

VGC News

No. 140 - Spring 2014

Celebrating 40 years of preserving our gliding heritage.



The Hütter Brothers
Frits Ruth highlights an incredible legacy



Polish Gliders in China
Grzegorz Kuzuro reveals a fascinating history



The Emouchet Flies Again
The rebirth of a rare French glider



PIN BOARD

Ben 'Biggles' Zahn,
WARNING !! Do NOT listen to
 your daddy! Your aeroplane
 might fly in your bedroom but
 outside, in the big world, your
 aeroplane will NOT fly without
 those wings being covered
 in fabric, (EASA rule 22, issue
 93826, sub-section 3). Luckily,
 I know a very skilled craftsman
 who can do this work for you!
 Your guardian angel,
 Graham Saw...

Photo: Graham Saw



Wally Kahn is presented with his VGC Chairman's Trophy
 awarded to him for his life's services and support to UK, and
 Vintage gliding by VGC Chairman, Jan Forster, at a special
 ceremony at the stunning Lasham Heritage Centre!

Photo: Jan Forster



An Angel? I think not...I will
 leave you to decide!

Photo: Graham Saw



VGC President, Nick Newton,
 finally unites David Weekes with
 his well deserved VGC Award,
 the Syd Davies Trophy, at the
 recent BGA Conference.

Photo: Christine Whitaker

The VGC welcomes the following new members :

5400	Glyn Read	UK
5401	Richard Crockett	UK
5402	Ulrich Mildenberger	Germany
5403	Graham Stanford	UK
5404	Egil Roland	Norway
5405	Anthony Fendall	UK
5406	Ramunas Jurkstas	Lithuania
5407	Tremaine Callier	UK
5408	Philip Drake	UK
5409	William Doerr	USA
5410	Carles Morros	UK
5411	Knud Harbo	Denmark
5412	Jeffrey Price	UK
5413	Gregory Wheldon	UK
5414	Robin Smitten	UK
5415	William G. Eberhardt	USA
5416	Werner Stroud	UK
5417	Geoff Pook	UK
5418	Ari Saarinen	Finland



<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 cooperate 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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IVSM 2012. Jim Short in his lovely Schweizer 1-21 over Harris Hill, Elmira. **Photo courtesy of Peter Smith, National Soaring Museum.**

Rear cover:

Original poster for the 1978 4th Mayville VSA Regatta.

Photo: Simine Short.



find us here

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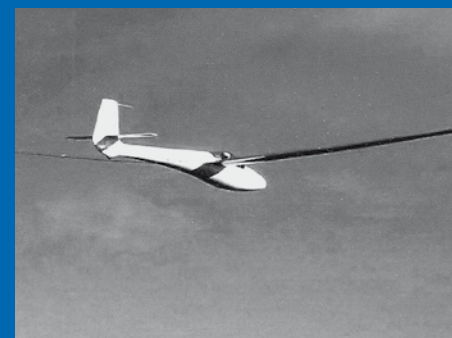
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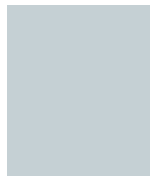
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Nick Newton - VGC President

From the President's Corner



The mild but very stormy and wet winter in the UK continues unabated, but our spirits are undampened!

In many ways our 40th VGC Anniversary celebrations continue, and with the formation of our Vintage Glider Club following that first get together at Husbands Bosworth in 1973, it could be argued we can continue our celebrations until we all

meet again at our next International Rally in Arnborg, which will be the first to be held in Denmark.

It was therefore with great delight that we learned that we have been invited, together with the Gliding Heritage Centre (GHC) from Lasham, to give a joint presentation at the British Gliding Association's (BGA) forthcoming Annual Sporting Conference. This prestigious event which includes an Awards Ceremony and Dinner Dance celebrates this year the 85th Anniversary of the BGA, which was founded in 1929, and has been given the theme of 'Vintage Revival!' Tony Newbery, Chairman of the GHC and Jan Forster, our Chairman, will give presentations entitled 'Working on the Future of our Past', at which we will finally be launching our new VGC promotional Video made by Evelyn Fey. There is also another complimentary talk entitled 'Wood is Good' by Will Ellis (also a VGC member) who last year in the UK flew 510 km in his Ka 6E at 80km/h! It can surely be no co-incidence that various photographs have been seen on the official BGA flyers this year ranging from Graham Saw, our Vice-President waving from the Hol's der Teufel and again in his Petrel, to the iconic black & white picture of an EoN Olympia piloted by Ann Welch performing a wingover as the background to the main Conference flyer itself!

So what gives rise to this sudden interest in championing the flying of wooden Vintage Gliders? Is it simply the fact that we are celebrating so many Anniversaries in gliding at the moment? The Vintage Soaring Association of North America is also celebrating its 40th Anniversary this year, having been founded just after the first beginnings of our VGC, and you can read about the VSA in the fas-

inating article by its President Jim Short elsewhere in this issue of the VGC News. Is it perhaps related to the efforts of our VGC News Editor, Bruce Stephenson, who has for some time taken a regular slot writing articles that promote Vintage Gliding in the BGA's own magazine, *Sailplane & Gliding* ('S&G')? Or is it the fact that with so much bureaucracy threatening to engulf our beloved sport, there is a certain degree of nostalgia harking back to the heady days when the 'skies were free' and those gliders relatively unencumbered by EASA regulations, electronic gadgetry and concomitant cost are now being lovingly restored or even rebuilt in ever increasing numbers?

To return to the subject of Anniversaries, however, this year is significant for me in that it marks a personal anniversary of a different sort. Chris Wills, our Founder President died on May 4th 2011. At the subsequent International Vintage Glider meeting in Spitzerberg, Austria, a decision was made to appoint a new President without further delay, so that the Club could continue to function normally without interruption. Chris Wills founded our Club in 1973, and was unanimously elected as its first President. In 1992, Chris was honoured with the title 'President for Life' and he fulfilled that role with unswerving dedication until his death nearly 20 years later. The situation today is however different. When the question of the Presidency was discussed in Spitzerberg at our AGM, the feeling was expressed by members that in future, the Presidency should be held for a defined period of three years, and that it should then rotate to give other longstanding members who had also shown commitment to the Club the opportunity to fulfil that role and stamp their authority with fresh vigour.

My three years will 'be up' after our International Rally in Denmark, and therefore we have to pay urgent attention over the coming few months to the search for my successor as President of our Club. This appointment will be made by the International Council of the VGC and then ratified at the AGM to be held in Arnborg, Denmark. To date there has been a reluctance for members to come forward and put 'names in the hat!' We are not only seeking a new President, but we also need urgently to find a new Chairman. Jan Forster has worked untiringly for the past six years as Chairman and for some nine years before that as VGC Technical Officer. Jan also needs to take a well-deserved break! I think that this may be a very opportune moment to apply (in a slightly modified form!) the words of John F. Kennedy at his Presidential Inauguration in 1961: "Ask not what your Club can do for you, but what you can do for your Club!"

Nick Newton

Jan Forster - VGC Chairman

Chairman address



'Working on the future of our past'

Winter is always taking so long, especially this fickle winter we have had. In Holland the winter was borrowed a month from spring because of the high temperature.

In the UK you would be better to use water planes and in Russia you could skate in a bikini. Luckily the real spring will start soon. We have not been idle for the whole of the winter. The Shuttleworth Collection's Fauvel AV 36 is undergoing restoration by Graham Saw and it was fun to give him a hand. But there are activities worldwide. People are working on gliders that we don't know about, and then suddenly there is a new glider arriving on the scene at one of our Rallies. But that 'suddenly' means working for many hours, months, and years to make it happen. Additional new EASA directives also does not make it always easy for us, although we have to remember that we are protected to some extent with our annex 2 gliders.



BOARD NEWS

Writing this report in the second week of February, Peter Ocker is preparing to go to the EGU Annual Congress next weekend in Luxembourg. Peter is taking over from Graham Saw as VGC representative. Graham made a great contribution looking after our interests, but now wishes to concentrate on other Vintage matters. I also will go to introduce Peter in Luxembourg. We have to remember the EGU is of great importance for vintage gliding, as well as gliding in general. To know, and to be known is very important! We have to help each other to keep gliding going.

The AERO in Friedrichshafen, organised again by Gere Ticher, promises as always to be a great success. This time the focus of attention will be the UK glider history.

Exchanging emails with Niels Ebbe Gjørup about the progress of the forthcoming International Rally, and looking at their web-site, I became very excited! They are working hard on a hangar/museum to be opened at the Rally. It looks like a developing tradition; opening museums during the Rally! It could prove to be a challenge for the Dutch members who are organising the 2015 Rally!

When I proposed Nick Newton to be our new President, I promised to Inge, his wife, that he would be undertaking this role for one term only! That meant three years. Nick's term is coming to an end now. Last year I asked you to propose a new President, but until now there have been no nominations. This means that

if nobody is put forward, then for the first time ever, we will be without a President. So please look around and advise your members of the International Council of your suggestions.

On the 1st of March this year, the British Gliding Association holds its Annual Sporting Conference, and the theme this year is 'Vintage Revival'! This means that we are under the spotlight, together with the Lasham Heritage Centre. This is thanks to the Lasham General Manager, Werner Stroud, who supported the idea. Thinking what title we wanted to give our VGC presentation (to be made by our President Nick Newton and myself), I thought first thing we must do is to promote our history. We do this of course for ourselves, but we also need to show others what an important history we have, and promote our role in documenting the development of the glider. Looking around there are more and more organisations appreciating the importance of documenting the history of the development of, for example, automobiles, bicycles and boats – either by preserving early examples in working order, or exhibiting them in museums. There is also a greater public interest in this. What we are really doing is; 'Working on the future of our past'! If this is a new phrase, than we should perhaps adopt it for our club! I am certainly going to use it as the title of our presentation at the forthcoming BGA Conference!

Jan Forster

„Arbeiten an der Zukunft unserer Vergangenheit“

Der Winter ist immer so lang, vor allem wenn es kein richtiger ist wie dieses Jahr. In Holland war der Winter ein ausgeliehener Monat des Frühlings, so hoch waren die Temperaturen. In England würde man derzeit besser Wasserflugzeuge benutzen und in Russland kann man im Bikini Schlittschuh laufen. Glücklicherweise kommt bald der Frühling.

Wir waren aber nicht faul den Winter über. Die Fauvel AV 36 der Shuttleworth Collection wird derzeit von Graham Saw restauriert und es war mir eine Freude, ihm eine Woche lang zu helfen. Viele Mitglieder auf der ganzen Welt führen Arbeiten an Flugzeugen durch, von denen wir nichts wissen und auf einmal erscheinen sie mit ihnen auf einer unserer Rallyes. Aber "auf einmal" bedeutet Arbeit für unzählige Stunden, Monate und Jahre. Hinzu kommt, dass neue EASA Vorschriften es nicht gerade leichter für uns machen. Zumindest sind wir mit unseren Annex 2 Fliegern in gewissem Umfang geschützt.

Während ich dies in der zweiten Februarwoche schreibe, bereitet sich Peter Ocker gerade auf den EGU Kongress in Luxemburg vor. Peter übernimmt den Part des EGU Repräsentanten von Graham Saw. Graham hat auch hier viel für uns getan, jetzt möchte er sich aber gerne anderen Aufgaben widmen. Ich werde auch dort sein und Peter vorstellen. Wir dürfen nicht vergessen, dass die EGU von großer Bedeutung für den historischen Segelflug ist, aber auch für den Segelflug im Allgemeinen. Sehen und gesehen werden ist hier sehr wichtig! Wir müssen einander helfen, um den Segelflug aufrecht zu erhalten.

Die AERO in Friedrichshafen, organisiert von Gere Tischler, verspricht erneut ein großer Erfolg zu werden. Thema ist diese Mal "Die Geschichte des Britischen Segelflugs".

Der E-Mail-Austausch mit Niels Ebbe Gjørup in Bezug auf die nächste internationale Rallye sowie ein Blick auf deren Homepage stimmen mich sehr enthusiastisch! Sie arbeiten hart an einer Halle / einem Museum, dass während der Rallye eröffnet werden soll. Es scheint eine aufkommende Tradition zu werden, Museen während

einer Rallye zu eröffnen. Das wird eine Herausforderung für die niederländischen Mitglieder, die die Rallye in 2015 austragen!

Als ich Nick Newton als unseren Präsidenten vorschlug, versprach ich seiner Frau Inge, dass es nur für eine Legislatur sein wird, d. h. für drei Jahre. Diese sind im Sommer abgelaufen! Daher hatte ich bereits im vergangenen Jahr um Vorschläge für einen neuen Präsidenten gebeten. Bisher sind keine eingegangen, was bedeuten würde, dass wir zum ersten Mal in unserer über 40jährigen Geschichte keinen Präsidenten hätten. Also bitte, macht Euch Gedanken und schlägt Mitglieder über Eure Ansprechpartner im International Council vor.

Am 1. März findet die jährliche Sport Konferenz der British Gliding Association statt. Thema ist in diesem Jahr "Vintage Revival"! D. h. wir und das Lasham Heritage Centre stehen im Mittelpunkt der Konferenz. Dies verdanken wir dem General Manager von Lasham, Werner Stroud. Unser Präsident Nick Newton und ich werden die Präsentation des VGCs vornehmen. Als ich mir Gedanken über einen Titel unserer Präsentation machte, kam mir der Gedanke, dass wir unsere Historie darstellen und fördern müssen. Dies tun wir zwar in erster Linie für uns selbst, aber wir müssen auch anderen zeigen, dass unsere Historie von Belang ist und dass unsere Rolle in der Dokumentation der Entstehungsgeschichte des Segelflugs entscheidend ist. Wenn man sich umschauf, findet man mehr und mehr Organisationen, die die Wichtigkeit der Dokumentation der Entstehungsgeschichte hervorheben, z. B. in Bezug auf Autos, Fahrräder, Schiffe. Und sie tun dies, indem sie diese Dinge in Museen ausstellen oder weiterhin in Betrieb halten. Zudem wird das Publikumsinteresse an derartigen Informationen immer größer. Was wir also eigentlich tun, ist "Arbeiten an der Zukunft unserer Vergangenheit"! Wenn dies ein neues Sinnbild ist, dann sollten wir es vielleicht für unseren Club übernehmen! Ich auf jeden Fall werde diesen Satz als Titel für unsere Präsentation bei der BGA Konferenz gebrauchen!

Jan Forster

Bruce Stephenson - Editor

Editor's Comment



Well its already 2014, and we are gearing up for another action packed season, and boy what a season its shaping up to be! 2014 of course is a very special year for our friends in Denmark, as this will be their first time to host such a prestigious

event as the VGC International, something that I am sure, many of you are looking forward to.

Another first (for me this time), is that it is now one year since I took on the Editorial role. The learning curve has been steep, however I hope that the new look magazine is to your liking, certainly the feedback, so far, is encouraging. Although I have said it before, the magazine is the work of many volunteers however, and the standards of their reports and articles, is growing issue-by-issue.

May I also take a moment to thank all of you outside the team that have supported us over the past year with your wonderful articles and contributions. I am always amazed at the amount of material that is starting to come forward, and I am delighted to welcome yet another poet to our midst, the accomplished Polish poet, Anna Magdalena Mróz. Anna is a true artist in her work, and I am truly delighted to think of the level of skill and

talent that both Caroline Coates and Anna have brought to our magazine to date, and together they are an example of a true love of life and our graceful sport.

You will also notice that this issue has a definite 'American' flavour to it. Well, hot on the VGC's heels, comes the 40th Anniversary of the Vintage Sailplane Association (VSA). The VSA has always enjoyed a close relationship to the VGC, to the extent that the VSA, along with the VGC pulled out all the stops for the very first International Vintage Sailplane Meet (IVSM) in Elmira (the spiritual home of modern American gliding) way back in 1995. As such, it is only right that we mark this important year in the VSA's history in this special issue of VGC News, and we wish all our American friends a very happy 40th year! Whilst talking about matters American, I would also like to introduce a new column to VGC News. Entitled, 'Workshop Flyer', it has come about again by the close relationship of the VSA, and this is really a joint project by both Bungee Cord and VGC News to bring very specialised advice from one America's top light aircraft designers, and vintage gliding enthusiast, Neal Pfeiffer. As time allows, Neal will be make periodic reports, and is standing by to answer any workshop items that may be perplexing you.

Finally, on a rather more sombre note. Many of our British readers will be aware of the sad passing of Laurie Woodage. Laurie was well respected by many within the VGC community, and it is only right that we take a moment to reflect on what he did for our club in his many years of voluntary service to our hobby and sport. I deeply miss not having Laurie around, and I know his closest friends miss him dearly, so as a closing line, it only seems appropriate to remember another friend departed; their voids are left with empty spaces, taken from us, all are gone, all those old familiar faces...

Farewell and godspeed...

The VGC membership fee for 2014 is £32.50

The VGC year runs from 1st January to 31st December each year. Members who haven't renewed by 30th April will be charged 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'. New members pay the membership fee plus a once off joining

fee of £5. New members who join after 1st September, have membership until the end of the following year.

Please send cheques to:

Ray Whittaker, VGC Membership Secretary, 8 Hamilton Road, Church Crookham, Fleet, Hants, GU52 6AS, UK

Announcement!

The VGC Board would like to announce that we have a new UK Rally Coordinator. Peter Hardman has now taken temporarily over from Peter Malloy, and will be working in close conjunction with our hard working International Rally Secretary, Klaus Schickling. The VGC Board would like to extend their warm thanks to Peter Malloy for all his support and hard work in previous years.

With Peter taking on the responsibilities of temporary National Rally coordinator, Robin Willgoss has now taken over the website. A huge thank you goes out to Robin for yet again stepping up to the mark in our hour of need!



Stop Press! VGC Annual Dinner 2014

4th October 2014, Maastricht, Netherlands

Taking on a slightly nautical theme, we are delighted to announce that this year's Annual Dinner will be held in the historical city of Maastricht, on the 4th October 2014, and will be held aboard a vintage boat!

For those juvenile delinquents among you, there will be the opportunity to visit a youth prison during the afternoon, with a short welcome introduction with coffee and cake, before a guided tour of the prison complex. (Parents, there is an option

for a longer stay for those that wish to take up this 'once in a lifetime' opportunity of re-homing your children!)

The dinner itself is going to include a boat cruise, and will consist of a welcome drink, three course buffet, and coffee. This will be followed by a guest speaker, VGC Prize giving, and the 'not to be missed' VGC Raffle! **Price is £40/47.50 euros per head.**

Numbers are limited, so to ensure your place, why not book your place now by contacting the VGC Secretary, Christine Whitaker: secretary@vintagegliderclub.org

A new public relations film to promote our VGC!

Many of you may by now be aware of our splendid new promotional video by the young film maker, Evelyn Fey. Publically introduced at the recent BGA Conference by VGC Chairman, Jan Forster, Evelyn has done the club proud, and has managed to encapsulate the true spirit of the VGC through this short film of what our club stands for. Her skill is immediately apparent, with the film brilliantly capturing the many aspects of Vintage gliding, delivering an underlying message to the viewer that Vintage gliding

is not only different, but it's FUN with a capitol 'F'! So if you have yet to see this cinematic marvel, why not take a look today by visiting the VGC website at: www.vintagegliderclub.org

Ein neuer Werbefilm für den VGC
Für alle, die es noch nicht wissen, es gibt einen neuen Imagefilm von der jungen Filmemacherin Evelyn Fey. Er wurde anlässlich der diesjährigen Konferenz der British Gliding Association (BGA) vom



VGC Chairman, Jan Forster, öffentlich vorgestellt. Evelyn hat in ihrem kurzen Film dargestellt, was den wahren Geist des VGC ausmacht und wofür unser Club eintritt. Ihr Film zeigt in eindrucksvoller Form die unterschiedlichen Aspekte des Oldtimersegelflugs und unterstreicht, Fliegen im VGC ist nicht nur anders sondern macht Riesenspaß. Wenn Ihr diesen Film noch nicht gesehen habt, besucht die Website des VGC unter www.vintagegliderclub.org

Pete Stratten CEO BGA

The British Gliding Association – 85 Years Young



As the BGA rises to the latest set of challenges facing gliding, and works with its clubs and their members to continue to support and develop our fantastic sport, we are celebrating our Association's 85th birthday. 85 years of gliding history is of course a large chunk of the recorded aviation timeline. So aviation is still young in historical terms, and speaking to a number of our veteran pilots, I am pleased to note that we are only as old as we feel!

