

VGC News

No. 141 - Summer 2014



Matheus Avallone Sobrinho
Elson Avallone recalls his grandfathers
place in Brazilian gliding history



The British Eagle
Raul Blacksten unravels a very British tale



Namibia and its Gliding Heritage
Peter Ocker discovers some African gems



and much, much more...



PIN BOARD



VGC young readers club. Ian Foster (left), and Tanja Jeras (right), are obviously being corrupted from an early age!

Photo left: Andrea Forster

Photo right: Marko Jeras



Young Ben 'Biggles' Zahn is getting used to those annoying hydraulic lock problems with these older radial tugs!

Photo: Britt Zahn



Nick Newton....obviously mesmerised and elsewhere on cloud 9!

Photo: Jan Forster

All-points bulletin...

Does anyone know of the whereabouts of our diligent President?

Last seen at the 'Remove Before Flight' underwear stand at AERO with attractive scantily clad lady. Anybody who may have seen this man, could they please contact the VGC Chairman urgently, as his serves are very much required for the imminent International Rally in DK

The VGC welcomes the following new members :

5419	Andreas Teevs	Germany
5420	Garrett Russell	Australia
5421	Alessandro Scaltrini	Italy
5422	Peter Szakacs	Hungary
5423	Denis Heslop	UK
5424	Ton Wolfert	Netherlands
5425	Richard Roth	USA
5426	Niels Tärnhøj	Denmark
5427	Yves De Stobbeleir	Belgium
5428	Simon Gutman	UK
5429	Trevor Emms	UK
5430	Bruce Patton	USA
5431	Szotirisz Kiatipisz	Hungary
5432	Zoltan Verebelyi	Hungary
5433	Stephen Cuthew	UK
5434	Adrian Ruddle	UK
5435	Robert Boettcher	Germany
5436	Herbert Kurze	Germany
5437	Jan Kurt Hoffmann	Germany
5438	Aurelia Breuer	Germany
5439	Hubert Lausmann	Germany
5440	Christian Huelsheger	Germany
5441	Ulrich Hoetling	Germany
5442	Markus Laub	Germany
5443	Dieter Schmitt	Germany
5444	Slawomir Sivta	Germany
5445	Joachim Kapp	Germany
5446	Ben Seifert	Germany
5447	Patrick Holland-Moritz	Germany
5448	Olaf Meindl	Germany
5449	Paul Wischnewski	Germany
5450	Anna-Helene Stengele	Germany



<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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Werner Roth in his Ka6 at Alzate,
Italy. **Photo: Vincenzo Pedrielli**

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2014 VGC International Rally
Poster. **Design by: Peter Conrad
Holgersen**



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Polish Gliders in China Page 23



The British Eagle Page 28



Namibia Page 31



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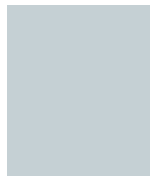
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Nick Newton - VGC President

From the President's Corner



It would be lovely to report that we are having wonderful weather in the UK and all our members have dusted off the winter's cobwebs and are enjoying once more the freedom of the skies. Unfortunately this has not been the case here in the UK, and after an exceptionally promising very early spring, the weather gods have performed 'an about turn' and have been giving us a sustained run of gliding-unfriendly

weather! It would be fair to say that Gliding in the UK has been severely affected with disastrous weather for the recent National and Regional competitions. At our VGC National meeting in Tibenham, running at the same time, we didn't fare any better with a slow moving depression centered for much of the week right over Tibenham where our Rally was being held! [see report on page 17].

So what have we been doing if not flying? Personally, I have been giving our faithful T 21 a badly needed cockpit refurbishment. At the same time, we have started preparations for fitting a CofG hook according to the plans of the BGA modification designed by our former VGC Technical Officer, Peter Underwood. Sadly there has been too much going on to complete this task as of yet!

