tell the story of Egon Scheibe for future generations.

If you want to know more about this fascinating project, or want to join our club, you can learn more at our website: <http://www.ig-scheibe-flugzeuge.de/>



Tony Newbery

The Gliding Heritage Centre

– a British Gliding Museum



Photo: Jan Forster

One of the great passions of our late president, Chris Wills, was that vintage gliders should be flown and not just kept as static exhibits. To this end, he left a sum of money in his will to build a hangar at Lasham so that vintage gliders can be flown more often and seen by more people. This provided the starting point for a British gliding museum. At present there is no museum in Great Britain that covers gliding to any extent and no centre for vintage gliding activities. Once the hangar is built the next step will be to construct a building for static displays and an archive of historical documents. This new centre will be a working

museum with flight worthy gliders, some of them owned and preserved by the museum and others loaned by members of the VGC. One of these gliders is the Musger MG19b Steinadler, pictured above, which was donated by Chris and restored by members of the Lasham VGC group.

As well as providing a facility for the vintage gliding community, the main aim of the museum will be to teach the general public (and in particular young people) about the history of gliding, about the specialised technology and about gliding as a sport. This is important from both a British and an international point of view. It is vital

that we raise the profile of gliding and encourage the next generation of glider pilots.

In order to progress this project a new organisation called the Gliding Heritage Centre (GHC) has been established. This is now a registered UK charity. More details about the GHC can be found on the web site www.glidingheritage.org.uk where you can follow the project and provide support. Future articles in VGC News will chart the progress of the GHC. It is planned to hold a formal opening ceremony for the hangar and the centre at the VGC rally at Lasham in August 2013.

Bruce Stephenson

Tony Deane-Drummond

Major General Tony Deane-Drummond CB DSO MC.

Born June 23 1917, died December 4th 2012.

Who Dares Wins...



Tony Deane-Drummond receiving an award from Mrs "Fluff" Slingsby at the British Nationals. To her left is the much missed and iconic, Ann Welch. Photo: Chris Wills collection.

Although not a VGC member, Anthony (Tony) Deane-Drummond was one of England's last remaining great names in British gliding.

The son of Colonel J.D. Deane-Drummond DSO, OBE, MC, he was educated at Marlborough College and the Royal Military Academy, before being commissioned into the Royal Signals in 1937. He took up gliding at Upton-on-Severn, soloing at the young age of just 17 in May 37. (This was before the Bristol Gliding Club was formed).

In 1938 Keith Turner and Mike Maufe formed the Bristol Club, and were soon joined by Tony, flying from Leighterton, just to the south of Aston Down. On the 5th June 1937, he gained his Silver C with a flight from Sutton Bank to the beach at Caytor Bay in a Kite 1. It was during his time at Leighterton that Keith and Tony shared a Grunau Baby II, in which they flew at the 1939 BGA National Competition in July 1937. (The Grunau was later sold at the end of the war).

During WW2, Tony served in Europe and in North Africa. Volunteering for the Commando's, he was second-in-command during Operation Colossus, an airborne raid on southern Italy in February 1941. The raid was unsuccessful however, with all of Tony's unit being taken prisoner by Italian forces. (It was during his captivity he asked Italian captors for a copy of Wolf Hirth's book, 'The Art of Soaring' in order to learn German!)

Tony made his first escape attempt in December 1941, but was recaptured near the Swiss border, however later made a successful escape into Switzerland in June of 1942. He then made his way to southern France, where assisted by the French Resistance, was later picked up by a Royal Navy vessel disguised as a fishing trawler flying under the Portuguese flag. On his return to England, Tony was posted to the newly-formed 1st Airborne Division, and saw service in Operation Market Garden as second-in-command of the divisional signals, but took tem-

porary command of a company of 1st Parachute Battalion after their company commander was killed.

Stranded behind enemy lines with ammunition supplies all but exhausted, Tony was involved in an incredible series of escapes from the Germans, which included hiding in a tiny cupboard for 13 days, surviving on only a tin of lard, a small half-loaf of bread and his water bottle. Finally making his escape, he managed to link up with a sympathetic Dutch family, and was passed from one "safe house" to another, before re-joining British lines. Mentioned in despatches, he was awarded a Bar to an earlier Military Cross.

Post-war Tony remained in the Army, and joined the Surrey Gliding Club, however whilst instructing at the Royal Military Academy at Sandhurst, he was ordered to restart the Army Gliding Club at Lasham in 1951, after two fatal gliding accidents in late 1950 had seen the Army Club closing down at Odiham.

Sustaining a serious head injury whilst trying to quell riots in Cyprus sparked off after British authorities deported the Greek Cypriot leader, Archbishop Makarios in 1956, he was transferred to a hospital near Oxford. Wally Kahn recalls Tony with a bandaged head, and thoroughly fed up, asking Wally to enter him in the forthcoming Nationals, as he intended to discharge himself. He then spent much of his recovery time gliding, and in May of 1957 gained his diamond height at Lasham, with his Gold C coming in April of the same year with a flight of some 350kms. (Lasham to Lands-End). In August 1957, Tony became British National Gliding Champion, and was selected to fly in the British team in 1958, 1960, 1963 and 1965 at the World Gliding Championships.

In late 1957 he then went on to command 22nd Special Air Service (SAS) Regiment in counter-terrorist operations in Malaya, and with the units successful conclusion, was to be disbanded.

With the uprising against the Oman Sultan, Said bin Taimur, Tony pressed the case for the SAS to become involved however, which resulted in two SAS squadrons being brought in from the jungles of Malaya for intensive training for the operation.

In a night attack in January 1959, with support from the Sultan's Armed Forces, two SAS squadrons attacked heavily armed rebels holding out at the mountain fort of Jebel Akhdar. The success of the operation put the future of the SAS beyond doubt, and Tony was awarded a DSO.

In 1961 Tony commanded 44 Independent Parachute Brigade Group (TA) before returning to RMA Sandhurst as Assistant Commandant. He was promoted to major-general in 1966 upon taking command of 3rd Infantry Division and later became Assistant Chief of Defence Staff. He was appointed CB in 1970 and was Colonel Commandant of the Royal Corps of Signals from 1966 to 1971, the year he retired from the Army, and took up a career in civilian management. During this time Tony served as the vice president of the Army Gliding Association, and was a regular contender of the Inter-Service competitions until just a few years ago.

There is no doubt that Tony was a highly respected leader, skilled pilot, and not to mention a proficient carpenter who enjoyed restoring antique furniture.

He also published three books, Return Ticket (1951), Riot Control (1975) and an autobiography, Arrows of Fortune (1991). Tony married in Evie Boyd in 1944, herself later becoming an accomplished glider-pilot, breaking the British woman's distance record in 1957 with a flight of 240km from Lasham to Liskard in a Sky-lark 3. Evie died in 2002, and they are survived by their four daughters.

(Thanks to Wally Kahn and Ken Brown for information supplied in this obituary.)

SALES



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