But of course our history and heritage is important for many reasons and it's great to have this opportunity to comment in VGC News. During 2013 the BGA was very pleased to support if only in relatively modest terms a number of important projects associated with gliding heritage. These projects of course include the Gliding Heritage Centre at Lasham and the BGA/Wally Kahn e-library. We were delighted that the VGC rally held in the UK during last summer was such a success.

2014 is on us in a rush and we a particularly pleased that we were able to associate our annual BGA Sporting Conference with our heritage that is so effectively supported by the VGC through the 'Vintage Revival' theme that flowed throughout the event. We look forward to continuing to work closely with all glider owners, whether vintage or very new, and in supporting all the UK's gliding activities as we get every closer to our centenary year. Let's hope we don't get there too quickly though!

2014 BGA Conference



Richard Moyses's Slingsby Cadet is rigged in the hotel entrance.

In conjunction with the 85th Anniversary year of the British Gliding Association (BGA), the 2014 BGA Conference was this year themed 'Vintage Revival', with presentations to the assembled delegates from both the VGC, and the Gliding Heritage Centre (GHC) based at Lasham. VGC President, Nick Newton, gave an encompassing talk about not only the history of the VGC, but how we as a club are closely linked to the BGA, which was followed by VGC Chairman, Jan Forster, who officially launched the new club video by Evelyn Fey. This was followed by a rather unique

demonstration of his 'stoneage vario', which proved highly entertaining with the gathered crowds! Jan finished his talk by reminding the assembled delegates just what can be achieved in a Vintage glider. This was then followed by the Chairman of the GHC, Tony Newbery, who gave a talk on the new GHC hangar at Lasham, and how it all came into being with the aid of the Chris Wills legacy. Tony gave an overview of the project to date, and outlined the future vision to extend the facility with adequate space in which to exhibit gliders and house a museum with provisions to store a sub-

stantial archive, not to mention a lecture room for educational purposes. More money needs to be raised before this dream can be realised however.

Mention also must be made of all the helpers who helped make the presentations such a success, with special thanks to the GHC team, who did both the GHC and the VGC proud, along with several other VGC volunteers.

Finally, it was with great pleasure that the BGA officially recognised Peter Underwood's contribution towards British Gliding with the awarding of the prestigious BGA Silver Medal. As a fellow VGC member, this was truly a highlight to the day, and was of course a fitting tribute to Peter for his many years of service to the sport, and his support and patience in assisting so many other gliding enthusiasts. Well done Peter, and from all your friends here at the VGC, congratulations!

Photos: David Underwood



Tony Newbery presents the GHC plans for the future.



Peter Underwood is awarded the BGA Silver Award for services to British Gliding by the BGA Chairman, Pete Harvey.



Peter Ocker

EGU report

From 21st – 23rd February, the annual congress of the European Gliding Union took place at Luxemburg. For the VGC, Peter Ocker was present the first time, following in the footsteps of Graham Saw. Also Jan Forster attended this meeting in his function as boss of the Dutch Gliding Federation.

Friday saw a workshop that was held to tackle problems of retaining and building membership numbers within clubs, analysis on glider pilot ages and gliding habits, and members expectations on the a club's 'service' in todays ever demanding world. Saturday saw much discussion about current development inside EASA, and new regulations.

Personally, I discovered that a lot of responsibility is on the shoulders of the Board of each single gliding club; not only running the club and the flying activities, but also facing the changing situation in our society in terms of free time for gliding, service philosophies and motivation work for keeping members engaged in regular flying, not to mention finding new members.

But any efforts, like the promotion of gliding in newspapers, or presentations in schools, are largely useless if any interested person approaching an airfield receives a cold welcome from you with a loud shout of 'Hey this is an airfield, stay out, go away, it is dangerous'. Of course your intention was to no doubt ensure safety,

as this stranger was about to cross the runway after all, however...

I also intend to set up a series of calls to you all. Things like thinking more about more thorough pre-flight preparations, sound launching and training techniques and good rigging practices. Before that however, as we here in the VGC operate over so many European countries (and abroad), I will be acquainting myself with the various training techniques used in other countries, not to mention making close observations at different airfields to get a clearer picture of the differing techniques employed. After 25 years, I must say have seen a lot of things that could do with addressing, even within our own VGC Rallies.

Our presence in the EGU, together with representatives from several countries and leading personalities of different organisations (like European Air Sports), is very important. In this work we can actively participate in the development of our sport for the future, especially when faced by the regulations that are coming up...



UPCOMING EVENTS

2014 Vintage Calendar

09/04/2014 – 12/04/2014	AERO 2014 Friedrichshafen	Germany
26/04/2014 – 27/04/2014	VGC Season Opening Aschaffenburg-Obernau	Germany
03/05/2014 – 05/05/2014	Haddenham Vintage Rally Haddenham	UK
16/05/2014 – 24/05/2014	AVL, 1st Vintage Glider Meeting Alzate Brianza (Como)	Italy
24/05/2014 – 31/05/2014	UK National Rally Tibenham	UK
04/06/2014 – 13/06/2014	35th Grunau Baby Meeting Jezów Sudecki (Grunau)	Poland
11/06/2014 – 15/06/2014	18th Annual Midwest Vintage/Classic Regatta celebrating 40 years of the VSA Wabash Valley Soaring Club Lawrenceville	USA
19/06/2014 – 22/06/2014	Adria Rally Grobnik (LDRG)	Croatia
20/06/2014 – 28/06/2014	19th Camphill Vintage Rally and 4th Capstan Reunion Camphill	UK
26/06/2014 – 28/06/2014	Historic Schweizer Sailplane Homecoming Harris Hill, Elmira	USA
04/07/2014 – 06/07/2014	6th Holzoldtimer Treffen Gruibingen Nortel	Germany
13/07/2014 – 19/07/2014	Wenlock Olympian Gliding Games Long Mynd	UK
26/07/2014 – 31/07/2014	2014 VGC Rendezvous Wilsche	Germany
02/08/2014 – 12/08/2014	42nd VGC International Rally Arnborg	Denmark
16/08/2014 – 24/08/2014	21st Czech National Old Timer Glider Rally Zamberk	Czech Republic
23/08/2014 – 31/08/2014	Slingsby Rally & Vintage Meet Sutton Bank	UK



2014 VGC Int. Rally update

The preparations for the 42nd Int. VGC Rally at Arnborg is progressing well, with our management team and volunteers working hard to get everything ready for the big opening. To date more than 50 pilots have registered for the Rally via the Rally website, with many interesting gliders entered, including a swarm of Ka-6's!

Our hangar space situation is about to improve significantly, with the erection of the steel structure of our new 1040m² DaSK hangar due to begin on the 11th of March. The new hangar, along with other hangar space, is being made available for rent by our Rally guests, enabling around 50 fully rigged gliders to be housed, which will be allocated on the VGC's standard priority list.

Interest for renting cottages and campsite space at the Gliding Centre has been strong, with many bookings being made for other local hotels and campsites. Additional bathing and toilet facilities are being planned to better cope with our guests during the rally period. A large tent for briefings, and a smaller one for café purposes, will be located nearby to the camping site. Catering will be available on a daily basis, and of course there will be a bar as well!

Our team here are so excited, that we can hardly wait to receive our dear guests for the Int. Rally, so be sure to reserve your place for your family, and glider in good time, by registering your details on our website: www.vgc2014.dk

UPCOMING EVENTS

Invitation to the VGC Rendezvous Rally 2014!



Wilsche Airfield.



The sheltered Camping area.



Wilsche's well equipped Club House.



Prior to the start of the International Rally in Arnborg, Denmark, we would like to invite you to visit us for the VGC-Rendezvous.

It will be held from the 26th - 31st of July 2014 at the Flying Club Gifhorn in Wilsche, Germany. Wilsche airfield is located just west of the town of Gifhorn on the southern border of the Luneburg Heath. The heath countryside consists of sandy forests and agricultural fields, which guarantees strong thermals. Gliders are launched by winch or aero tow behind our Robin Regent or Super Dimona, operating from a grass strip.

Although this is the first time for the Flying Club Gifhorn to organise a VGC-Rendezvous, our club however, has considerable experience in organising gliding events. Examples for recent gliding events are the German Junior Nationals and the biannual 'Wilscher Vergleichsfliegen', an interclub competition where up to 50

gliders compete in a familiar and friendly atmosphere.

For those participants who wish to camp in tents, caravan's or mobile homes, there is camping facilities next to the clubhouse under the trees, with sanitary facilities located inside the clubhouse. In addition to this, there are three bunkrooms with a total of six beds, which can also be booked. A breakfast buffet, along with coffee and cake, not to mention dinners, will be provided in the clubhouse (WLAN available), and furthermore, there is a children's playground and a fireplace located nearby, where you can enjoy a relaxing atmosphere.

One highlight which has to be mentioned is the Italian ice cream vendor who visits twice a day. The ice cream he sells is so good that some pilots have been known to land so as not to miss out! Another specialty is the aerobatics box, which

can be activated on demand. So even the aerobatics enthusiasts will find a place for their fun!

We have two hangars with limited space for assembled gliders. If needed we can also offer space for gliders on trailers and our workshop is available should small repairs be necessary.

For your fellow travelers, or in the unlikely event of bad weather, you can find plenty of sightseeing attractions in the local vicinity, with a variety of sporting facilities and museums. The Harz Mountains, or even Berlin, can be reached in just 1 or 2 ½ hours respectively by car. There are also opportunities to swim at the nearby lakes.

We look forward to meeting you in July and enjoying some nice days of flying together. Registration and additional information can be found on our club homepage: www.lsv-gifhorn.de.

All photos via Martin Wermes

Stop-press!

VGC National Rally- Norfolk Gliding Club,
24th - 31st May 2014

Time to dust off those winter cobwebs folks, as we are pleased to announce that the 2014 UK National Rally will now be held at Tibenham! Hosted by our old friends at the Norfolk Gliding Club (NGC), you are cordially invited to join us at this fantastic site, not only renowned for its warm hospitality, it enjoys some great thermic conditions too! Former site of an historic WW2 American bomber base, Tibenham enjoys almost unhindered airspace for miles around! In the heart of some of Norfolk's prettiest countryside, Tibenham is smack-bang in the

middle of former American bomber-base territory, sporting some great aviation-based attractions close by, not to mention easy access to historic Norwich city, gateway to the famous Norfolk Broads; offering something for all the family! Caravanning and camping facilities are on site. Offsite accommodation can be found by booking one of the many close by B&B's, details of which can be found by visiting the NGC's website (www.norfolk-glidingclub.com), where you will find a whole host of useful information. Due to a technical hitch with the NGC's



Photo: Peter Hardman

website however, bookings for the Rally will be via the VGC website, so don't miss out, and register your entry today! Alternatively you can register with the NGC office directly by calling the NGC office on: **Tel 01379 677207**



Gere Tischler

News to the upcoming AERO!

AERO vom 09. – 12. April 2014 in Friedrichshafen
erneut mit Beteiligung des Vintage Glider Club.



Die AERO ist die größte Zivilluftfahrtmesse in Europa, welche 1977 mit 14 Ausstellern begann. 2013 waren es rund 600 Aussteller aus 25 Nationen. Von den Besuchern waren 75% im Besitz eines Pilotenscheines. Aufgrund des jährlichen Zyklus (seit ca. fünf Jahren) sind die namhaften Segelflugzeughersteller nur alle zwei Jahre auf der Messe vertreten. Dieses Jahr sind wir wieder alleine mit unseren schönen Segelflugzeugen präsent. Zum fünften Mal in Folge bekam der VGC von der Messeleitung die Möglichkeit, sich zu präsentieren, für unser schönes Hobby zu werben und natürlich auch zum Erfolg der Messe beizutragen. Nach den Themen der vergangenen Jahre „Scheunenfund“, „Schweizer Segelflugzeuge“, „V-Leitwerk Segelflugzeuge“ und „Hans Jacobs Flugzeuge“ haben wir zur diesjährigen AERO das Thema „British Gliders“ ausgewählt. Unseren Messestand, Nummer 217 in Halle B4 mit den Abmessungen 20x23m (460m²)

können wir mit folgenden Segelflugzeugen belegen. Auf dem roten Teppich als Zentralobjekt der PETREL, flankiert von der T21C sowie von einem PREFECT. Die vierte Seite des Standes wird von einem weiteren englischen Oldtimer ausgefüllt. Lasst Euch überraschen welcher dies sein wird. Zentral in der Mitte befindet sich unser Meeting Point für „Fachgespräche“, Informationsaustausch, Kontaktpflege der VGC-Mitglieder untereinander, Anwerbung neuer Mitglieder, Infozentrum sowie ein kleiner VGC-Sales-Stand. Bei den vergangenen Messen wurde dieses Angebot gerne angenommen und von den Besuchern mit dem Kommentar „schön dass Ihr wieder hier seid“ honoriert. Unsere Standbesetzung wird diesmal von der Spitze des VGC gestellt. Allen voran unsere Präsident Nick Newton, unser Chairman Jan Forster, Vizepräsident Graham Saw und Rallysecretary Klaus Schickling – wenn das mal kein Erfolg wird.

Neben Peter Deege und Peter Ocker werden noch weitere Helfer aktiv am Stand mitarbeiten. Ich danke schon heute allen Helfern, welche mit und ohne Flugzeug von England, Holland und Deutschland sowie auf Ihre eigenen Kosten für unser Hobby aktiv dabei sind.

AERO 2014
09th - 12th April 2014, Friedrichshafen.
Our fifth year of AERO, and our opportunity to yet again promote our beautiful hobby at Europe's largest civil aviation fair! With just 14 exhibitors at the first event in 1977, AERO has exploded in its popularity, today boasting over 600 exhibitors from 25 nations!
For this year's display, we are proud to present as our 2014 theme, British Gliders, with Graham Saw's stunning Petrel taking center stage on the red carpet, supported by the much-loved T21 and Prefect gliders.

UPCOMING EVENTS

As a surprise there will be a fourth British glider on display, so you will have to come along to see what that glider will be!

Central to our display will be the opportunity for AERO visitors to engage in discussions about our graceful sport, meet VGC

members, and encourage more people to join our club.

We are also planning to set up an information and sales stand, and are again delighted to be joined by our hard working President, Nick Newton, and the even harder

working Chairman, Jan Forster, who will join other VGC volunteers to ensure yet another successful year at AERO for the VGC. So why not visit us? You will find our fantastic displays in **Hall B4, booth 217**. We look forward to seeing you there!

Gliding bids for UNESCO recognition!

Gliding, a sport of grace and beauty, is being considered for inclusion within the UNESCO Cultural Heritage scheme, focussing upon the identity of gliding as a form of cultural expression. (Gliding forms part of a series of activities in Germany currently under consideration, of which another example is the Rheinischer Karneval.)

The initial application has been made by the **Gesellschaft zur Förderung des Segelflugs auf der Wasserkuppe (GFS)**, (Society for the Promotion of gliding on the Wasserkuppe), and is currently pending a decision with the **Hessian Ministry for Science and Art**.

The aims of the GFS is to attract more at-

tention for gliding, mobilising international cooperation and assistance for all gliding enthusiasts, thus undertaking appropriate safeguard measures for gliding.

The Vice-President of the GFS at the Wasserkuppe, Dr. Manfred Neidert, has recently told Fulda newspapers: **Gliding is a human achievement, an invention with far-reaching consequences for the development of all aviation and skilled crafts and trades.**

Should the **Hessian Ministry for Science and Art** deem that Gliding meets the strict criteria laid down by **UNESCO**, then the



Wasserkuppe Photo: Harald Joerges

application will be officially forwarded to the **German Commission for UNESCO**, who will finally forward the application to the **UN Educational, Scientific and Cultural Organisation**, with whom the ultimate decision will lay.

2014 Wenlock Olympian Games

13th -19th July
Midland Gliding Club
- Long Mynd -

www.olympiangliding.com



UPCOMING EVENTS

Jim Short

Vintage Sailplane Association celebrates its 40th Anniversary!



Ross Briegleb built and flew this replica 1939 BG-6 in 2013 from material, tools and drawings left from the Briegleb factory in El Mirage, CA. It is thought to be the only BG-6 flying today. Photo: Kenneth Briegleb

Interestingly, the vintage sailplane movement started independently both in Europe and in North America at about the same time. Just a few months after Chris Wills invited prospective members to start the VGC, Jan Scott, Liam English and the National Soaring Museum (NSM) held the first vintage sailplane meet at Harris Hill in the United States. In 1974 the Vintage Sailplane Association (VSA) was formed with the intent to promote its members' acquisition, refurbishment and flying of vintage sailplanes. Whereas museums such as the NSM were recognised as repositories for non-flying important sailplanes, the VSA saw its goal as finding old and significant planes and keeping them airworthy and actually flying. This year VSA celebrates the 40th anniversary of its founding.

To meet its goals, the VSA started publishing a newsletter (which later became a magazine), called 'Bungee Cord' to keep its members informed about projects and flying and to share information to help in restorations and refurbishments. Flying meets were held to provide safe, fun, flying opportunities and to encourage friendly social opportunities for sharing information. By 2013, the number of these events had grown to around nine per year, spread nationally from Massey, MD on the east coast, to Tehachapi, CA in the west. Five international events (International Vintage

Sailplane Meets, or IVSM's) have been held so far, at Harris Hill in Elmira, NY.

Today 'Bungee Cord' is a 24-page full-color magazine that concentrates on VSA's main interests, with a focus on stressing on the need to fly our older sailplanes safely.

As time passed, the need for an updated definition of Vintage and slightly newer, but significant Classic sailplanes has arisen. In June 2013, VSA clarified its definitions.

A Vintage Sailplane now is defined as: any glider of a type first flown prior to 1958, or a more recently built glider with appearance, performance and construction characteristics similar to gliders built before 1958.

A Classic Sailplane is now defined as: any glider of a type first flown prior to 1975, but not categorised as a Vintage Sailplane.

The Classic cut-off was intended to coincide approximately with the inception of the FAI 15M Unrestricted Class. Awards for restoration and flying achievements can thus be categorised for either Vintage or Classic gliders. Gliders not clearly defined by these definitions can be clarified, if necessary, by VSA action. Future older or newer definitions can be created, if desired.

A number of awards have been developed by VSA over the years, including annual restoration awards, given for outstanding repair/restoration projects in both the Vintage and Classic categories. Over the last couple years, a flying award called the

Vintage Soaring Achievement Coin was created, which recognises flying performances of 'Silver C' level, or better, that are flown at approved vintage meets. This award was conceived, and is administered by VSA's Eastern Vice President, Rusty Lowry. VSA's newest award was created by Northern Vice President, Lee Cowie, to honor exceptional journalistic efforts by a VSA member over the course of a year.

One of VSA's most recent developments was the creation of a permanent, accessible archive for literature and drawings. This facility is conveniently available at the Mid-American Air Center, located at the Lawrenceville-Vincennes Airport, and may be used by any VSA member. Since the creation of the archive, Lee Cowie has been rebuilding the document section, and has even had the need to request a larger storage facility! Neal Pfeiffer, meanwhile, has been creating an excellent inventory of vintage sailplane drawings, most of which have been digitised, so they can be more easily accessible to members (while the originals remain safely stored). The VSA does not intend to become a museum, but the need for vintage information and drawings to study, repair, or build vintage gliders remains.

The VSA became a Division of the Soaring Society of America shortly after it was founded, and has exhibits at each SSA convention. In 2014 this convention will be held in Reno, Nevada, where the VSA will be exhibiting a Laister-Kaufmann TG-4A (LK-10A) project owned by Dean Gradwell of California. The exhibit will include a bare (but refurbished), steel-tube fuselage, and a set of new wood wings and tail surfaces, and will be quite a contrast to the modern carbon-fiber sailplanes on display elsewhere in the exhibit hall. The VSA will also exhibit a 50% scale Schweizer TG-2 radio-controlled model that, at 9-meters span, isn't much smaller than some of the new 13-meter full-size sailplanes! Simone Short will also present a feature talk on vintage sailplanes, with a 40th Anniversary luncheon, further highlighting the convention.