One of the most pressing matters that has been exercising the collective minds of all of us on the Board, has been the future of our VGC Archive. This Archive consists of a large collection of predominantly, but by no means exclusively British glider drawings. This collection of British drawings has recently been substantially enlarged following the hard work of our current Archivist, Peter Hardman, who earlier in the year collected and added to it the remaining Slingsby drawings. In addition, there are many photographs either taken by Chris Wills, or acquired by him from a variety of sources, which are now in the safekeeping of the VGC following his death in 2011.

The entire Archive is currently stored at Bicester, north of Oxford in the UK, where it was transferred following the retirement of our previous Archivist, Laurie Woodage, whose obituary follow-

ing his untimely death was printed in the previous edition of the VGC News (no 140, Spring 2014). Laurie had previously stored the Archives in his office at Hatfield University where he worked, thereby solving our storage problems for a considerable time. After Laurie's retirement from Hatfield, the Archive found a home on the Airfield of the former RAF Station at Bicester, courtesy of the Windrusher Gliding Club. It has remained here for the past three years for a nominal rent, in a small building off the main hangar. Sadly Bicester airfield has recently been sold to a company called 'Bicester Heritage', and the lease for the Windrushers Gliding Club, and along with it, the VGC Archive, will expire at the end of June this year.

'Bicester Heritage' is establishing itself as the UK's national business park dedicated to historic motoring and aviation. It also aspires to regenerate the former RAF Buildings some of which are listed.

Although the concept of preserving the Nation's Heritage for motoring and aviation is certainly in line with the declared objectives of the VGC there are notable differences. The VGC is run entirely by voluntary efforts of its Board and members. We are a 'not for profit' organisation, and our sole income is derived from membership subscriptions, which principally covers the costs of producing three issues a year of our world-beating magazine. The ethos of the vintage motor car collectors (where individual cars are often worth exorbitant amounts of money), differs very considerably from that of the vintage gliding scene. If the VGC Archive was to stay at Bicester, it has been made clear that we would have to pay commercial rates to rent a suitable store, and it is important to understand that this would prove very much more expensive indeed than the arrangements that we have enjoyed in the past.

For the moment, all we can see is that our current arrangements for storing the Archive are coming to an end, and we have been asked to vacate the present building by the end of June. It looks likely that we will have to arrange temporary storage whilst a more permanent solution is sought. Whatever the final outcome, discussion amongst the Board Members is ongoing, and the subject will be brought up at the AGM to be held in Denmark at the Arnborg International Rally. Please try and attend this important Meeting. There are a several important topics on the Agenda, and everyone should remember that this is, after all, **your** Club.

Nick Newton

Jan Forster - VGC Chairman

Chairman address

**'Und fliegen die noch?'**

That was the most asked question during the AERO in Friderichshafen; are they still flying? Most of these questions came from non-glider pilots, but you may be

wondering just how many glider pilots asked this question? The history of gliding has to be propagated, otherwise even glider pilots will not know their own sports history, and that we, the Vintage Glider Club, exist.

Gere, who organised this year's AERO for the 5th time, made a poster with 15 different Oldtimers for the visitors to guess the glider's identity on the poster. Few glider pilots came, of which there were only a few (less than half), with the correct answers,

despite most of the vintage and historical gliders on the poster, not that long ago being very popular themselves; gliders like the Olympia and Weihe. And the funny thing is, when you tell them the correct name of the glider, they don't believe you! We also sold THE book 'The Vintage Glider Club', and visitors who had a look in the book were surprised about the diversity and numbers of old gliders still flying.

As you know, we have our annual dinner coming up. This year it will be in the Netherlands on board a vintage boat. There is only limited space on board the boat, and already we have twenty subscriptions, so if you want to take part, don't wait too long!

The guest-speaker this year is an individual who flies, and has a share in a Consolidated PBY Catalina flying boat. A very rare and

interesting aircraft, his speech will be aided with a very interesting power-point in which to tell you the whole story.

As is tradition during the dinner, we have our VGC prize giving. This year we want to involve YOU more in who gets those awards. To achieve this, we have made a voting list, which we will present during the International Rally at Denmark. We hope that you will give us your vote by filling in the form so we can find the most worthy candidates, as voted by you. If you are not taking part in the International Rally, and still want to vote, please contact the secretary for a form.