The VSA is listed as a member club of the VGC, but it maintains its own system of meets, awards and international members. The two organisations have always sup-

UPCOMING EVENTS

ported our mutual aims however, so much so that in 1995 at our National Soaring Museum's 1st International Meet (IVSM) at Elmira, in which both the VSA and VGC were closely involved, we were truly honoured when VGC President, Chris Wills, officially opened the meet with the ringing in of the

VGC Swiss cowbell. It was hugely gratifying to see so many fellow VGC members from England and Europe attending, not only turning up as spectators, but some even undertook the huge task of bringing their stunning sailplanes to the USA for us to enjoy, all at their own cost!

With 40 years now behind us, we not only look back to what we have achieved, but it is time to look forwards too, as we strive to increase our relevance to our American soaring pilot clientele while building even closer ties with all our international vintage comrades.

Jim Short

An Invitation!



Sailplane view of the Lawrenceville-Vincennes Airport (KLWW), Illinois, site of the VSA 40th Anniversary Vintage/Classic meet and Anniversary Party. Photo via Jim Short.

As a highlight of our 40th year, you are cordially invited to the VSA's 40th Anniversary Party which will be held at Lawrenceville, IL during the 18th Annual Midwest Vintage/Classic Regatta. This will be a 5-day extended meet and gathering of vintage sailplanes sponsored by the Wabash Valley Soaring Association. Daily flying events, dinners, talks, award giving, the annual meeting of the VSA, and an auction of vintage sailplane and avia-

tion equipment, memorabilia and books, will also mark the meet. Friends from overseas are invited, and flying opportunities in two-seat vintage sailplanes will be available for those who cannot bring their own sailplane. The airport at Lawrenceville features 5,000 foot east-west and north-south runways, with uncrowded airspace. Accommodation is available close-by. Flights into Chicago, IL, St. Louis, MO, Indianapolis, IN and Cincinnati, OH put one within a 5-hour

drive of Lawrenceville. VGC members may contact Jim or Simine Short (simajim121@gmail.com) for more information if you think you would like to attend.

Celebrating 75 years of the Schweizer Aircraft Corporation

brothers built their first glider in 1930 and incorporated Schweizer Aircraft in 1939, the company has manufactured more than 5700 aircraft and established itself as an outstanding subcontractor to the United States aerospace industry. To mark the occasion, the National Soaring Museum (NSM) will be holding marking the event by staging a special 'Homecoming' meeting of Schweizer sailplanes during this years annual NSM Soaring Symposium. For more details, visit the NSM website at: www.soaringmuseum.org

In December 1999, Schweizer Aircraft proudly celebrated its 60th Anniversary. Schweizer is unique in that it is

the oldest privately-owned aircraft company in the United States (and perhaps the world). Since the three Schweizer



Ernie Schweizer and the SGU1-6 on Harris Hill

Schweizer Homecoming

*Flying at Historic Harris Hill
Special Social Events
Including the annual NSM
Soaring History Symposium*

**June 26-28, 2014
Harris Hill, Elmira NY**



For information about the event and hotel rates call 607-734-3128 or email nsm@soaringmuseum.org



UPCOMING EVENTS

Neal Pfeiffer

Vintage Sailplane Association celebrates its 40th Anniversary!



Correspondent:
Neal Pfeiffer
Contact:
Eng@vgc-news.com

Firstly, I would like to thank Bruce Stephenson for asking me to consider being a periodic contributor to the VGC News. I am the Drawing Archivist for the Vintage Sailplane Association (VSA) here in the US and have been contributing maintenance articles to the VSA Bungee Cord for a few years.

I am an aeronautical engineer. A few years ago, I took early retirement after nearly 28 years with Beech Aircraft where most of my work was in aerodynamics and advanced design. I led the advanced design group for approximately six years. Since retiring from Beech, I have acted as a consultant for many of the manufacturers of small airplanes in the US. As of the beginning of this year, I have taken up a full-time position with Mooney Aircraft (now Mooney International), as it returns to production in February 2014.

I have been active in maintaining and repairing older wood gliders for a number of years now. My first project was a Ka-6BR, which I completely stripped back to bare wood, inspected, repaired, recovered with new Dacron cloth, and then painted. I had previously assisted with repairs and recovers on club gliders, but this was my first experience with overseeing an entire

project, completing most of the work myself. Since then I have recovered a wing for a Ka-6E, and completed extensive repairs to a Ka-2b that was involved in a trailering accident. I currently have another Ka-6BR, a Lo-150, and the fuselage for an ASK-14 in my shop for restoration. I do all of my repair and restoration work in concert with an FAA certified inspector with Inspection Authorization (IA), who can sign off the airworthiness of my work.

As a contributor to VGC News, I plan to provide occasional articles on preserving the vintage and classic gliders that are important to VGC members. This might include techniques to inspect, repair, restore, or simply maintain an older glider. I will also entertain questions from the VGC community through VGC News. If your questions are of wider interest, I will try to answer in the form of a short article, however for more specific questions I will try to provide a direct response to the individual, perhaps through a web link or by providing the contact information of someone with specialist knowledge in the particular area. I will do my best, but please understand that my volunteer time is limited.

From time to time, incidents occur that

impact us all. Currently, the airworthiness of wood gliders is once again under scrutiny after an incident in 2013 involving a Schleicher K7 glider in Texas. The NTSB (US National Transportation Safety Board) report on the accident was recently released (which can be read online at the NTSB website: www.nts.gov).

One item that stands out in the accident report is that the glider was seen to be executing a tight loop when structural failure occurred. The maneuver speed of a K7 is only 70 knots (130 km/h). It is conceivable that this airspeed was exceeded during the aerobatic maneuver at the bottom of the loop, just as a sudden g-load was applied. Even with a new aircraft, pulling g-loads above the maneuver airspeed should not be attempted, but with a 48-year-old glider, it is even more likely that the outcome could be catastrophic. Please read the flight manuals for your glider/s. Please do not become a test pilot by exceeding the limitations; the risks are just too great!

It is also important to remember that aircraft are certified on the basis of a structural test of a representative, new airframe. Appropriate factors of safety are set in the certification rules in order to provide a safety margin for aircraft when new, and as they age. These safety factors are used to determine the loads that are applied during the test. Once the aircraft enters into service, it will not normally be tested again for strength. Therefore, it is vitally important to carefully inspect and maintain aircraft as they age, in order to avoid and eliminate any significant reductions in strength.

I will attempt to gather further information concerning the physical evidence from this K7 accident. I have friends who do aircraft structural testing, and with luck, I will be able to report additional information on this accident at a future date. Such information could even lead to more concrete guidance as to how we inspect, maintain, and operate our older gliders.

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Various types of coverages are available for Vintage Glider Club UK members. For competitive premiums matched with experience and reliability, please contact Graham Roberts, David Bacon or Darren Bournier		
Direct Line - 020 7977 5698	email: cspaviation@cspinsurance.com	
Fax - 020 7702 9276	www.cspinsurance.com	

RALLY REPORTS



Cheese!



Correspondent:
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David Goldsmith

Vintage Gliders Australia Annual Rally 2014

Held by Vintage Gliders Australia during the first week in January, this was the 10th year the event has been held at Bordertown. A windy Saturday was spent settling in and renewing acquaintances and friendships. Organiser of all past Bordertown Rallies, Ian Patching, and wife Ruth, were able to come despite Ian fighting a serious illness. Gliders flying at the rally were two Boomerangs, VH-GTL and VH-GQY, an Olympia, VH-GFW, two Ka6E's, VH-GGV and GEA, an ESKa6, VH-GNN, and the two-seaters, Kookaburra VH-GNZ, Ka2 VH-GHO and K7 VH-GNU.

Sunday remained windy with some rain forecast, so a bus trip to the Naracoorte caves was organised. An interesting day, with the beautiful caves containing fossil deposits over 500 million years old. Of course, we then visited a vineyard! Monday brought similar weather, so a visit to Peter and Dianne Brookman's impressive new Eco home which is currently under construction, was the highlight of the day. Designed by the gliding architect, Emilis Prelgauskas, the visit filled in an interesting afternoon. By now all the ladies present had settled in to playing cards each evening, amid much jocularity!

Tuesday the weather was more promising (although the spinning chocolate wheel forecast was for sleet with some hail!), so the Vintage Gliders Australia AGM was held in the morning. Lively flying in the afternoon saw pilots rushing to rig their gliders, as Ged Terry from the United Kingdom climbed away for a 1hr, 17min flight in Mike Renahan's ES60 Boomerang. The Bordertown Keith GC Twin Astir was kept busy with site checks and visitor's flights, and Erik Sherwin managed a flight of 1hr, 18min in Ka6E. At last we were committing gliding!

Wednesday was forecast to warm up to 28 degrees C, with thermal heights above 7,000 feet expected. A blue sky produced many thermals, with a few distant high cumulus clouds late in the afternoon. Jenne Goldsmith logged 6hrs 5min, reaching 8,535 feet during a 256 km tour. Erik Sherwin enjoyed a 5hr, 8min flight, covering 167 km. Ted Bowden flew his lovely ESKa6 VH-GNN for over 2 hours. Amy Marshall took her dad, JR, to 7,300ft in the Kookaburra, logging 1hr and 5mins. All round, a very pleasant day's gliding.

Thursday the winds were light, with a top



ES52 Mk 4 Kookaburra VH-GNZ

temperature of 34 degrees. Once again a nice day's flying, with climbs to slightly over 10,000 ft under large cumulus. Erik Sherwin had the longest with 4hrs, 16min for 167 km in his Ka6E. Dave Goldsmith bored along at 88 km/hr under the cloud streets, covering 280 km in 3hrs, 35min in Ka6E GEA.

Friday was long mooted to be the 'good day', and so it was! Strong thermals to almost 11,000 feet were marked by large cu, although a slow-moving trough brought clear skies from the south west in the mid-afternoon. Jenne Goldsmith flew the longest distance of the rally, 287 km during a

RALLY REPORTS



ES60 Boomerang VH-GTL with Mike Renahan



VH-GHO hooks up for another launch

5hrs 23min flight, closely followed by Erik Sherwin with 269 km. Long flights were also made by Bob Hickman, JR Marshall, Terry Ryan, Ted Bowden, John Ingram sharing the K7 with Kevin Barnes, and John Ashford with John Lawson in the Ka2. Saturday brought a brisk south-westerly wind so there were only four vintage flights, namely Boomerang GTL, the Olympia, and two flights in the Kookaburra. Some pilots derigged their gliders while others prepared for the big night to come, the Vintage Gliders Australia Annual Dinner! The wonderful Bordertown Keith Gliding Club members had worked hard to run the operations and winch launching very efficiently during the week, and this afternoon they were busy preparing a great

feast including a pig-on-the-spit! Master of Ceremonies JR Marshall officiated with the formal presentations and trophies before an enthusiastic crowd. Ian Patching was awarded a Certificate of Appreciation and also inducted as a Life Member of Vintage Gliders Australia.

Next year's Vintage Gliders Australia Annual Rally will again be held at Bordertown, from 4th to 10th January, 2015. This year Jep Giltay from Holland and Ged Terry from the UK joined us, and we extend a warm welcome to visitors to come and enjoy some warm January weather and vintage gliding in Australia next year.

Text: David Goldsmith
Photos: David Goldsmith



VH-GGV on the launch grid with Erik Sherwin



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Roger Brown

2014 Vintage Kiwi (VK) Rally, Taupo NZ.

After last years very successful Taupo Rally it was decided to return again this year. Once again there was a very good turn out of aircraft with members staying for the full seven days. Gliders represented were a number of KA6's, Standard Libelles, one

Open H301 Libelle, a BG12/16, a Slingsby Dart 15 meter, and a Slingsby Dart 17R a SH Discus, and a Schleicher KA8 (next year there has been a promise of yet another KA8 attending, along with a Silent, self-launcher). Several more members also arrived later in the week to check out the action.



Derry Belcher saddles up the BG12-16.



RALLY REPORTS



The new Taupo tug, WW1 style!



Mike Smith's Dart 15 prepares to launch.



Colin Deeker prepares his Foka 4 for rigging.



John Currie's striking K6 CR.

We flew four days out of the seven. The thermal conditions however, were at times, trying. Although cloud base was at a good height, the thermals did not always develop well enough to give an easy and consistent climb. However we all persevered, and were rewarded with some good flights.

This year it was decided to have some turn points set up so our aircraft could 'stretch their legs a little', as the conditions allowed. The 'team' certainly gave them all a good 'going over' throughout the flying week. Such was the appetite that two more turn points were added later in the week, which took us over some of the even 'bigger country' around Taupo! Every morning we would hold a briefing, which was either fronted by the Taupo CFI, Bill Kendall, or their Club Manager, Tom Anderson, and we also listened attentively to Malcolm Wright, our 'in house' and highly technical weatherman, who would give us a wonderful presentation of what to expect. Considering that he only got fired twice, but got

reinstated three times, indicated his performance was in the 'plus' category most of the time! Well done Malcolm.

On the Monday morning after briefing, two full size replicas, a Fokker DV11, and a Fokker Triplane, arrived enroute from the Tauranga Air show for refueling, before departing on their long journey south to Masterton, their home base.

What fabulous aircraft they were, authentic in every detail except for their self-starting motors. After a refueling and group photograph they were on their way. Fabulous!

Last year everyone enjoyed the mid week Lake Taupo cruises, so this year, Tom Anderson once again organised another lake cruise. Highlight of the evening cruise was the playing of a 'Pocket Trumpet' by Kevin Clark [Open Libelle]. The melodies were such that it 'dragged' in some other boats that were also out on the lake, so as to enjoy the music wafting out over the water. It really was a great night.

The camp evenings were filled with either

impromptu safety presentations, classic archived gliding films from the 1950's - 1970's, or just good old gliding gossip. VK member, Greg Douglas, (Slingsby Dart 17R) enjoyed a very happy belated birthday dinner out at a Taupo Restaurant with most of the camp attending.

Our host Club also organised a BBQ dinner on the last night, followed by a mini karaoke session, but the highlight of the night had to be an impromptu jazz session, not by the Dave Clark Five, but by the Kevin Clark One. Playing the piano with one hand and playing his Pocket Trumpet with the other, he gave a spectacular display of Jazz/Blues duets, to finish what was not only another great night, but also another very successful Vintage Kiwi Rally at Taupo. Our thanks to our host club, The Taupo Gliding Club for allowing us once again to hold our VK Rally on their patch. They have again proved good friends, and great hosts to this organisation.

Text: Roger Brown

Photos: Greg Douglas

Andrzej Glass

Part 1 Polish gliders in China

Translated by Grzegorz Kazuro



An ABC Primary glider is gifted to the Chinese by a Polish Glider Works employee from Krosno in 1955

There is one very exotic, but little-known episode in Polish gliding history. Starting back as far as the early 1950's, it is a story of Polish pilots, engineers and gliders, all of which played a significant part in Chinese gliding history.

In bringing this amazing story to the attention of VGC readers, may I take this opportunity to thank one of Poland's most famous aviation historians, Mr Andrzej Glass, who in allowing us to not only translate and enhance one of his earlier articles on this fascinating subject, has also supplied us with the rare and interesting photos reproduced here. Additional information has come from such sources as Jane's World Sailplanes, and Soaring magazine.

If you have any additional questions, or should you want to contact the author directly, please feel to contact me via VGC News.

Grzegorz Kazuro

Polish gliding collaboration with China was established in the early 1950's, with the Polish Salamandra and IS-4 Jastrząb gliders being introduced at an exhibition in Beijing in 1956.

By 1953 gliding had made a big impression with Chinese officials, and had soon led to the Chinese government to ask the Polish to develop gliding there. The basic criteria and requirements laid down for Polish engineers were as follows:

- organisation and pre-production of Chinese built gliders.
- launching the serial production of several types, including the ABC, Salamandra, Mucha-100, Bocian and Jaskółka, initially with materials imported from Poland, and later on, utilising Chinese resources.
- Training of engineers, technicians, technical and workshop staff in the construction of gliders.
- organisation of a glider design bureau, and the furthering of glider technology.
- construction and technological development of a prototype sailplanes and glider winches.

To get an idea of the Chinese capabilities of terrain, climate, and material, in October of 1953 Prof. Włodzimierz Humen, and the engineer, Władysław Nowakowski (MSc), who were both from the Bielsko Glider Institute, travelled to China. Their

research took 3 months and lasted until December of 1954, at which time the governments of China and Poland signed a cooperation agreement.

As a result, in April 1955 a Warsaw newspaper announced that a new glider factory, would be built and equipped by the Poles. The sites were selected by Humen, and Nowakowski, with structural parts, shop equipment, tools, and machinery being shipped to China in 1956.

This had also led to the establishment of gliding schools at Tohan-Tia-Kou and Shenyang, with a Central Gliding School also being organised by Polish instructors at An-Yan, which was eventually to be taken over by the Chinese.

With the initial agreement being implemented in May 1955, the People's Republic of China, (PRC), were sent the first batch of gliders, which included examples of the ABC and Salamandra, and a short time later, was followed by the Mucha-100, SZD 8 Jaskółka and SZD 9 Bocian, with quantity production of the Polish-designed ABC, Jaskolka and Mucha gliders beginning at Shenyang in 1956.



Chinese built Mucha 100



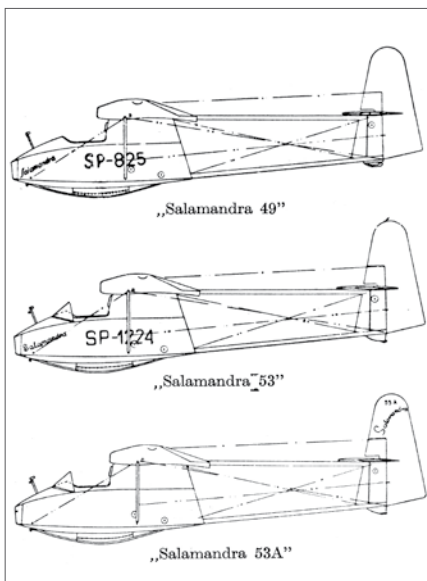
Chinese Jaskolka



Chinese Poster depicting a Chinese Jaskolka via Grzegorz Kazuro

POLISH GLIDERS IN CHINA

This was followed by a group of Polish specialists led by Lt.-Col. Krzysztof Donigiewicz, with Zygmunt Dziedzic as deputy supervisor in 1957, with the groups stay lasting until 1958, many of the team returning to Poland at different times however. As already mentioned, the first Polish gliders that went to China were the highly acrobatic Jastrząb and the intermediate training glider, the IS-A 49 Salamandra. By the time the Chinese were to receive the IS-A Salamandra however, SZD had developed an improved version, the IS-A 53, which had utilised an enlarged horizontal tail (which with was also balanced to help remove a slight instability in pitch of the type), and had added a small windscreen for the pilot. The Salamandra 53-A version was modified to meet Chinese specific needs. These modifications were the result of some prosaic qualities however, as the Chinese people are generally much smaller and lighter than your average European, and from an ergonomic point of view, designers had to redesign the glider so everything remained within easy reach, yet retain the correct position for the center of gravity (CofG) for a given lower weight of a pilot. For the Salamandra, this was achieved by moving the wing 15cm. towards the rear of the glider. The overall fuselage length remained unchanged however, whilst the cockpit was extended. In addition the cockpit was redesigned so that the Chinese pilots enjoyed an uninterrupted view from out of the cockpit, rather than sitting much further down as featured in their European counterpart version (this version was redesigned as the IS-A 53A).



Salamadra Drawing



Fuselage assembly of a Chinese assembled Salamandra at the Shenyang sailplane works.



Salamandra wing assembly



Chinese Shenyang worker making a Salamandra



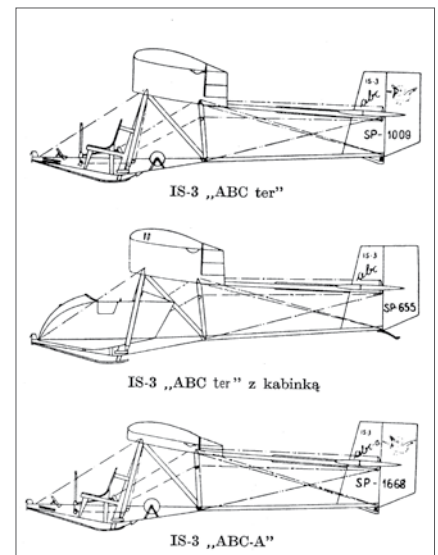
Salamandra Airframe assembly

The first flight tests of the IS-A 53A were carried out on the 29th of December 1956, in Jeżow by the famous Polish test-pilot Adam Zientek (interestingly, the first flight took place in difficult wind conditions). With production of the Salamandra also taking place in China, some thirty Salamandra 53A's were built under licence at the Shenyang factory. Similar modifications were also carried out on the Primary training glider, the IS-3 ABC. One important change was to substantially decrease the dihedral of the wings, which was not to reduce lateral stability as may be expected however, (although it did improve the types slip properties), but rather to allow the shorter stature of the Chinese ground handlers to comfortably reach up and hold the wings level, thus ensuring a better launch for both the glider and the pilot! The deflection of the ailerons was also



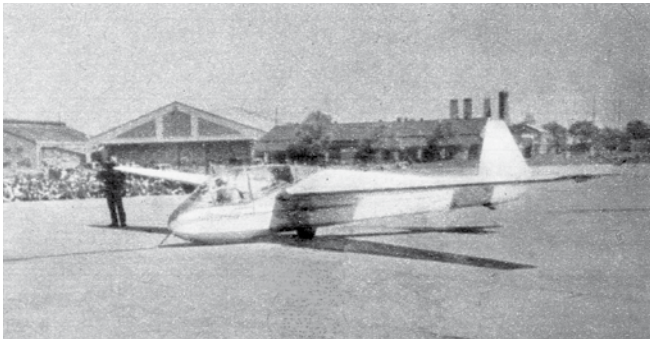
ABC launching

increased from 15, to 30 degrees, thus increasing their low speed efficiency without any excessive increases in forces on the stick. In addition to this, a prototype version of the IS-3 ABC Ter was also produced. Featuring a raised outline of the nacelle, there was also an addition of a small Perspex windshield. (The glider was first tested in November of 1955 by Adam Dziurzyński, carrying the registration of SP-792).

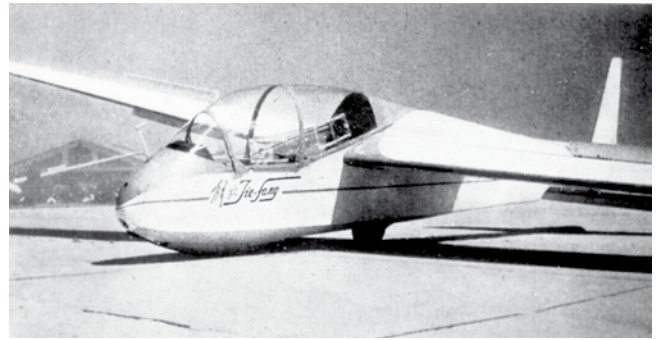


Polish ABC production versions for both Polish and Chinese construction variants

POLISH GLIDERS IN CHINA



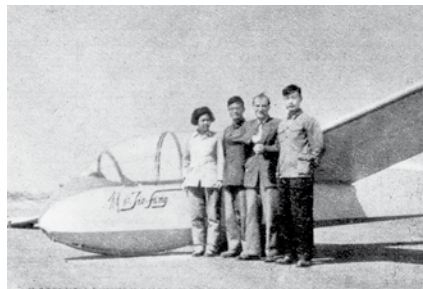
Jie Fang 1



Jie Fang 1



Jie Fang 1 fuselage under construction.
Note Polish engineer in front seat.



Jie Fang 1

During the stay of the Polish design team in China, a 2-seat training glider was designed and constructed under the direction of Ing. Józef Niespał⁽¹⁾, (Niespał was also from the SZD Experimental Sailplane Works), and was assisted by two Chinese engineers, Eng. Tchen-Kuei-Wen, and Eng. Li-Ti-Tuin.

Designed as a training glider for students working their way up to the single-seat Mucha-100, this new design proved to be better in terms of performance than the Polish Czapla (SZD -10), with an excellent 21:1 glide ratio (compared to the Czapla's 17:1), and had far better handling qualities, with the type playing a significant part in the establishment of gliding in China. Designated as the 'Jie-Fang-1' (it was built

in, and took its name from Jiefang District, which comes under the administration of the Jiaozuo city), which in Chinese means 'liberation' (or to set free). The works name of Jie-fang was also later designated to another glider, the 'Jie-fang X-5' (a development of the Salamandra), but was this later renamed as the 'Shenyang X-5' however, both names deriving from the towns location of the production works (the letter X comes from word Xiangji, which simply means glider).

Of a conventional wood construction, and utilising the Mucha 100 as his starting point, Niespał designed the Jie Fang-1 with a shoulder-mounted wing. The wing was a single-spar, with a straight taper, and utilised a standard plywood D- box for torsional loads. Slotted ailerons were also employed, whilst fabric covered the wing from the main-spar rearwards. Compared with the Mucha's oval section monocoque fuselage, the Jie Fang-1 had a simpler, flat-sided structure however, which gently tapered to the rear. With plywood covering the forward section, the rear fuselage was fabric covered, whilst the empennage was of a more angular shape than the Mucha, with one of the elevator halves being equipped with a trim tab.

The cockpit, which seated both the pupil and instructor in tandem, was furnished with only one set of instruments that could be viewed by both occupants. The canopy, which offered excellent visibility, was made up of two parts, with the forward section being fixed, whilst the rear section opening sideways to allow easy access to both seats. There was also provision for a fixed mono-wheel undercarriage, which was fitted with brakes, aided by short nose and tailskid.

The Jie Fang-1 made its first flight on the 10th May 1958, and proved to have good handling qualities and maneuverability, with only small control forces needed (it was also cleared for limited aerobatics). It was equipped for aero-towing (max towing speed of 130km/hr), winch and bungee launching, and was adequately stressed for operation in rough and turbulent air. Going into production, the type was used primarily as an advanced trainer, preparing students for their first solo flights in Chinese built Mucha 100's.

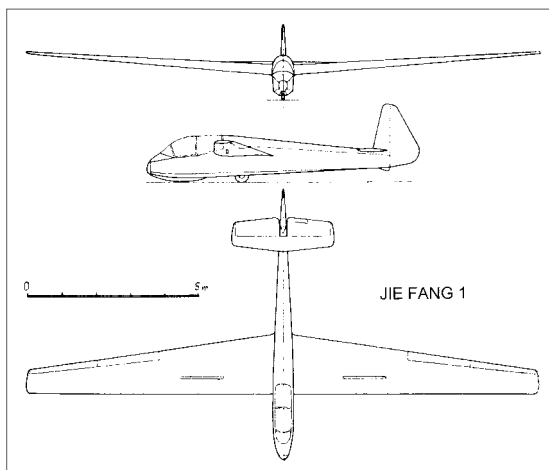
To be continued...

Unless otherwise stated, all photos are credited to the collections of Mr. Andrzej Glass and Mr. Marian Wiśniewski archives via Andrzej Glass.

(¹) Mr Jozef Niespał (1910 -1992) by Mr Andrzej Glass:

Jozef Niespał was a highly successful designer. Before WWII, learning his trade, Niespał, along with the highly talented designer of some of Poland's most iconic pre-war gliders, Waclaw Czerwinski, he played a significant part in such gliders as the PWS 102, PWS 103.

After WWII he was chief designer at SZD Bielsko, the main glider design center in Poland. He was Chief designer for many legendary sail planes, including the IS-1 Sep, the aerobatic IS-4 Jastrząb, not to mention the 2-seat SZD 27 Kormoran, and SZD 35 Bekas.



Jie Fang 1 drawing

THE EMOUCHET FLIES AGAIN

Eric Bocciarelli

The Emouchet flies again

Translated from French to English by Angela Elinor Sheard.



A magic moment, F-CRRN takes to the air! Photo Christian Mathieu



F-CRRN under restoration. Photo Christian Mathieu

The Emouchet is a glider which has been part of the history of both my club and of gliding in France, and was born out of the needs of the French state in the mid-1930s. In fact it was as a result of the Germans refusing to concede the plans of the Grunau Baby for possible construction under licence, that the need to develop a new glider arose in the first place.

The prototype was conceived during the winter of 1937-1938. This work was carried out by Albert Mangeot, a carpenter at the Aéro club of Haute Moselle, at Pont Saint Vincent. Before arriving at the definitive version, the road was long and difficult however. As far as we can deduce, the fuselage was inspired by the Grunau Baby, and the wings by the Salamandra (a glider of Polish origin).

The SA-104 was completed in 1950, after having taken a dozen years to build. I invite anyone who is passionate about aviation history to read the very beautiful book called 'Le planeur SA-103/SA-104 Emouchet et ses dérivés' (the SA-103/SA-104 Kestrel/Emouchet and its derivatives), written by Christian Ravel.

So much for history however, let's come to the origin of this article; all Emouchet gliders were grounded on 20th August 1965 following a series of accidents, despite a statistical study on the state of the gliders integrity. In 1987, thanks to the work of M. François-Louis Henry (aeronautical engineer, fighter pilot, test pilot, airline pilot and a

great glider pilot who was World Champion in 1965), the French aviation authority (la Direction Générale de l'aviation Civile) cleared the Emouchets to fly again once some minor structural work to reinforce the fuselage had been carried out.

The Emouchet registered as F-CRRN (SA-104), and constructed by the Victor Minié Aéronautique company (who were located in the Paris area). It was originally restored by François-Louis Henry, and was the first Emouchet to fly again.

My father Joseph, my brother Luc, and myself, had long planned to restore a glider of this type, the idea being conceived on our club premises. At first we recovered SA-103, however we were never able to restore it due to a lack of time in view of the many other different projects and other work being carried out (numerous vintage gliders restored, club glider maintenance and repair of plastic gliders).

Then at the end of 2011, during a discussion 'behind the hangar doors', we learned that F-CRRN, which at the time

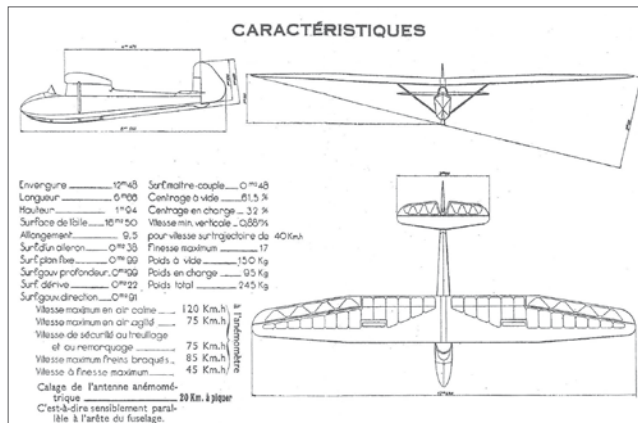


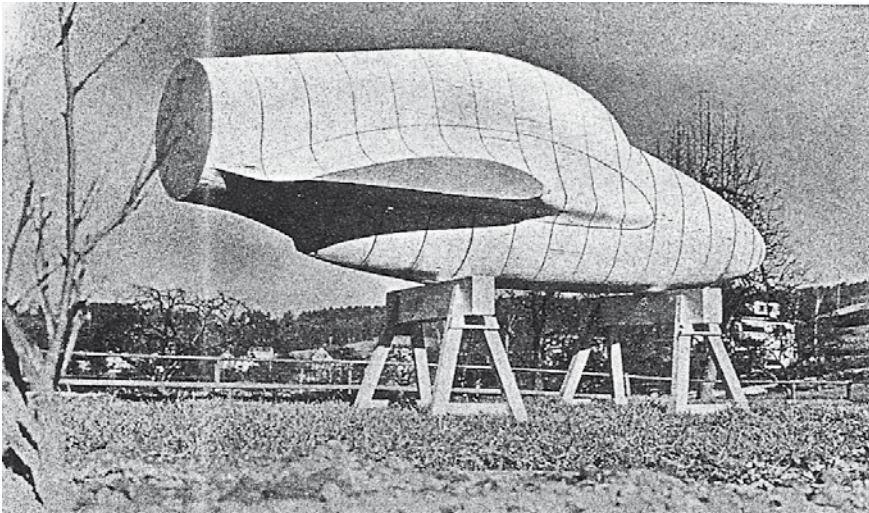
The smile on the Eric Bocciarelli face says it all! Photo Christian Mathieu

was based at the airfield at Fayence (southern France), was for sale. Love at first sight, and certainly a stroke of madness, however after several exchanges with the then owner, my father and brother set off to see this beautiful bird and brought it! The glider was no longer airworthy, but after several structural checks using an endoscopic camera, my father set to, and carried out most of the work to renovate the glider himself.

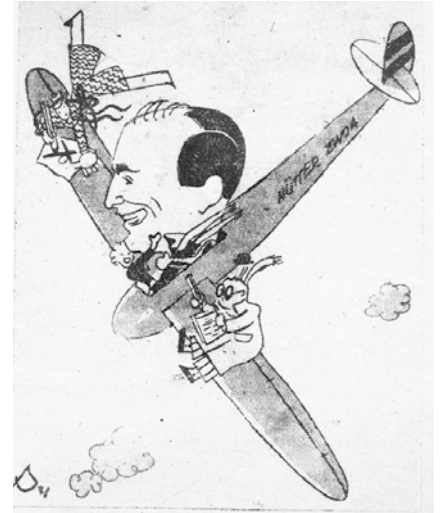
After a year in the workshop, on 16th June 2013, I took this beautiful bird back into the air. I was a bit apprehensive, especially as I had just returned from a week flying an ASH25, and in fact going from 60:1 to an 18:1 glide ratio, and from 26 meters to 12 meters wingspan, there were more than a few questions running around in my head!

But to sum up, my first flight, and those that followed (just as François-Louis Henry had said), were a gliding marvel. 750km flights maybe almost impossible, but I have, and shall have, just as much pleasure out of flying the Emouchet!





Hütter 30: The nucleus around which the fuselage was constructed. Photo: W. Hütter



Caricature of Heinrich Hütter, as published in *Vliegsport*. Photo courtesy: Frits Ruth

Frits Ruth

Part 2 The Enigma Of The Hütter Brothers.

Towards the end of the war, Hieni, who was by now disabled during military service, was initially taken under Wolfgang's wing, however the technical nature of the tasks were now beyond his abilities. With the wars end he took up a more secure and less demanding job through an Austrian government scheme set up for returning war disabled. It is not thought that Heini ever took up gliding again after the war.

With the war now over, and everything in turmoil, there was a concerted attempt by Wolfgang to move his business back to Austria, locating the business in some buildings owned by Walter Kittelberger at Bregenz [Kittelberger had manufactured gliders before, and during the war]. It was at this time that Wolfgang was handed over to a French technical intelligence unit, and subsequently taken to France, where he was interned for around one and a half years, with his expertise and experience being of great interest to the French (eventually much of Wolfgang's information was utilised in the French Hurel-Dubois designs).

For Ulli, work at the Ruit Institute ended in May 1945, and he initially started a private engineering firm in the small village of Schlattstall. Soon he was encouraged by former colleagues, Peter Thayer and Hubert Clompe, to design a little water-power turbine which produced 5 kw of power from a small creek which flowed under their workshop (which was once an old water-mill). Until then, the workshop had been without electricity, and was to later become the location of where the future Glasflügel glider-factory was established. With the Allied Council's ban on gliding during the early post-war years, many people still occupied their minds with the future of gliding in Germany. It was during these glider-less years that discussion groups formed, and regularly featured in the newly formed post-war magazine, *Thermik*. It was through these forums that much of the rebuilding of post-war gliding in Germany was first established. Wolfgang wrote about his construction methods, whilst Ulli wrote an authoritative article about future glider development, which was published in the magazine *Zeitschrift für Flugwissenschaft* in 1954 (Nr1).

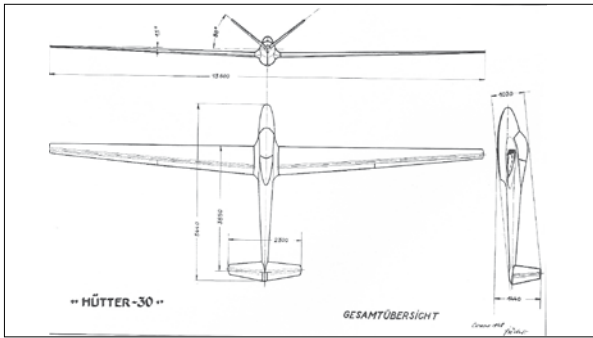
Let us not forget that Walter Stender and Rudolf Kaiser were also at that time, laying the basis for a long successful series of 'Ka' gliders with a series of articles in other aviation magazines, and it was in this way that many international contacts had been maintained.

It wasn't long before Ulli started making wind-power propellers again however, and was at first working freelance at his home in Kirchheim, before being engaged by Erwin Allgaier. It was whilst working at Allgaier that Eugen Hänle came to work with him, and was soon to play an important role in the future development of glass-fibre and it's use in glider construction (an interesting book about Ulli's career was later written by one of his long standing university assistants).⁽⁴⁾ Some of Ulli's early wind-propellers had utilised the well-known glider air foil section, the Göttingen 549. Built invariably of steel or aluminium, they soon encountered fatigue problems however, which had led to experiments to introduce the first glass-fibre blades.

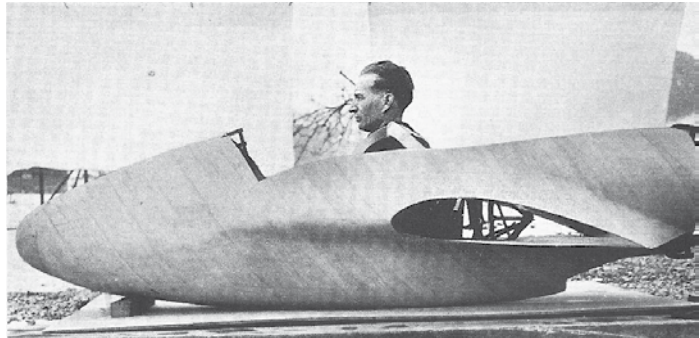
Wolfgang, who by the end of 1946 was back from his French 'sojourn', obviously must have used his time there constructively, as in 1947 he showed me the drawings to build the Hütter 30. During this period, he was living in the village of Nonnenhorn, on Lake Constance, and had made contact with gliding enthusiasts from the Swiss community, as gliding was still banned in Germany.

In 1950 they started construction on the Hütter 30, which was constructed in a similar fashion to the Hütter 211 was to have been built. Still of wooden construction, this time they utilised male moulds however (unlike the Hütter 211, which utilised

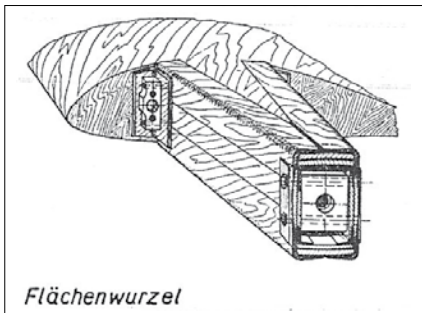
FEATURE ARTICLE HÜTTER BROTHERS



3-view drawing of the Hütter 30. Photo courtesy: Frits Ruth



Front section of the Hütter 30. Photo: W. Hütter



Hütter 30 scale-built wing shown in the early stages of development off the standard 'tongue and fork' mounting. Photo courtesy: Frits Ruth



20: Hütter 30 TS (Turbinensegler). Photo courtesy: J.Doppelbauer

a female moulding process), details of which were published in the magazines, *Thermik* in 1949, and in *Interavia* in 1950. An all-new concept of the design was the use of a load-bearing wing skin, and the trapezium-cone type wing-mounting. Progress on the project stagnated after Wolfgang also started working for Allgaier (after Ulli had recommended him to his boss), and had soon found himself representing his new employers in Argentina however. It was during his absence that a whole new industry was to develop, one in which lent itself perfectly to complex moulding and shaping processes; glass-fibre.

It was only natural that Eugen Hänle, who whilst working for Ulli had gained so much experience through the construction of glass-fibre wind-power propeller blades (not to mention experiments with aircraft propellers), was keen to take over the project.

Hänle, along with his wife Ursula, constructed the new Hütter 30 during their spare-time, however like Nägele and Epler had done with the Fs-24 Phönix [see VGC News issue138], had taken a leaf out of their book, also utilising a balsawood sandwich. Due to the prolonged development, and the many tests and experimentation of this new material, the prototype did not fly until 1963 however, but testimony to the soundness of the design, this glider is still flying today!