See you at Denmark!

Jan Forster

Das war die meist gestellte Frage auf der AERO in Friedrichshafen. Meist kam diese Frage von Nicht-Piloten, aber sie wurde auch häufig von Piloten gestellt. Die Geschichte des Segelflugs muss mehr propagiert werden, sonst wissen bald selbst Segelflieger nicht mehr, dass die alten Kisten noch fliegen und wir, der Vintage Glider Club, existiert. Gere, der die AERO zum 5. Mal für uns organisierte, hatte ein Poster mit 15 verschiedenen Oldtimer Typen und die Besucher sollten raten, um welches Flugzeug es sich handelt. Es kamen nur wenige Segelflieger, von denen noch weniger (etwa die Hälfte) die richtigen Antworten wussten – und dass obwohl die Hälfte der Flugzeuge vor noch nicht all zu langer Zeit sehr populär waren, z. B. Olympia und Weihe. Und was noch erstaunlicher ist, wenn man ihnen den richtigen Namen der Flugzeuge nennt, glauben sie es nicht! Auch DAS Buch, unser Buch, wurde gut verkauft und die Besucher waren erstaunt über die Vielfalt der immer noch fliegenden Segelflugzeuge.

Wie Ihr wisst, haben wir jedes Jahr unser Annual Dinner. Dieses Jahr wird es in den Niederlanden auf einem historischen Boot stattfinden. Auf dem Boot ist jedoch nur eine begrenzte Anzahl von Plätzen vorhanden. Wenn Ihr dabei sein wollt, müsst Ihr Euch also schnell anmelden. Wir haben bereits 20 Anmeldungen. Der Gastredner beim Dinner wird dieses Jahr jemand sein, der ein Consolidated PBY Catalina Wasserflugzeug besitzt und fliegt. Seine Rede nebst Powerpoint Präsentation wird Euch die Geschichte erzählen.

Anlässlich des Dinners findet traditionell die Preisverleihung statt. Wir wollen künftig die Mitglieder mehr einbeziehen und geben daher bei der International Rally in Dänemark eine Liste heraus, so dass Ihr Kandidaten für die verschiedene Preise benennen könnt. Wer nicht zur Rally kommt, aber nominieren möchte, kann die Liste beim Sekretariat anfragen.

Wir sehen uns in Dänemark!

Jan Forster

Bruce Stephenson - Editor

Editor's Comment



Well, we are now half way through another year, and soon we will all be meeting again, this time in Denmark, doesn't time fly? It seems like only a couple of weeks ago that we could take a long breath and relax after getting issue 140 out, yet here we go again!

You will have all noticed that from day one when we revamped the magazine into its new format, that we have featured a regular article focussed on interesting people in gliding. This of course is part of what I hope will be an ongoing series of individuals who have made a difference to our sports history, and to emphasise that point, I have retitled these articles to better reflect this. For this reason, this section will now be known as

'We Remember', with the feature article now being awarded to the article in which we think stands out.

Another encouraging sign that the correspondent system is working rather well, is that recently we have had more than one request for information on contacting local correspondents, the most recent being a request for the Austrian contact. Unfortunately at this time VGC News does not have an Austrian contact, so not only are we blind to activities in Austria, our members have no easy direct contact with enthusiasts there. May I remind any readers of VGC News, if your country lacks a contact, then you are missing out on a valuable opportunity to utilise VGC News to better promote your clubs Vintage activities. To date we still lack volunteers from not only Austria, but notably France and Sweden.

Whilst on the subject of being blind to vintage news out there, there are still a number of established Vintage gliding events that we do not hear about. One such event in recent years that often seems to be forgotten about, despite remaining a popular event in vintage calendar, is the Grunau Baby Rally. With this the 35th Rally, this year's Rally was held at Jesow, and again VGC News is none the wiser to the activities that took place there. My message has been made loud and clear above

BOARD NEWS

and in past issues, so why not get fingers to keypad and let your fellow enthusiast know your latest Rally news!