Hütter 30 data: Span: 13.60 m., wing area: 8.30 m², aspect-ratio: 22.3, Empty weight: (wood version) 75kg, All up weight: 170kg, Best glide angle: 30:1 at 80 km/h, Min.sink: 0.65 at 62 km/h

In 1952 Ulli made his last contribution to the evolution of the glider when he modernised his little Hütter 17, with an enclosed cockpit and airbrakes (which were located at the trailing end of the wing), which was redesignated as the Hütter 17b. As Ulli did not have enough time, Wolfgang eventually took over the construction work, however by this time the little Hütter had been completely outclassed in performance, but remained quite popular with some home-builders who were drawn to its easy construction and diminutive size.



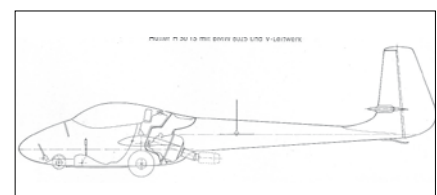
Hütter 17b Photo: author

Hütter 17b data: Glide Angle 18, V-sink 1m/sec, empty weight : 105 kg

After Ferdinand Scmetz ceased building gliders, Heinz Kenschke, who was well known for his Helios and HKS-designs, [Kenschke was also the RLM head glider test-pilot before the war], also joined the team at Allgaier, which before long, saw another project being investigated to adopt the Hütter 30 for series production. With a 15m. wingspan, unlike the Hänle version of the Hütter 30, this time female moulds were developed, which proved far more suitable to series production.

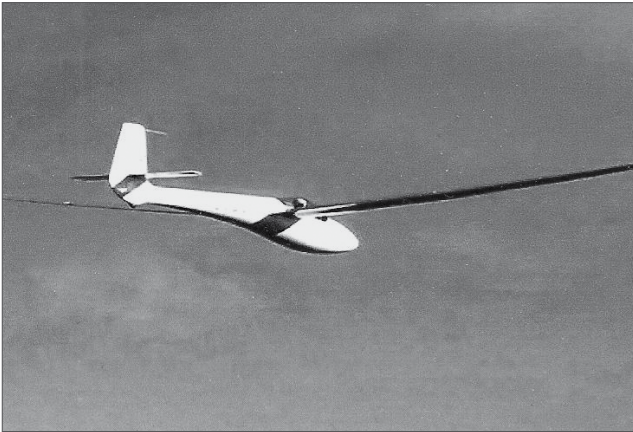
Today we do not know if Allgaier ever intended to allow his firm to begin production on the Hütter 30, however in the meantime both Wolfgang, and Kenschke, planned another innovation, the Hütter 30TS (Turbinensegler), which utilised a little BMW 8025 jet engine, giving 36 kg thrust (which was later boosted to 45kg). Initially it had been fitted with only a braking-parachute, which meant the glider needed a landing area of approximately one kilometre in which to land (being jet powered, similarly, take-offs were also very long), and coupled with the V-tail rudders, proved not as effective as a conventional tail-plane and rudder, which led to a later version that was fitted with SHK airbrakes and a more conventional rudder and elevator.

The air-foil section was also slightly modified by Wolfgang, and along with two helpers, both Wolfgang and Kenschke fabricated new moulds, with the first flight of the Hü 30 TS in 1961. As the little jet proved to be terribly noisy however, after a short testing period, it was rebuilt as a normal glider.



Hütter 30 TS drawing. (D-KABA) Photo courtesy: Frits Ruth

FEATURE ARTICLE HÜTTER BROTHERS



The hugely successful H 301 Libelle Photo courtesy: Frits Ruth



HVS (Hütter/Villinger/Schule) Human Powered Aircraft. Photo: W. Hütter

Later the moulds found their way to Eugen Hänle's new firm 'Glasflügel' (which was now based at Clompe's former Schlattstall workshop), along with a licence to build 100 examples, and so the now-famous H-301 Libelle was born! The first three examples of the Libelle had in fact been constructed by Martin Schempp, who for some reason could not agree with Allgaier's license-conditions, which had led to Eugen Aeberli (who had flown the rebuilt Hütter 30TS about a year earlier), who together with Wolfgang, had encouraged the cautious Hänle to take over production of the glider.

Production proved to be well-timed in the prosperous sixties, and the agile little glider was soon popular, so much so, that Hänle had to look for larger premises! At first Hänle located the production at the little village of Schlattstal, but this soon proved inadequate, and they later moved production to the town Saulgau.

With a glide angle of 40.5:1 at 94 km/h, and a sink-rate of 0.58 m at 82 km/h, some 111 examples were eventually built. Royalties must have proved burdensome however, and in an effort to try and avoid them, further modifications were undertaken during development by the Hänle designers, Dieter Althaus and Josef Prasser. Now known as the Standard Libelle, a Wortmann airfoil, the FX 66-17 A II-182 section was chosen, (which was also used for the Club Libelle), but this version proved to inferior performance to the H-301 however.⁽⁵⁾ The 'home-made' Hütter aerofoil was later measured, with the results showing it to be somewhat better than the then calculated 'laminars'! It had been designed by Wolfgang to a 'circular potential' theory, and for its aesthetic aspects (much later Wolfgang was thinking about taking

a doctorate based on this aerodynamic theory, but Professor Eppler talked him out it!).

601 Standard-Libelle's were eventually built, and at the time was the most prolific fibre-glass glider in the world. Its popularity is still today so great, that there are even dedicated fan-based websites, such as 'La belle Libelle Freaks', so perhaps it is not surprising that Wolfgang has been given the nickname, 'Mister Libelle'. Following developments at Hänle, the Libelle still played a part in the subsequent designs of Prasser and Althaus with their 17m. span Kestrel, who wrote of the Libelle as the yard-stick with the words: [Where possible, all the good qualities of the Libelle should be integrated.](#)

After her separation from her husband, Ursula Hänle went on to produce the Salto, which was clear to all, had been a direct descendant of the Hütter 30. The Salto was a vee-tail, glass-reinforced aerobatic glider, of which a total of 67 units were produced.

By this time, Wolfgang was by now engaged in working on automotive machinery at the Allgaier-factory, an example of which was automatic car-washing

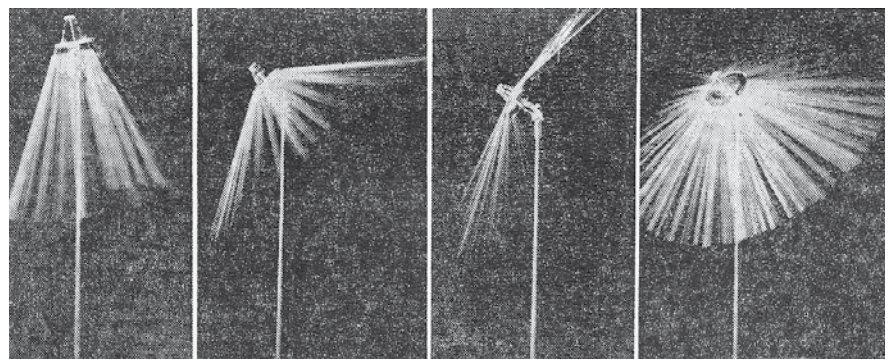
machines. Despite occasionally spending periods of times in Switzerland, no new glider designs arose, however Wolfgang did design a set of wings for the then newly constructed Diamant (before it was fitted with K6 wings). He was also engaged by a Mr. Dätwyler, working on an aeroplane project, which was a little Swiss trainer.

Designated as the MD, it had been a project that had been started by some Stuttgart Akaflieg-members, yet despite Dätwyler building a small home for Wolfgang, he was never to see the project finished however, due to a clash of characters between the two men.

Now retired, and no access to a decent pension, Wolfgang intended to compete for the 'Cremer Prize' for man-powered flight. Together with two other pensioners, and a young pilot, they built a different, but more stable pedal-flyer compared to all the other entries.

The machine would only fly in ground effect however, and due to its weight, could only fly in straight lines, and was unable to turn sufficiently to complete the compulsory figure of eight course.

After having demonstrated the machine



Self erecting power windmill project of Ullrich Hütter Photo courtesy: Frits Ruth

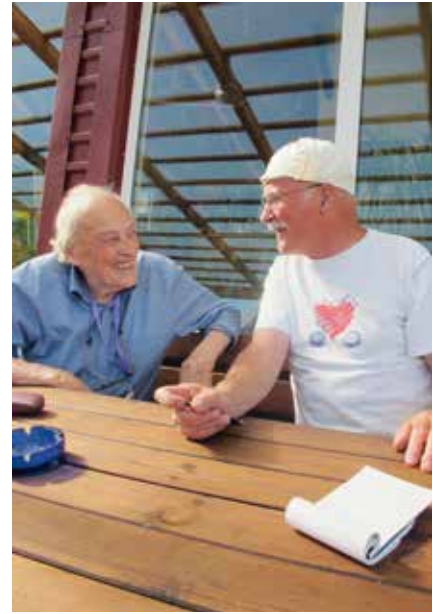
FEATURE ARTICLE HÜTTER BROTHERS



Wolfgang Hütter Photo courtesy: Frits Ruth



Ulrich Hütter Photo courtesy: Frits Ruth



Frits Ruth, born in September 1917 in the Netherlands, attends VGC Rallies whenever possible. Until just a few years ago, he drove his little DAF to the Rallies, and camped in a tiny little tent. Here Frits is pictured (on the left) talking with our chairman, Jan Forster, in Pociunai, Lithuania in 2012.
Photo: Klaus Fey

for the press and television, the two other pensioners gave up the quest, however Wolfgang and his young pilot, Oskar Staudenmaier, started work on a set of lighter wings to enable the machine to fly the figures-of-eight, however a more fragile design took the cash-prize before the wings were finished. Again this demonstrates yet another interesting, but innovative project by Wolfgang, which today is displayed in a museum.

We should also remember Ulli's legacy. Today as we pass by the many hundreds of wind-turbines as we drive throughout Europe, we should remember Ulli's contribution to the industry, and it is of little wonder that he has been given the name, 'Mr. Wind-Power'.

All three brothers, although of very different characters, were very amicable men and all lived into their 80's. Wolfgang married, however this was to remain short-lived. He later remained single for many years, however he did eventually end up in a harmonious relationship. He had two daughters and a son, Matthias, who visited us for the first time at our VGC Rendezvous at Aalen-Elchingen some years ago. Wolfgang died on April 3rd, 1990, sadly before his planned autobiography.

Ulli married a pianist, with whom they had 3 children. Being a retired Professor, he had a small room at the Technical University of Stuttgart, where he continued his private research work. Tragically he suffered a bad skiing accident in 1977, from which he seemed to at first recover,

but later needed ongoing treatment. After his last operation he never regained his former intellect however, and finally passed away on the 12th of August, 1990. Unfortunately I do not have much information on Heini's later life. Living in Kirchheim, he had two children, and I do know however, that he reached his 80's, but I sadly have no exact dates for his death.

In finishing, it is only fitting that we take this opportunity to stop for a moment and remember the contribution the Hütter brothers made to both aeronautical, and scientific progress.

Footnotes:

- (4) Heiner Dörner:
Drei Welten – ein Leben,
ISBN 3-00-0000067-4
- (5) G. Brinkmann/ H.Zacher:
"Die Evolution der Segelflugzeuge",
page 256.

On the final day of preparation for this issue, we were saddened to learn of the passing of Frits Ruth, aged 95, in the Netherlands. From the entire VGC News team, we extend our condolences to Frits' family. A detailed obituary will appear in Issue 141.

Am Tag der Drucklegung dieser Ausgabe haben wir die traurige Nachricht erhalten, das Frits Ruth vor wenigen Tagen in den Niederlanden im Alter von 95 Jahren verstorben ist. Wir trauern mit der Familie. Ein ausführlicher Nachruf wird in VGC News 141 erscheinen.

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40 Years of the VSA

40 YEARS OF A VERY SPECIAL EVENT



Soaring legend, Rudy Opitz, and Chris Wills, share a few moments during the 1st International Vintage Sailplane Meet, Harris Hill 1995.

Photo: Irene Cannon



Jan Scott and his award-winning Minimoa in 1980.

Photo: Jim Short

Period 1941 atmospheric aerial view of Harris Hill.

Photo: Fred Loomis Collection, via National Soaring Museum



VSA and Wabash Valley project. American-built Kirby Gull I restored in 2010 at Lawrenceville, IL, and now permanently displayed at the NSM.

Photo: Jim Short



1980 Harris Hill vintage meet. Held in conjunction with 50th anniversary of National Soaring Meets in the United States.

Photo: Jim Short

40 Years of the USA

40 YEARS OF A VERY SPECIAL EVENT



Society of America Convention in Reno, NV,
in 2012. Schweizer 1-26 and Schleicher Ka-6E.

Photo: Jim Short



Desert conditions at the Western Vintage Meet at
Avenal, CA, 2010, featuring the Sisu and TG-2.

Photo: Jim Short

Schweizer 1-21
landing at Wright
Brothers National
Monument in
October 2011.

Photo: Wolf Elber



Chilhowee, Tennessee, Eastern
Vintage Meet 2013. 'It takes a
village to rig the Kirby Gull'

Photo: Jim Short



Dean Carswell flying Team Wenger's newly-built Rhönbussard that
took to the air during 2009. This project started in Wyoming
from a derelict Rhönbussard that could not practically be re-
built, and now regularly attends vintage meets throughout the

US. Photo: Jim Short

FROM AROUND THE WORLD

Australia



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Ian Patching in the Golden Eagle. Photo Alan Patching

The Golden Eagle

The Golden Eagle which first flew on 26th September 1937 is, as far as is known, the oldest glider in the world to have been airworthy for its entire life. The glider was designed and built by Geoff Richardson, a Technical School student, who used for the design 'Sailplanes', by Latimer Needham. Geoff had already built and learnt to fly in Primary gliders, and took three years to complete the Golden Eagle. He flew it along with friends until it was sold to the Victorian Motorless Flight Group in 1951.

Apart from a small repair to one wing and a major repair to the nose in 1951 when the wooden struts were replaced by steel, tail-plane struts removed, and a canopy fitted, the structure is 'as built'.

In 1963 John Wallis bought the glider and it was flown by the Beaufort Gliding Club until the end of 1971. Then I became responsible for keeping it airworthy and flying it at Airshows, Vintage Rallies and special events such as the IVSM 2000 at Elmira, USA. To get to Elmira involved crossing the Pacific Ocean by sea and trailering across the USA. After I became the owner in 1987 the glider was completely stripped for inspection, and apart from some minor water damage, the casein glue was found to be in excellent condition. The glider is now maintained by myself and son Ian*, and flown only by se-

lected pilots since it is not at all like a modern glider in some aspects. The ground run is extremely short, but is easily controlled with balanced ailerons and trimmed elevator. The glider is restricted to steep turns, spins and side-slips, only because we wish to keep it flying as long as possible. It's most recent flying was by a number of pilots at the Vintage Gliders Australia Annual Rally at Bordertown in January 2013, celebrating 75 years of flight!

*Sadly Ian recently passed away [ED].
Text: Alan Patching

Brazil



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Building data-plate for the SB-5b as constructed by Claudio Affonso Junqueira



Above and below, expert construction of the beautiful SB-5b, entirely built in Brazil.

The B-5b

Built by Claudio Affonso Junqueira

The glider SB-5b, which is in Bauru, was built by the Aeronautical Engineer Claudio Affonso Junqueira. Construction began in 1968-1969 and ended in 1970-1971.

The wingspan was modified from the original 15 meters designed Akaflieg Braunschweig, to 16.5 meters, giving a much better performance. Claudio Junqueira flew the SB-5b, winning the following Brazilian Soaring Championships:

- 1973 – Bauru-SP: 15th Brazilian Soaring Championships – Open Class;
- 1975 – Passo Fundo-RS: 17th Brazilian Soaring Championships – Open Class;
- 1979 – Bauru-SP: 21st Brazilian Soaring Championships – Open Class;



• 1981 – Bauru-SP: 23rd Brazilian Soaring Championships – Open Class;
• 1986 – Bauru-SP: 28th Brazilian Soaring Championships – Open Class;
The glider then stood idle for almost 25 years, however was very well kept and preserved in the hangar of Aeroclub of Bauru. It was restored in 2013, bringing it back to



its original splendor of its golden years. Despite the first flight having not taken place as of yet, we are sure that it will be a great event for the Aero Club of Bauru to see this beautiful machine over the skies of our city again!

Text: Professor MSc. Elson Avallone

Photos: Elson Avallone

FROM AROUND THE WORLD

Czech



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The last flying Kmotr

The Kmotr is a Czechoslovak designed glider that was inspired by the German Goevier, with the idea of an advanced training glider with side-by-side seating. Only 40 examples were produced however, before the type was later replaced by the famous tandem 2-seater Blanik.

There are two 'Kmotr' gliders in the Czech Republic, both of which were brought back to life during the process of building the new state and regulations. Unfortunately the second Kmotr, OK-1242 which is owned by the National Technical Museum (NTM) and operated by the Aeroklub Brno Medlanky, is now grounded at the owner's request, despite it remaining fully airworthy. It made its last flight on 29th of September 2012, when it was aerotowed from its home airfield to Praha Letnany. There it was handed over to NTM employees, and placed into the museum's storage. The NTM had requested the return of Kmotr in preparation for a new exposition, however so far has failed to be featured. Nowadays this unique glider lies idle and forgotten somewhere within the museum's deposit; what a shame.

On the a brighter note however, the first Komtr, OK-1260 (serial no.31), successfully landed at Rana airfield on the 30th of June 2013. Rana has now become its new homebase. The landing was preceeded by a towed flight from Moravska Trebova, where the glider had been in storage for some years. This famous 2-seater was produced in 1951 by the Moravan Otrokovice factory.

The first period of its operational life started at Hradec Kralove airfield, however it fell into disuse by the end of 1967 with 651 recorded flying hours, and 2212 launches. Fortunately, as previously mentioned, it was the first Kmotr to be overhauled, and returned to an airworthiness state. The overhaul was carried out by AERON Brno, and flew its test-flight on the 21st of July 1995.

The glider was operated by the Aeronautical Sport Centrum of Aeroclub of Czech Republic, not only at its home base,



OK-1260 at Rana, with its famous hill in the background.



OK-1242 owned by the National Technical Museum, however was operated by the Aeroklub Brno Medlanky. The glider is sadly now grounded, and in storage.



Close up view of OK-1242



OK-1260 in 1997.

Moravska Trebova, but also at many other Czech aeroclub airfields. Sadly due to its under-utilisation, the operators decided to again end its flying. The last flight was flown on the 26th of September 2004, after which, the glider was disassembled, overhauled, and offered for sale.

After nine years of the glider remaining unsold, a member of the Plachtarsky Oldtimer Klub (POTK), MuDr. Zbynek Bican, who is also a member of the Aeroklub Rana, bought it and started the process of the airworthiness renewal. On the 28th of May 2013, the Kmotr was again test-flown, which brought the gliders total hours to



OK-1260 today.

900hrs, 40min, and some 2705 launches in its logbook. We can easily compute that our Kmotr has only had 349 flying hours in the last 18 years since its last overhaul in 1995. POTK was proud to award MuDr. Bican with the 'Wooden Cup 2013' for his dedication to help save the last flying Kmotr in the world. We all believe that the Kmotr will fly for many, many, years to come, and will not be only a highlight of the Rana hill, but also of the many future oldtimer meetings!

Text: Josef Mezera
Photos: Josef Mezera

FROM AROUND THE WORLD

Denmark



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Just a few short words on news here from Denmark. Preparations for the 2014 International Rally are progressing well [see page 10] with work progressing well on the new DaSK hangar.

Other significant news is an update on the WWS-3 Delfin which is under restoration by Ove Hillersborg and his team, and was highlighted in an article in issue 137 of VGC News.

Progress over the past few months has been steady, with woodwork on the fuselage now largely complete, and along with the wings, is now ready for covering. Ove has also had all the missing metalwork fittings manufactured, with the glider's first trail rig taking place in the hangar of Lemvig Gliding Club recently. Designed in 1937 by the famous Polish designer, Waclaw Czerwiński, this Danish example was originally retrofitted with airbrakes in the early 1950's.

Ove is anticipating having the Delfin back



The WWS-3 Delfin rigged for the first time in the hangar of the Lemvig Gliding Club.

Photo: Ove B. Hillersborg

in the air sometime during 2015, and it is thought that this will be the oldest remaining Polish glider flying in the world.

Text: Niels Ebbe Gjørup

Netherlands



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In September 2013 we had our last Dutch vintage rally of the year. For many years Peet Assmann, and his wife Corrie, have organised this autumn rally to close the flying season, with Corrie's sister cooking a nice fresh daily meal for everyone. This time we were guests at the glider-field in the North East Polder, near the historic Unesco heritage site of Schokland, where it is a strange feeling to be flying above a land that was until 1942, the sea! Despite the autumn weather however, we flew many days.

From the restoration front, one project has been started again. Before the restoration team, under Hans Regeer, began the major overhaul of the Baby PH-213, he and Bob van Aalst started an even larger project; the restoration of the Grunau 8, PH-70. They had stopped this enormous project to get the Baby flying again, however are now they putting all their efforts back into finishing this project in the years to come. Meanwhile at Salland airfield, Eric Munk and his team are now halfway through the restoration of a Sedbergh. Traditionally we have held our Annual Assembly in November, with our last Assem-



Peet Assmann with his Kawiet (Ka8).



Onno Blankenzee in his Sedbergh.

bly being held in the DAF museum in Eindhoven, which has a really interesting and lovely museum, and is thoroughly worth a visit. Our chairman, Jan Forster, and our treasurer, Bep Rijeerse, have now stepped down from their work for the board, and I am proud to announce that I am now the new chair(wo)man! Most of the time however, there was only just one subject to talk about; the organisation of the VGC Rally in 2015 at Terlet. Many of our Dutch VGC members are really enthusiastic about the



Astrid van Lieshout with a guest in the T21c.

opportunity to organise this event for the third time in our country! The gliding club 'Venlo', which lies on the Dutch/German border, and situated about 90 km south of Arnhem, has offered to organise the Rendezvous Rally. With over sixty VGC members, we are looking forward to once again hosting these fantastic events in the Netherlands again after an absence of 23 years.

Text: Astrid van Lieshout

Photos: Jan Das

FROM AROUND THE WORLD

Germany



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I have some news for you... from not only one, but from two Minimoo's!
There have been two new built examples in recent years, one at Landsberg, Germany, and one in the Netherlands, the latter, which we will hopefully join us at Arnborg in 2014.

But there are two more rather unique examples: One is an old German Minimoo, which found a 'new' home in France after the Second World War, and by a miracle, has survived to this day. For the time being, this particular Minimoo is currently enjoying a superb restoration, whilst a second example is being restored in parallel from unusable parts, for static display.

All of this happening thanks to friends here in Germany, France, and Hungary, where much of the work is being carried out. The 'old' Minimoo was built in 1939 by Schempp-Hirth, construction number 252, and subsequently received the registration of D-14-280. It then went to France where it flew as F-CADA, and later as F-CROU at the National Centre, Challes-les-Eaux, where the glider was later overhauled in 1954. In 1959, she then went to the Aero Club of Reims, where it suffered substantial damage in an accident.

In 2012 this particular glider, and a set of wings from the Minimoo, F-CABL, were



The earliest known photo of D-14-280, taken in France just after arriving from Germany.

bought by two friends, and restoration works began in Hungary in 2012, with the work being estimated to be completed by around the end of 2015.

Onto other news, this time the Horten IV. The Horten IV is currently rigged in the hangar of Darmstadt Technical University at Griesheim Airfield. Although the glider looks ready to fly (including registration), the outer wings (to be made out of metal) are not fitted. It seems that they are being built elsewhere, however will require work to adapt them to fit the wooden mainspar, which is still not fitted with bushes or other connections.

Now to some Weihe news! In the professional workshop of Christian Fröhlich, near Munich, work on Peter Ocker's Weihe continues. While the rear fuselage is finished, currently all work around the cockpit area is being carried out. Peter has ambitious plans to install a WW2 instrument panel in his Weihe, which also includes an artificial horizon!

In parallel, the former Barry Briggs Weihe is also there. This Weihe was bought from England by a German syndicate last year, however the fuselage needs some work before flight operations can start in Germany. The syndicate is working on the wings too, as the ailerons need some work.

Text: Peter Ocker
Photos via Peter Ocker



The second Minimoo being assembled



The restoration of the flying Minimoo. Note the high standard of workmanship.



Looking towards the rudder post, again note the superb workmanship.



Cockpit details. Note the original floor pan.

FROM AROUND THE WORLD

Hungary



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Our Grunau Baby in Germany before the journey back to Hungary.
Photo Patrik Ungár



Working in the workshop. In the foreground Kiatipisz Szotirisz and László Szabó. Photo Sandor Plósz

In 2013, after the Lasham Rally, a group of the Hungarian Vintage Glider enthusiasts decided to bring something new to our fleet of gliders at Farkashegy. We had been thinking a lot on what to do; build a primary, or first to involve people in vintage gliding with a restoration project? Well, we chose the second option, and so started the search for a Grunau Baby IIb. Why the GB? Well, because our club at Farkashegy had built more than 4 examples back in 1944 (unfortunately the last remaining example was destroyed in 1952).

We had expected that it was going to be very difficult task to find a suitable example, however after only one and a half months of searching, we found a suitable glider in Germany, and in December our syndicate bought our lovely 'Baby'. It was built in Austria at the Steyr Aero Club in 1954, and was first registered as OE-0190. The glider has an interesting story because she had a mid-air collision with her sister glider, OE-0189. The flight ended in the top of some trees, with luckily only minor damage, and after various owners, it was eventually re-registered as D-1490. One speciality of our Baby is that it has a rounded off rudder and tail-plane, so it looks very much like a Gö.I.Wolf. There are still some restoration work to be carried out, such

as repainting and putting the glider onto the Hungarian registration, but we expect that the glider will be ready for the coming season, and we look forward to many nice flights with this little beauty.

And now to our very first highlight for 2014! This was the arrival of our new Bergfalke III from Austria, OE-0733, and was bought by a syndicate also based here in Farkashegy. The glider is in very good condition and also has a very good performance. The previous owners in Wels had flown a 300 km cross-country task in her, so we aim to beat that with many nice cross-country flights over Hungary. We hope that we can finally try her out in February, and in doing so, become earliest bird over Farkashegy.

This glider is the very first of its type here in Hungary, as other clubs and private owners preferred to buy the Ka-7 instead. We are very proud that there are now more, and more, Vintage Gliders in Hungary, especially two-seaters. (I have been informed that a club from the countryside has also bought a Bergfalke, which I hope to give more details in my next report).

Last time I reported on news about our R-07b Vöcsök project. It is still progressing slowly, and we hope to have it completed this year with the assistance of our team and supporters. It would be great to see



Working bee, left to right: Zoltán Verebélyi, Kiatipisz Szotirisz, László Szabó, Péter Szakács. Photo Sandor Plósz



Our new Bergfalke III (OE-0733) in Austria Wels. Photo Patrik Ungár

it fly alongside the Grunau Baby, and the Bergfalke later this year.

Text: Patrik Ungár

Italy



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Vintage Gliding at Calcinatè

The Varese-Calcinatè airport (Italy) is located on the shores of Lake Varese. In September 1934, this lake was the location

of an event that was considered exceptional at that time; the launch of no less than nine amphibian gliders from 'Campo dei Fiori' (the mountain overlooking the delightful town of Varese in the North of Italy). The launch ended with the gliders landing on the lake. This event was celebrated by the issue of a postcard and was also mentioned in the 'Volo a Vela' magazine by one of the organisers, who too was a pilot. The article started with these opening sentences:

On 16th September 1934, after many months of feverish activity, the 'Tommaso Dal Molin' gliding group launched no less

than nine amphibian gliders from the top of 'Campo dei Fiori' in a short span of ten minutes; one 'Roma' glider and eight 'Anfibio Varese' gliders. The pilots were: Plinio Rovesti, Giuseppe Burei, Mario Putato, Siro Casale, Giuseppe Negri, Carlo Poggi, Luigi Nazzari, Giorgio Mermet and Tino Gada (the pilots are listed in the sequence of launch).

The landing area was at Schiranna, (not far from the current location of Calcinatè airport), where in the past the Aeronautica Macchi Company had built a seaplane base for the testing of its flying boats. Varese-Calcinatè airport, which is dedicat-

FROM AROUND THE WORLD



The postcard that celebrated the launch.
Centro Studi di Volo a Vela Alpino



A 'Roma' glider and an 'Anfibio Varese' glider on the seaplane ramp.
Photo: Centro Studi di Volo a Vela Alpino

ed only to glider flying, is managed by two organisations; the CSVVA (Centro Studi per il Volo a Vela Alpino – Center for Alpine Gliding Studies) and the ACAO (Aero Club Adele Orsi). www.csvva.eu The purpose of the CSVVA, which was founded in 1960, is to promote glider flying through many activities, and to collect and manage historical material related to Italian glider flying history. In addition to this, the CSVVA publishes 'Volo a Vela' magazine ('Gliding'). www.voloavela.it The ACAO has approximately 250 members, and manages the everyday activities of flying and provides for the training of new pilots. At the same time it ensures the maintenance of the gliders and tug aircraft owned by the club. <https://acao.it>

In perfect harmony with these two organisations, people have long been gathering within the group with the aim of maintaining vintage gliders and promoting their importance. One of the first activities was the restoration of the 'Urendo' glider [see VGC News issue 118] by Lino Del Pio, and Vincenzo Pedrielli. In the meantime the M-100, owned by Stefano Bassalti, has joined the fleet of gliders. Another M-100 lies dismantled in a hangar pending a decision on whether should be restored or not.



The EC 39/59 'Urendo' glider at Calcinatè airport.
Photo Roberto Martignoni



The M-100 glider owned by Stefano Bassalti.
Photo Roberto Martignoni

Also a 'Zögling' glider [see VGC News 137] underwent a recent restoration, which was accomplished in a hangar at Calcinatè airport over a period of four years. This glider is the property of the 'Museo della Scienza e della Tecnologia' in Milan. The purpose was to give a new life to a scrapped glider so that it could be put on display in the museum for the enjoyment of its visitors. The Zögling is currently in storage at the museum pending an appropriate display location.

In 2009 a group of friends purchased the Ka-7 glider (D-7199), in Germany. After some small repair works, the glider has started flying again in the skies over Varese, and is now available to all pilots at Calcinatè airport.

Recently a Bergfalke glider (I-EVAM) was repaired and refurbished too. The same group of skilled volunteers is now fixing some items so as to allow the glider to meet the requirements for the renewal of the Airworthiness Certificate. There is hope it will be flying again next spring. And last, but not least, it is worth pointing out that in the past few years there has been a growing interest in the vintage gliders at Calcinatè Aero Club, and more and more pilots are being attracted by this different way of flying.

Text: M.R. Martignoni



A twin-boom tail version of the Zögling at Calcinatè airport.
Photo: Roberto Martignoni



Bergfalke and Ka-7 gliders on the threshold of the Calcinatè airport runway.
Photo: Roberto Martignoni

FROM AROUND THE WORLD

Japan



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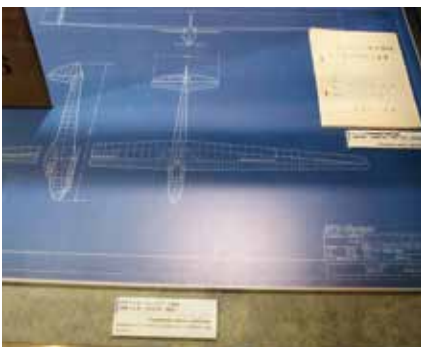
Japanese Vintage Glider Web Site

The number of gliders and pilots in Japan may not be as many as in Germany, however we do have a very nice Vintage Glider website at: www.vsha.jp

The organisation that operates this website is called the Vintage Sailplane Historical Association (VSHA). Unfortunately it is only written in Japanese, but you can get some idea of the website's contents through automatic translation services, such as Google Translate. The most valuable content for foreign viewers is the photos and descriptions of old Japanese gliders, most of which is little-known outside of Japan.

Last September, Tokyo succeeded in securing the Summer Olympic Games in 2020. The Tokyo Olympic Games were held in 1964, but originally it was planned to have taken place in 1940.

In 1936 Berlin Olympic Games held gliding as an Olympic demonstration event, and was formally adopted as an approved Olympic Sport by the IOC in 1938. It was planned to be held as a single class design competition, in which the DFS Olympia Meise was selected by a special committee. The drawings were distributed to each country, and Japan arranged to import a DFS Meise as a sample. But in July 1938, Japan decided to relinquish the Games due to war between Japan and China.



This is the copy of blue print DFS Meise drawing from Germany. All Japanese made Meise's were made using these drawings. On the right top is the Manufacturing Manual written by a Japanese engineer.



Meise A-1522, constructed by the Japanese manufacturer, 'Mizuno', and completed in August 1940. This photo was taken at the top of Mount Rokkou, and had been carried up the mountain by hand, where no doubt, it was launched from the top of Mount Rokkou.



Meise A-1521 was also constructed in Japan, this time by the manufacturer, 'Toyo Metal & Wood factory'. The blue line on the fuselage is the typical identification of civil aircraft during this era.



DFS Meise A-1031 was imported from Germany [Manufactured by the Schleicher Company (Germany), in 1939]. Note the other Meise's in the background. This photo was taken at unidentified airfield during training.



Close up shot of A-1522, in which you can see writing in Japanese characters on the nose. The English translation means 'Mizuno Olympic', with the pilot looking at the camera through the closed canopy. Unfortunately the name of pilot cannot be identified.

The DFS Meise arrived in Japan on the 20th January 1940 at Yokohama, and made its first flight on the 30th March 1940 at Fukagawa airfield. Its registration number was A-1031, and six more Meise were made in Japan using the drawings distributed by the FAI Olympic Gliding Commission. In August 1940, a one-make competition using Meise was held at Mount Fuji, with 6 Meise's assembled to compete for the distance task. The result was as follows.

Ranking	Registr.	Pilot	Result
1	A-1520	Mr.Oda	72km
2	A-1031	Mr.Shizuru	71km
3	A-1032	Mr.Sawada	60km
4	A-1521	Mr.Okubo	53km
5	A-1050	Mr.Shimizu	50km
6	A-1522	Mr.Yoshikawa	No recording (Departed by Aero-tow)

You can see the photo of DFS Meise and other Meise's on the VSHA website, along with a copy of the drawings that were distributed by the FAI, and were recently on display at the Japanese National Science Museum last January. This was part of an exhibition to mark the 100th anniversary of the Japanese Aero Club, and many photos, memorial medals and model airplanes were displayed alongside the DFS Meise drawings.



Poster celebrating 100 years of the Japanese Aero Club, displayed at National Science Museum in January.

(Note the historical photos of Japanese aviation).

Text: Yasuhiro Yama

Photos: Shinichi Kawabe,
via Yasuhiro Yama



Norway



Poland



FROM AROUND THE WORLD

Norway



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The newly painted Mucha.



Mucha looking like new in a very icy landscape of a Norwegian winter!

Mucha restoration

Øivind Habberstad and myself have spent about 650-700 hours renovating the Mucha. We exchanged the fabric, all cockpit interior, and renovated the instruments (the altimeter was made in 1943, with this type of altimeter being used in the FW-190-A3). Very little work was necessary on the structure. All the old cotton fabric was removed and was replaced with Ceconite (which was in accordance with the factory's recommendations). The plywood and the

paint on the plywood fuselage was in very good condition, so we just left it almost untouched in situ. We replaced all the spherical bearings in the aileron mountings and pushrods, and checked the metal parts for cracks. One wing mount cover was missing, so a new one was ordered from Bielsko. The fabric is doped in Randolph dope, and now has 12 layers of nitrate and butyrate dope, including silver. The colour is Randolph white, trimmed with orange stripes.

A small drawing of a Mucha (fly) was also applied to the fin.

Interestingly, the Mucha had only flown 34 hours since the last renovation in 1987, so we found it to be in very good condition. Now all that remains is to measure the deflections of the control surfaces, put it on the scales for its weight and balance, and along with some minor cockpit work, there is always the dreaded paper work of course!

Text and Photos: Knut Eggstad

Poland



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An ABC at a public exhibition in Łódź in 1961.
Photo: Mr. Stanisław Wajnikonis private collection.



ABC glider during reconstruction, note the orange coloured fuselage structure of an original ABC which was used as a constructional template for the new fuselage in the foreground.
Photo: Grzegorz Kazuro

Saluto!

In the last few years we have heard of rumours about some unique and extremely interesting reconstructions; namely an IS-3 ABC, and Salamandra gliders, both of which are taking place in the capitol city of Polish VGC division in Gliwice. So to prove, and explore the rumour for our VGC magazine readers, I decided to jump into my car and to go there during one of January's coldest days! After 6 hours of traveling in a snowstorm, I finally entered the Aero club in Gliwice, thanks to the invitation of Mr. Zbyszek Jezerski [Zbigniew Jezerski].

IS 3 ABC

A short historical overview based on information from Dr. Andrzej Glass:

The IS-3 ABC (Instytut Szybownictwa – Gliding Institute) was a single-seat training glider, designed and built in Poland from 1947. The IS-3 ABC prototype first flew on New Year's Eve in 1948 by Piotr Mynarski, and after successful trials, production commenced as the IS-3 ABC-bis. Further

improvements resulted in the IS-3 ABC ter, with a nacelle and windscreen for the pilot. Last and most numerous variant was ABC-A of 1955, which was produced in 1956-57. 256 examples of all variants were manufactured mainly in workshops in Bielsko-Biała (IS, later named as SZD), Krosno (according to other publications, they quote 280 examples however, including 74 bis, 30 ter and 176 A's). In addition to these figures, there is also the interesting story of production of the ABC in China, which is printed elsewhere in this issue.

There is only one IS-3 ABC that has survived until today, and is housed in the Lotnictwa museum in Kraków, carrying the registration of SP-1697.

Reconstruction: The Idea for the IS-3 ABC reconstruction is now 2 years old, In fact there is not one, but two gliders that are partially built, one in Gliwice, and another in Jeżów, both of which are under the same technical supervision. The project in Gli-

wice is a part of education project, and was formally partly financed by the Technical School in Gliwice as project called 'curriculum construction of the airframe'.

So far progress with Gliwice IS-3 ABC has seen the completion of the wings, along with an almost completed fuselage, and rudder being completed. One interesting fact is that for the reconstruction, Mr. Nowak, used original parts of an ABC fuselage as a template. You can see the original orange paint, typical of gliders produced at that time in Poland.



General overview on the ABC glider during reconstruction. Photo: Grzegorz Kazuro

FROM AROUND THE WORLD

WWS-1 Salamandra:

A short historic overview:

As the head of the WWS (Wojskowe Warsztaty Szybowcowe), Wacław Czerwiński, designed the WWS- 1 Salamander in 1936. The excellent handling properties, ideal for the solo training methods then in use, led to mass production at various workshops throughout Poland. Production in Poland resumed after WWII with a re-engineered version from the IS (Instytut Szybownictwa - Gliding Institute), as the IS-A Salamandra in the following versions; Salamandra 48, Salamandra 49, and the Salamandra 53 (A). Such was the success of the Salamandra, it was exported to Finland, Estonia China and Yugoslavia, and produced under license in Yugoslavia (mainly in the area of Croatia), China and Romania.



The Salamandra awaiting its final details for completion. It is seen here sitting in the main hangar of Gliwice Aero Club. Photo: Grzegorz Kazuro

mal activity of VGC Poland has decreased during the last few years, today it is just a private project of a few people. The glider is 80% complete, and there is good chance to see it possibly flying this season! Let's keep our fingers crossed, for it will be the second Salamandra flying in Poland.



Once a popular visitor to VGC International Rallies, the stunning Jaskółka. (archive photo)

to our website at: www.pws101.pl/pl/projekty/pokaz/54/szd8_jaskolka (we also have a page on FaceBook as well).

Kind Regards

Grzegorz Kazuro

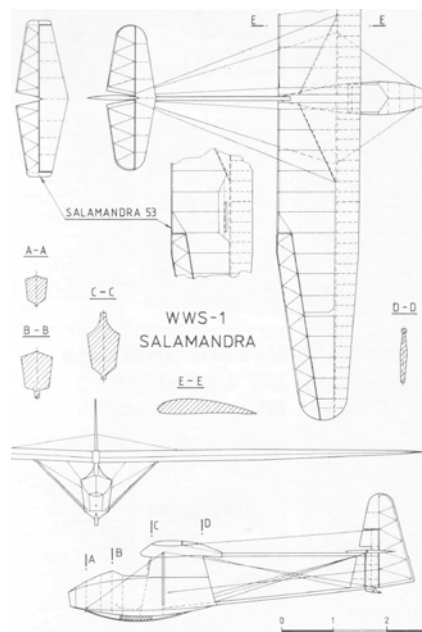


A Salamandra in former Yugoslavia, where it was produced under licence. Photo via the internet

Others News: SZD 8 Jaskółka:

Great news for the start of the new year! Finally, after more than a year of hard work, and thanks to the generosity of many individuals and some institutions, we are proud to inform you that starting from January 30th 2014, this unique glider, the SZD 8 Jaskółka, is now fully under the ownership of our Association of Vintage Gliders, TSSZS (Toruńskie Stowarzyszenie Sympatyków Zabytkowych Szybowców, or in English, the Torun Vintage Sailplane Supporters Association).

We will be delighted to join in on VGC meetings with this particular SZD Jaskółka which participated in quite a few VGC Rallies in the early 2000's, so we look forward to your invitation, and hope to see you all in Denmark this year! To find out more about our activities, and to support us, please go



Salamandra drawing

South Africa



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This is a short report on the general synopsis of vintage gliders here in South Africa. Most of our older gliders are used for training purposes, with a few being used for recreational flying, but are hardly flown cross-

country. The exception is the Ka6cr, which is regularly flown in competitions by Mark Howse. My intention is to join him doing just that once my Ka6E is flying again in the not too distant future.

Looking at the vintage and classic fleets club by club, I will start with the Magalies Gliding Club, which is located around 50km to the west of Johannesburg. This is the largest club in South Africa, but very few members fly older gliders. Mark Howse regularly flies from there in his Ka6cr however. Herman Riemer recently rebuilt a Ka8 which is being spray-painted at the moment, and promises to be interesting, and so far he has done an amazing job! There is



My SF26a standard at the Adamsfontein Gliding Club in the Karoo near Colesburg. Photo Bruce Hay

also Kranich owned by Bob Allison based there, which is still flying.

FROM AROUND THE WORLD

Eastern Cape Gliding Club near Port Elizabeth, has a few Slingsby gliders, but not much is known about this fleet at this time (hopefully we will be able to give an update at a later date?).

Middleburg in the province of Mpumalanga has a couple of active Ka7s, whereas here at the Kranskop Gliding Club in the North-West Province, we have two Ka7 trainers, a Ka6cr and a Libelle. I also operate a Scheibe SF26a standard from Kranskop, and as I have already mentioned, own a Ka6E, which I am currently refurbishing. As far as I know the SF is the only one in South Africa.

Howick Gliding Club, to the north-west of

Pietermaritzburg, operates a Ka13 and a couple of Ka6's. The Drakensburg Soaring Club in the KwaZulu-Natal Province, also operates a Ka13 and a Ka7, as does the Akavlieg Potchefstroom, to the south-west of Johannesburg, in addition to a couple of Ka8's (Potchefstroom is of course, the home to the famous JS1).

The Cape Gliding Club at Worcester, is South Africa's second largest club, and also operates a Ka7, a Ka2, some Ka6's, and a lovely Spatz that is operated by Ari Cotton. Hopefully over time, I will be able to update you all further on more news of our older glider fleets here in South Africa.

Text: Bruce Hay



Ari Cotton's Spatz based at the Cape Gliding Club.
Photo Ari Cotton

Switzerland



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Logo of the Stiftung Segel-Flug-Geschichte
(Foundation of the gliding history)



Members of the Board (from left to right): Robert Mathys, Thomas Fessler, Daniel Steffen.
Photo: Raphael Fessler

Swiss Foundation of Gliding History.

It was a great idea! The Swiss Museum of Transport had invited members of the Swiss Vintage Glider Club (Oldtimer Segelflugvereinigung Schweiz - OSV) to present their vintage gliders on a special exhibition in Lucerne during the weekend of 17th-18th April 2010. On the other hand, the OSV members were not amused to see that the museum had removed the majority of their own historical gliders from static display, which included a Spyr 3a, Farner WF 8, GBMZ primary and Elfe S3, all of which had been removed to an external storage area, leaving only the Spalinger S-21 left in the main static exhibition. The responsible manager of the museum gave following explanation: **Gliders are not favourite objects for a museum of transport.** That was the moment to act! Thomas Fessler, Willi Schwarzenbach and Daniel Steffen decided to establish a centre for Swiss gliding history. The goal must be the sustainable safeguarding of all objects which are related to Swiss gliding history, including gliders, instruments, documents, and pictures etc. The long term goal will be a Swiss (flying) glider museum and a competent centre

for Swiss gliding history, as we believe that gliders in a museum are like birds with clipped wings. Therefore, where possible, the 'birds' of the future Swiss gliding museum must remain airworthy!

Thomas, Willi and Daniel met in the station buffet at Olten (centre of the perfect Swiss rail network) to settle the details for a non-profit organisation on the 4th May 2010. They decided to establish a Foundation called Stiftung Segel-Flug-Geschichte (SSFG - Foundation of Gliding History). Here in Switzerland it is not permissible to take money or donated objects from a Foundation, with the Swiss authorities monitoring the behaviour of Foundation management closely. This gives the donators a high level of security in their donations, and in assuring that the management follows the objectives of the Foundation. Therefore the foundation is the perfect legal structure for this type of long term project.

Sadly, Willy Schwarzenbach knew that he would not live to see the development of the Foundation. He was on his 'final approach' of his life, and he died on 20th September 2010 before he



This Barograph is a typical object in which the Foundation collects. Photo: Thomas Fessler

could sign the Foundation charter.

Robert Mathis completed the Board, and the Foundation Charter was signed on 6th October 2010. The authorities exempted the Foundation from tax. The Foundation has been given (and bought) many objects concerning Swiss gliding history, items such as books, magazines, pictures, slides, plans, documents, and instruments etc, all of which were collected in our first

FROM AROUND THE WORLD



The Spalinger S-18 III was donated to the Foundation, and has been seen at many VGC meetings.
Photo Daniel Steffen



The extraordinary Elfe P-1, HB-278, was donated to the foundation by the heirs of Hans Gysi.
Photo Damian Amstutz

three years. The Board is confident that the Foundation will one day have the most extensive archive of Swiss gliding history in the world.

The Bettlach community offered the Foundation a room free of charge, however more room is needed for the gliders in which the Foundation could take over however, and includes:

Spalinger S 19 HB-225 airworthy
Elfe P 1 HB-278 not airworthy; static object

AeCS primary HB-429 Wernerand Hugo Roth restored the primary

Spalinger S 18 III HB-510 not airworthy, but in good estimate

Ka-4 Rhönlerche II HB-1245 airworthy

Spalinger Kranich HB-517 not airworthy; restoring project

At the moment, these gliders are all stored at different places, so we are looking for somewhere with enough room to store all gliders in one central place. The final goal will be to own a hangar at an airfield, similar to the Gliding Heritage Centre at



Hugo Roth is restoring the AeCS-primary with his brother, Werner, at Weinfeld. Photo Werner Roth



This device from Farmer, Grenchen, indicates the release status of the dolly and the towrope.
Photo Thomas Fessler

Lasham, England. The Foundation is taking over gliders in order to safeguard their sustainability, and to prevent them from being sold in to a foreign country.

The next step will be to make the Foundation better known, and as part of this

process, a logo was created, and a flyer printed. As a community of interest is generated, and built around the Foundation, the long term aim will be a Swiss gliding heritage centre for (at least) 20 to 30 historical gliders.

If you have any questions, please contact Thomas Fessler (info@dieschreinerei.ch) or Daniel Steffen (d-steffen@bluewin.ch)

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UK



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Well, it's been a pretty quiet winter here in the UK, with some of our members quietly working away on their pride and joy, weather permitting of course.

Peter Underwood continues to make steady progress on the Prototype Kite 1, and is currently playing about with jigs to pre-form the nose section strips of ply covering. They have recently had the ex-Royal Navy built Grunau Baby in Peter's workshop for a thorough inspection, in preparation for its return to the air. This glider was restored by Laurie Woodage, and is now owned by Steve Slater, who is itching to finally get behind the controls and sample some 'avion sans moteur' flying after boring holes through the sky in his delightful Topsy B; remember, every landing is a 'forced landing' in a glider Steve!

Russell Hardcastle is making steady progress on his WW2 Meise. Russell reports that he has undone all the 'Anglification' of the past decades, and has now fitted original rudder pedals, and controls. He is currently working on fabricating an original style multi-panel canopy, and is working on the intricate steel framework. With the completion of the new 'old' canopy, this will pretty much complete work on the fuselage, right down to its new 'original' instrument panel!

Now for yet more Olympia news! It seems that the humble EoN Olympia is making a bit of a comeback of late, no doubt spurred

FROM AROUND THE WORLD

on by EASA and all its red tape? Recently news came in of yet another Olympia that is about to be brought back to life, this time an ex-museum piece from the now defunct museum at RAF Millom. This is an early MK 1 Olympia, registered as BGA 514 it was once owned and flown competitively by Lorne Welch. It will be interesting to see if this is the very same glider that Lorne competed at Sameden in the very first FAI World Championships in 1948? The Olympia is now in the hands of Olympia aficionados, Terence Henderson, and Jon Stiles, so now they have 3 Olympia's to choose from between the two of them!

Finally, some news of the ex-Lofty Russell Weihe. Current owner, Alan Middleton, is hard at work converting the old tractor workshop at Buckminster Gliding Club into an all-year round toasty-roasty spacious glider workshop, with copious amounts of insulation being installed to keep those BTU's at bay! I for one look forward to seeing this lovely glider back in the air!

Text: Bruce Stephenson



MW, BGA 514 rigged on a damp day for its impending sale to Jon Stiles and Terence Henderson.
Photo: Jon Stiles

USA



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The Wabash Valley Soaring Association ships were flying all day on New Years day.



And the private owners flew too! This is Stan Hagstrom in his Ka 8.

New Years Day fun!

For more years than most of us care to remember, VSA members in the USA try to fly on New Year's day, and more often than not, they are successful! In the past, they have flown in snow and freezing weather, so this year when the temperature was in the mid 30's, it seemed almost like a spring day.

Club members came from hundreds of miles around to make their first flights of the New Year. All of the WVSA ships, but one, were flown, and a que was always waiting for the next available open seat. Several private owners also dug their ships out to enjoy the flying. There was even time for several instructional flights! It was a matter of only hours after the last ship was back snug in it's hangar, when the snow and cold arrived however. It wasn't just in the mid-west that flying was enjoyed however, the boys at St. Marys

County, Maryland, even put the open sport canope on their Schweizer 1-26 to also enjoy the day, and then practiced rope breaks in the 2-33. Can spring be that far away I wonder?

Art Flies Again!

ART, the IOC EoN Olympia 2B, broken at the last IVSM, is now back flying! As with most major rebuilds, unknown damage from years ago was also found and corrected, so she is now in the best condition she has been in for years. Now we are looking for a better trailer to take to events all over North America.

Text: Lee Cowie

Photos: Lee Cowie



Ready to go!



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Vincenzo Pedrielli

Model News

The challenges and goals of vintage model gliders.

A few more weeks and the winter will be over. The final touches to complete a new model are being applied, and soon spring will be upon us, and flying activities will start again.

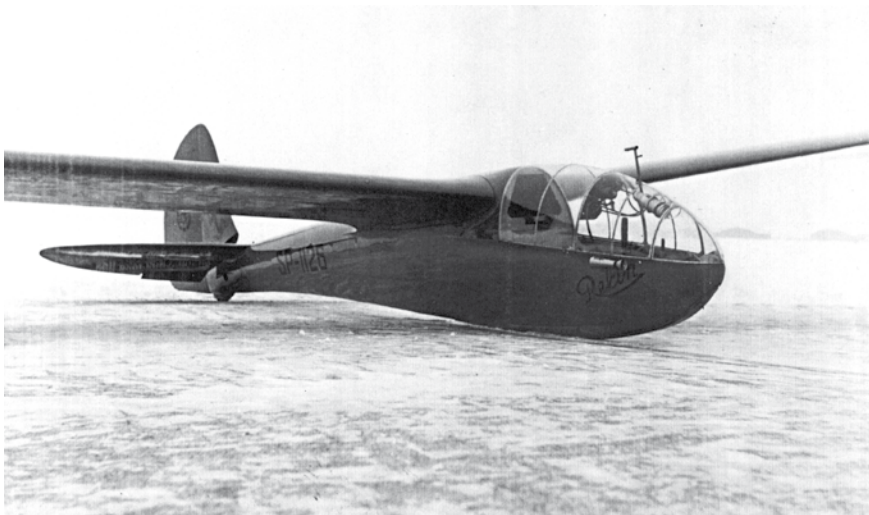
What's better than being able to show off a new model, the result of hours of meticulous, historical research. Those long and dark winter days were ideal for spending hours and hours in

the workshop to build a new model. The challenge is often to pick a project which existed in full size as a single prototype. The goal is to build a model scarcely seen in model clubs, or soaring on mountain slopes.

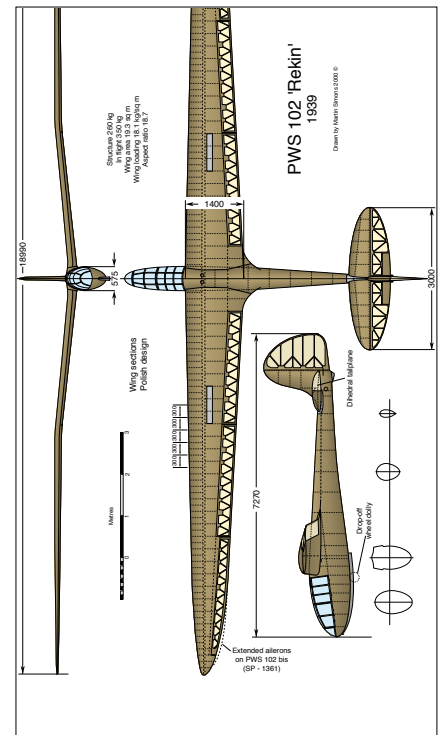
This implies a careful study of the project, based on the information provided by the gliding books available. The Martin Simons books, for instance, are consulted by most model builders and offer superb technical and historical documentation. An excellent source to select the most attractive model, these books are regarded by many as the 'The Bible of Sailplanes'.

Martin Simons

Building the Rekin



The Rekin prototype, not quite fully rigged, ready for test flying.



The 3 View Drawing.

The background

Wacław Czerwinski envisaged the PWS 102 Rekin (Shark) as an improvement on his very successful PWS 101. It was to be faster with a less cambered and thinner wing profile. Full-span flaps were combined with the ailerons. The wing planform conformed closely to the ideal elliptical shape.

The prototype, registered SP-1126, flew first early in 1939 and proved successful. Two more, PWS 102 bis, SP 1361 and (possibly) SP 1362 were built with mi-

nor improvements, such as increased aileron area. All three were captured by the Red Army soon after the outbreak of World War 2. The later fate of these sailplanes is not known.

Easy rigging

When I made up my mind to build the quarter scale Rekin, I decided to try some different construction methods, and in particular I completely re-designed the rigging system.

Many full-sized wooden sailplanes in olden times took hours to rig with multiple separate steel pins to be aligned and inserted with much wriggling and heaving, and each pin had to be locked with its own 'Fokker needle', which was often a very fiddly business.

One of the most successful wooden sailplanes ever produced was the 18 metre span DFS Weihe. The Weihe wings can be rigged by two or three people in a few minutes.

To put the wings on, with the fuselage

MODEL NEWS



The re-designed main spar joiners.

held in an upright position, one wing is presented to the fuselage fittings, front and rear, and a single lever pulled to insert two steel pins linked together and aligned on the same centre like a hinge. The wing tip can then be lowered to the ground. The other wing is presented in the same way and the appropriate lever pulled. Both wing tips can rest on the ground. The pins are locked with a very simple over-centre arrangement of the levers. To complete the rig, the tips are lifted simultaneously to bring the main upper fittings into alignment and a third steel pin is inserted.

I adopted a similar system for the PWS 102. Photographs show how the wings were joined and mounted on the main fuselage frames. Long steel rods with needle points to aid alignment, are pushed through both front and rear attachment points.

The special fittings in 1.5 mm steel were made for me professionally but could be made from scratch by anyone with some simple metal working equipment. When fully rigged the pins were prevented from creeping out of position by the wing root fairings.

The main spars

The traditional way of building a main spar for a model is to lay the lower spar flange on the plan, add the ribs and then the upper flange. The shear webbing comes next as a series of vertical inserts between the ribs. My rigging system required some precision in the alignment of the wing fittings. I needed to have both spars completed so that I could align the wing root joiners very exactly and check that they fitted. The bend of a gull wing is not a sharp angle. The spar is curved. Full-scale practice is to laminate the spar by steaming the timber to conform to this bend.

I made a jig for the spars from square aluminium tubing. The plans for the



The laminated main spar.

wing were laid flat on the bench with a sheet of thin polythene to prevent the glue sticking to the drawing. The tubing, also protected with polythene, was fixed rigidly (drilled and nailed down) exactly to the outlines. Two rib bays where the gull bend occurs were left open to allow the wood to take its natural curve here. On the PWS the outer, elliptical section of the wing requires a change of taper which had to be observed when aligning the jig. Three separate sections of tubing were needed for the upper spar flange while the lower flange remained straight. The 1 mm thick plywood webbing, with the grain of the outer ply running diagonally, was laid flat into the channel between the tubes. This requires some accurate cutting of the plywood.

For the spar flanges, sufficient laminations of 3mm (1/8th inch) thick pine were cut from stock strips, and tapered as necessary with a band saw. The timber for the spars was chosen with care. Short grain or other oddities in the wood must be avoided. Grain with closely packed growth rings is preferred. If strips of suitable length cannot be found, scarf joints become essential and it is wise to take special care over this. A good scarf joint should be as strong as the un-jointed timber. The ratio of a scarf joint to the thickness of the timber should about 1:12 or 1:15.

To lighten the spars, the number of laminations was progressively reduced from the roots to the tips and the spars were



The wing skin of 0.4 mm plywood was laid into the female mould, the spars and ribs added.

further lightened by planing towards the tips. The laminations for one spar were glued to the webbing and to one another, weighted down and clamped to the aluminium and left for the glue to set.

At a later stage both spars are planed together, removing saw marks and bringing them to the correct cross section dimensions and smoothness.

The steel fittings bolted to the spar roots where the laminations were solid. The spars joined as they would be when the model was rigged for flying. The fuselage fittings were arranged to take the wings.

Building the wings

Building wings from the outer skin inwards is the modern method in full-sized and model sailplane manufacture. A very accurate female mould is made first, then the entire skin for one surface, of fibre reinforced plastic, is laid up, vacuum bagged and cured at high temperature in an autoclave. Spars and all internal fittings are fitted while the skin is still in the mould, after which the other surface skin, also pre-moulded and cooked, is glued on.

For the Rekin I adopted a somewhat similar method but with wooden skins and no autoclave. A female form for the underside was cut from plastic foam with the usual hot wire bow and templates. To accommodate the bend in the wings and the elliptical taper of the outer parts, the form had to be made in several sections.

MODEL NEWS



The fuselage nose was skinned in sections, using the 'crutch' method of assembly to produce a half shell



The model finished ready for flying. The color is probably incorrect but the markings are authentic.

Accurate cutting was important but it was not necessary to finish and polish the surface as it would be for a plastic sailplane.

With a sheet of polystyrene to protect the form, the entire plywood skin for the underside, including the ailerons and flaps, marked with the position of all spars and ribs, was made up with the necessary joints completed and laid into the form. The main spars then were glued and weighted down in position.

All the necessary ribs and other details and internal arrangements for servos and



The Rekin being launched. Photo Samantha Ibberson

electrical connections to the fuselage were made before laying the upper surface skin. At this stage the ailerons and flaps could be cut free. To lighten them, and for the sake of appearance, the unwanted plywood was cut out leaving the control surfaces with plywood stiffening at all the joints, but preserving the translucent appearance of the eventual fabric covering.

The rest

The fuselage and tail unit were built in a very orthodox fashion which should not need detailed description. The fuselage was built in two halves, the so called 'crutch' type of construction with half formers of plywood and 0.4mm plywood

skins. A check on the assembly of the wing fittings was made before gluing. Skinning of the front where the curvature is in three dimensions.

When all finished and painted, with everything ready for flight, the PWS 102 weighed a little over 8kg, which required it to be checked by an approved inspector before flying. The weight could be reduced if the tail unit could be made lighter. To get the balance point in the right place required a very substantial amount of lead to be built into the nose.

The model, now approaching ten years old, still flies, although I have now sold it on to make room for another project.

Unless otherwise stated, all photos Martin Simons.

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**

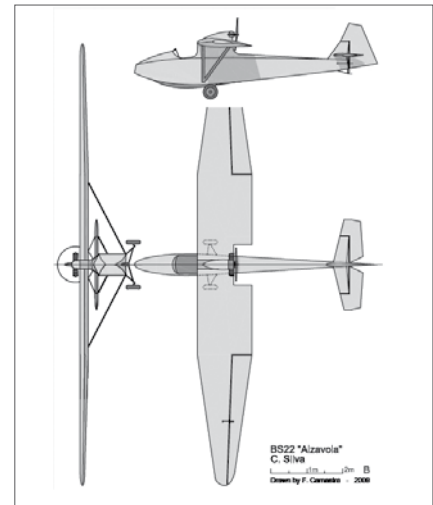
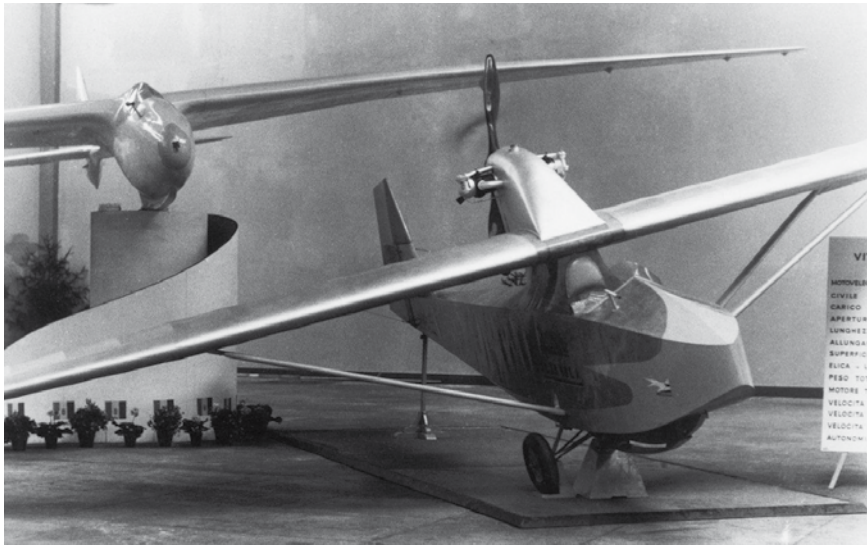
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MODEL NEWS

Roberto Martignoni

The BS-22 'Alzavola' vintage motor-glider



The only photo of the motor glider BS-22Alzavola, in which I had to work to.



The structure of the electrically powered BS-22 model.

The only photo of the motor glider BS-22Alzavola, in which I had to work to.

For long time now, I have wanted to build a model of an Italian vintage glider. At the beginning of 2013, whilst looking at the book 'Italian Vintage Sailplanes', written by my friend Vincenzo Pedrielli, my attention was attracted to the motor-glider, the Bonomi/Silva BS-22 'Alzavola' (Teal). So I decided to build this motor-glider (1:10 scale), for two reasons; the first, because this model is going to have an electric motor, there is no need for it to be towed into the air, and the second, because the designer of the Alzavola is Camillo Silva (the uncle of a friend of mine), designed many sailplanes in the 30's for the company, Bonomi in Cantù (Como).

All the Bonomi/Silva gliders are described with pictures and drawings in the same above mentioned book. The BS22 Alzavola was a powered version of the BS-15 'Bigiarella' glider.

As the original drawings do not exist any longer, I redesigned the 3 view drawings using a CAD system, and obtained all details concerning the fuselage formers, and wing and tail-plane structures.

My poor skill in model building was compensated somewhat however, by having worked for a long time with an important aircraft company, plus the recent experience in restoring a full size Zögling, all of which aided my successful assembly of my BS22 Alzavola.

The fuselage and the D-box have been skinned with 1mm balsa wood, whilst the rest of the wing and the tail-plane were covered with Japanese paper.

The final painting of the model was just a free interpretation of mine, largely down to the fact that there was only a B&W photo from which I had to work to, thus making it difficult to interpret the original color scheme.

Winter will soon be over, so we will be able to test fly the BS22 Alzavola at the Calcinate del Pesce airfield, situated near Varese. All static and engine tests have been carried out successfully, so I am sure I will enjoy some good RC flights!

All Photos via Roberto Martignoni



The BS-22 model ready to fly.



Technical Characteristic of the BS22 Alzavola

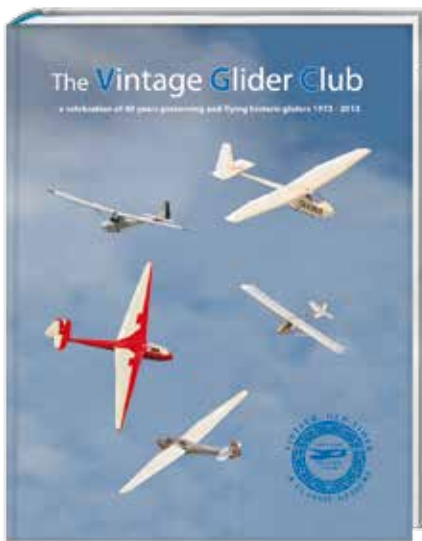
Wing span	12.43 m
Length	6.80 m
Wing area	15 sqm
Aspect ratio	10.30
Wing loading	19 kg/sqm
Empty weight	180 kg
Total weight	295 kg
Vmax	100 km/h
Vmin	50 km/h

A review by

Sir John Allison KCB, CBE, Air Chief Marshal (Retd)

The Vintage Glider Club book

- A celebration of 40 years preserving and flying historic gliders 1973 - 2013



The Vintage Glider Club
240 x 300 mm, 384 pages, hardcover
ISBN 978-3-9814977-8-6
Price: 46 GBP
54.50 EUR plus postage
The book is available from VGC Sales
(page 51), from the publisher's
website www.eqip.de or via the
website www.vgc-yearbook.com

Despite its title, this splendid book is not a definitive history of the Vintage Glider Club. It is better than that, because it goes beyond mere facts and statistics, and captures the essence of the vintage gliding movement. Nor is it a coffee table book. It could be, given its size, weight and dazzling array of wonderfully evocative photographs. But again it is more than that, because it is a book to be read, full of interesting articles and anecdotes. The book is a compilation of contributions by VGC members looking back over the 40 years of the Club's existence. Consequently it is vivid because of the power

of their individual recollections of people, events and gliders. Clearly, every member of the VGC will wish to have a copy of the book. It is all about them, their movement and their gliders.

It will also be a source of great interest and enjoyment to people who, like me, stand on the fringe of the movement and whose lives have been touched and enriched by involvement with vintage gliders. Anyone who has ever flown a traditional wooden glider will probably find that type featured between the book's pages. Such people will include anyone in the UK who flew with the Air Training Corps before the Air Cadets took the arguably retrograde step of switching to motor gliders. Also, anyone who flew with a civilian club in the 1950s and 1960s will remember machines that they flew. There will also be people who owned and operated one or more of the types represented. If they are really lucky, they will find actual machines from their past, as I have done.

Then there is beauty. Vintage gliders are reasonably practical to own because most can be de-rigged for storage, and are not unduly expensive to purchase and maintain. But, of far greater importance, they are beautiful, as the huge variety of photographs in the book, some of which are exquisite, exemplify. The rarity of many machines featured in the book, and the stories of their survival, add to the interest.

But, above all, the book captures the essential spirit of the vintage gliding movement. What shines through is the atmosphere of families, fun and friendship that pervades the activities of the VGC across many countries, as well as the absence of restrictive rules and regulations.

The performance of modern sailplanes, as we all know, made the traditional machines, so cherished by members of the VGC today, somewhat redundant as new vistas of cross country flying capa-

bilities opened up. A subliminal message, therefore, might be that through the VGC, vintage gliders need not be 'hangar queens' as a new role has arisen. The VGC has brought enthusiasts from round the world together to enjoy and to share that enjoyment of their machines in a spirit of good fellowship. The vintage gliding movement owes a great deal to its founding fathers, especially its extraordinary moving spirit, Chris Wills, who is rightly honoured in the book's early pages.

As well as enjoying the book, both text and pictures, immensely, I have learnt a lot and understood things that I had not previously understood. I commend it especially to anyone who has the slightest interest in vintage gliders and the spirit in which they are flown today. I also hope and believe that, through this book, many more readers will enter the magical and nostalgic world of vintage gliders and will find the stories and photographs of these beautiful flying machines full of interest.




Sir John Allison is President of the Light Aircraft Association and General Aviation Alliance, he is also a Vintage Glider pilot, (currently owning a Prefect), and for the last 12 years has displayed aircraft of the Shuttleworth Collection in the UK.

POETS CORNER

Fight in a Sailplane...

Attracted by flights of silent thoughts yet unwhispered –
I surrendered to a sailplane's daring fantasy,

Felt the quiver of my soul, senses startled, fluttered,
And they carried me up high upon a diamond sea...

Anna Magdalena Mróz
Translation by Graham Crawford



Teacher, glider enthusiast, aviation lover and poet, Anna Magdalena Mróz, lives in Warsaw in her native Poland. Many of her romantic and nostalgic poems are inspired by the classics, with much of her inspirational work now having been translated into English. Anna is a member of both literary and aviation associations, and has won Polish and international poetry awards. To see more of Anna's work, you can visit her website at: www.annamroz.net

LETTER TO THE EDITOR

Stephen Munns

Dear Bruce,

I have been asked to contact you by a friend of mine Mike Trowbridge, who is not in the best of health at the moment. The following is a draft note he has given to me:

I am offering you this photograph for inclusion in the VGC magazine. It shows a group of officers and cadets during the Advanced Course in 1957 with 621 Volunteer Gliding Squadron.

Standing 3rd from the left is Squadron Leader A.H. Phillips MC OBE, who was chief gliding officer South-West Command. The officer 2nd from the left is Squadron Leader Arthur 'Robbie' Robinson, who was Commanding Officer from 1945 – 1970.

A ridge-soaring site was located and developed on the Mendips by S.L. Phillips, and both officers contributed a huge amount of help and guidance to hundreds of air cadets. Very little is known about the rest of the group in the photograph.

I hope this information will be of interest to you.

Best regards
Stephen Munns.



Photo: Mike Towbridge

Jacques Béguin

Die Entstehung der Amicale du Grunau Baby HB-234 (AdG)

Im Juli 1988 war die Segelfluggruppe Neuchâtel (GVVN für Groupe de Vol à Voile de Neuchâtel, Schweiz) mit einigen modernen Segelflugzeugen – Janus, Marianne, DG-202 – in Bourges im Sommerlager. Die Piloten des GVNNs, die meistens über dem Schweizer Jura fliegen, sind hierher gekommen, um das Flachland zu entdecken.

Nach einigen Tagen vor Ort sehen die Teilnehmer, dass Zelte und andere Konstruktionen nach und nach aufgestellt werden. Am Briefing wird ihnen mitgeteilt, dass das VGC Rally Ende der Woche beginnt, und dass ca. drei dutzend alte Segelflugzeuge kommen sollen.

Das hört sich interessant an; man weiß nicht, was das VGC ist, aber vorläufig wartet die Thermik auf uns. Warten wir ab. Ende Woche kommen tatsächlich alte Segelflugzeuge. Sie sind wunderschön und viele sind uns unbekannt. Von dann an zeigen die Piloten des GVNNs Interesse und bewegen sich um die Flugzeuge wie Bienen. Sie stellen Fragen und alle möchten ein paar Flüge damit machen. Dies kommt in den folgenden Tagen auf Slingsby T31 und T21 zustande – bei herausragenden Wetterverhältnissen und Basis auf 2400 m/M.!

Am Abend bei einem Glass Wein erinnert man sich, dass unser altes Grunau Baby seit über 20 Jahren oben im Gebäude unseres Hangars schläft und dass es vielleicht keine schlechte Idee wäre, es wieder flugtüchtig zu machen.

Zurück in Neuchâtel findet man sich zu einer Versammlung zusammen, um dieses Projekt zu besprechen. Das GVNN erklärt sich bereit, das für die Restaurierung notwendige Material zu finanzieren, will aber weder den Unterhalt, noch die Kontrollen oder die Versicherungen übernehmen.

Somit wird es klar: Gründen wir die „Amicale du Grunau Baby HB-234“ (AdG) als eine Untergruppe des GVNNs! Gut 30 Piloten treten als Mitglieder bei und bezahlen einen Jahresbeitrag von



K-7 HB-653. Photo: Jacques Béguin

50 CHF (40 EUR), um das Flugzeug zu halten und zu fliegen. Das GVVN bleibt Eigentümer des Flugzeugs.

Das Grunau Baby wird langsam restauriert und für die VGC Rally in Zbraslavice in 1993 fertiggestellt.

Einige Jahre später wird auch die K-7 HB-653 in die Pflege der AdG genommen und grundüberholt. Der Schulungsdoppsitzer wurde nämlich ausser Betrieb genommen, weil die Rumpfrohre korrodiert waren – in Folge einer früheren Wasserlandung im See. Das GVVN bleibt auch hier Besitzer der Maschine. Diese Restaurierung wurde durch den VGC Restoration Prize 2000 in Tibenham belohnt, wo sie an ihrer ersten VGC Rally teilnahm. Seither ist der Flieger oft an nationalen und internationalen Treffen zu sehen.

Abschliessend kann zweifellos gesagt werden, dass das VGC für die Entstehung der „Amicale du Grunau Baby HB-234“ verantwortlich ist!

Danke.
Jacques Béguin

English Summary

The VGC is undoubtedly responsible for the birth of the 'Amicale du Grunau, HB-234' (AdG). Thank you!

Indeed, it all started in July 1988 during a VGC rally in Bourges, France. Later, the GVVN (Neuchâtel Gliding Club) decided that the association AdG would also be responsible for the renovation work and all aspects concerning the use of this Oldtimer.



Amicale du Grunau, HB-234 Photo: Jacques Béguin

12 years later, in 2000, our second Oldtimer, K-7 HB-653 was seen for the first time in the VGC rally in Tibenham. It has now participated in several national and international rallies.

Jacques Béguin

Laurie Woodage

1st October 1951 – 14th January 2014

Laurie Woodage: Pilot, Mastercraftsman, IT Expert, VGC Archivist, BGA Inspector, Friend and, if I may use the expression, Comrade. For indeed he was, within our Vintage Glider movement, very much our Comrade.

I cannot remember when I first came to know Laurie. I do remember sharing a thermal with him at the 2000 meeting at Tibbenham, he in his Grunau, I in my Kite. I remember sweeping down behind him -

not too close - and shouting 'rat, tat, tat'. What silly boys we are. He was employed, at that time, as an IT technician with Hatfield University where, for a considerable period, he safely stored and organised the VGC archives - with much cost saving to the VGC. Prior to this, I believe, he worked overseas in the oil industry.

With the death of his aged parents, Laurie was free to follow his own particular star. Taking early retirement, he sold his property in Stevenage and purchased a bungalow within easy distance of the gliding club at Dunstable. He extended his garage to form a useful workshop and also hired a container at the LGC, this too he fitted out to provide additional working area. He was all ready 'to go'.

For an all too brief period, Laurie devoted himself to flying, vintage glider restoration, his duties as a BGA Inspector and as a co-opted member of the VGC committee. He also purchased some very sophisticated weighing equipment in order to provide weighing services for both gliders and light aircraft.

Fate then played, face down, its cruelest card. Slight bodily pains to start with, then hospital appointments, more consulta-



tions followed by surgery. The malaise, though, continued and, over a period of a few short years, intensified. More consultations, more surgery, until eventually, the doctors could do no more.

Until close to the very end, I and many others, did not appreciate the gravity of the situation. I should have realised when he sold his 'Flitzer' project, into which he had devoted so much time, energy and money. 'Why did he get rid of that', I wondered? I am sure now,

even at that early stage, Laurie must have known of his eventual demise. Yet never once did I hear him bemoan his lot. He would tell you of his disabilities, of his treatment, but never of what he must have known of what the future held for him.

Laurie never gave up, he continued as long as he could, his flying, his restorations. His help to others, even to the 'glass' jockeys. Always a bit of a loner, exasperated by our old codgers who never quite clicked with IT, or could not cope with technical niceties, all of which came so naturally to him. He would always help, with sometimes, it has to be said, the sharpness, but never vindictiveness, of his tongue. He never abandoned us.

Part of my own life Master Plan was, that when I eventually fell from the perch, I would bequeath all my 'stuff' to Laurie, with whom I knew it would find a good home and not be wasted. Well, our cruel master, Fate, has dictated otherwise - how could he be so cruel?

So, goodbye Laurie, dear, brave friend and comrade. Thank you for all you have given us and all that you have left behind for us. Bless you.

Peter Underwood

Laurie Woodage

Laurie qualified through an engineering apprenticeship and joined an oil company where he served as a technician on a survey ship carrying out oil exploration work worldwide. This was followed by his management of computer facilities at Hatfield University until his retirement a few years ago.

He joined the London Gliding Club about 1978 and soon joined a syndicate flying the Skylark 2 'Phoenix' with the actor David Jason as partner (David Jason is probably best known for his roles in 'Open All Hours' and 'Only Fools and Horses'). After this he had several years operating a Libelle 504. The Vintage Glider Club attracted his attention, where he gave invaluable service organising the digitisation of their drawings and archives, and the preparation of technical information discs on various Slingsby and EoN built gliders. Laurie enthusiastically supported the VGC Rallies, venturing afar to America, Finland and Hungary.

He became a BGA inspector in the 1990's. With Murray Hayes, he brought the Grunau Baby that was built by the Royal Navy at Lee on Solent, and go it airworthy again. Later, he was appointed Senior Inspector, and got hold of the second of the Scud 3's, and did the most magnificent restoration job, followed

by further works on a Prefect and a Swallow. He repaired damage to the Scud 2 before it was purchased by the Shuttleworth Collection where it flies in their displays.

Last year, as health problems developed, he very generously presented his beloved Scud 3 to the Gliding Heritage Centre at Lasham for exhibition in their hangar, and for vintage members to fly. In the meantime he enjoyed GRP flying in his Hornet, mixing the new (or at least, newer) with the old.

Laurie was usually to be found in the private owner's workshop. He was always in demand for repairs and advice which he gave most willingly and was greatly respected for his knowledge and skills. His one failing, if failing it was, came with his exasperation with how lesser mortals could assimilate the simplest of procedures to operate a computer, a situation in which I so frequently sought his help. The respect in which he was held was graphically demonstrated by some 80 people coming to a celebration of his life so tragically curtailed during a health decline about which he never made any murmur of complaint. He will be missed by so many.

Farewell Laurie

Ted Hull

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WANTED

Slingsby Prefect for restoration project. Contact - Ray Whittaker, (UK). raymond-whittaker@hotmail.co.uk

WANTED

Closed glider trailer in good condition to suit a Ka2b. Internal length 8,5m, height at wing-roots should be a minimum of 1,75m, height for fin should be at least 1,85m. The glider weighs approximately 300kg. Contact - Patrick Zimmer, (Germany). patrick_zimmer@gmx.net

WANTED

Information on the NYBORG glider.

If anybody knows, or has any information on the whereabouts, or the final demise of the Nyborg glider, which was last known to have been in Eric Rolph hands in 1986, could they please kindly contact me, Geoff Moore, on my email address: flymu13@aol.com

WANTED

Information on Olympia BGA 561

information on the whereabouts of EoN Olympia BGA 561 which was last heard of residing at the Fenland & West Norfolk Aviation Museum, however is no longer there. If you have any information on the gliders whereabouts, please contact the editor at: editor@vgc-news.com

Remember it is free for members to advertise in VGC News! So if you have any gliders or gliding equipment you wish to sell, or indeed you may want to locate, why not advertise here?

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The Vintage Glider Club – a celebration of 40 years preserving and flying historic gliders 1973 - 2013	46.00	7.00	11.00

For sales and details contact: sales@vintagegliderclub.org

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