Before I leave you to get on with 141, I would like to take this opportunity to stop and pay a short tribute to a true pioneer of New Zealand gliding, Dick Georgeson. Dick recently passed away and was the holder of many world records, and was an integral part of the extended Wills family. Although not a VGC member, Dick did more than anyone in putting New Zealand gliding on the International map in the 1960's and 70's. Holder of a world height record, he took his Skylark to 34,395 feet

(10,484 metres), and went on to set many NZ and International records, the most challenging of which was 1254km's in 1978, before being awarded both an MBE and the FAI Lillenthal Gold Medal.

As Gavin Wills summed up Dick's amazing gliding career; *If Ed Hillary was our hero in the mountains and Peter Blake our hero on the seas, then I suggest that Dick Georgeson deserves to be our hero of the skies...*

Godspeed Dick...

Errata!

May we extend our apologies for the following errors that went unspotted in issue 140.

Page 16: Neal Pfeiffer's grand introduction that didn't quite go according to plan! Somehow the title for the VSA Anniversary crept in! Neal's workshop series should have been under the title of 'Workshop Flyer', so apologies Neal.

Page 47: Anna Mróz's lovely poem was rather alarmingly titled 'Fight in a Sailplane'. Of course it should have read, 'Flight in a Sailplane'. One cannot help wonder if the title was more appropriate to your erstwhile editor, who's every flight feels like a 'Fight' rather than a harmonious uplifting experience between man and machine! May we extend our apologies to Anna for this unfortunate and inadvertent term of phrase!

VGC News welcomes a new member to our team!

VGC News wishes to announce the addition of Bill Batesole to the production team. Bill, who is an American, is an airline pilot currently working in Germany and has stepped up to the mark, to volunteer his serves as a much-needed proof reader. This will no doubt make a huge difference in overcoming my propensity in failing to spot those 'annoying little errors' that my poor over-taxed brain insists on ignoring!

Bill, who is a yet another Freight Dog (this time with FEDEX), rather alarmingly adds to the Freight Dog contingency that currently inhabits the VGC magazine and Board! Bill along with myself (and Flugkapitän Schickling), makes one wonder what it is about

Freight pilots and the VGC? (Answers on the back of a postcard please!).

So from myself, and the rest of the team here, may we extend our warmest thanks for your services Bill, and *Welcome Aboard!*



Obviously a man of taste! Bill in a REAL glider!

VGC Facebook 1000th Member!

Congratulations to Thorbjørn Brunander Sund who recently became the 1000th VGC Facebook member! Now with over 1300 members as I write this, I wonder what percentage are actually club members and are reading these words? But then I guess that is not the point, as each person who registers with

the site, be they a VGC member or not, is spreading and participating in the clubs cause, and gives all Vintage enthusiasts worldwide an important springboard in which to further the aims of the club....not a bad thing in my books!



UPCOMING EVENTS

VGC Annual Dinner 2014

4th October 2014, Maastricht, Netherlands

The dinner itself will consist of a welcome drink, three course buffet, and coffee. This will be followed by our guest speaker, VGC Prize giving, and the 'not to be missed' VGC Raffle!

Price is £40/€47.50 per head.

As a reminder, this year's Annual Dinner will be held in the historical city of Maastricht on 4 October, 2014 and will be held aboard a vintage boat.

There will also be an 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.

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

secretary@vintagegliderclub.org

2014 Vintage Calendar

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
04/10/2014	VGC Annual Dinner Maastricht	Netherlands

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Alexander Gilles

Vintage Glider Club auf der Aero Friedrichshafen 2014



Aus dem Oldtimer- ins Weltraumzeitalter, Graham Saw probiert sein neues Nurflügel-Raumfahrzeug
Photo: Jan Forster.

Bereits zum 5. Mal in Folge hatte der VGC in diesem Jahr wieder einen Stand auf der Aero in Friedrichshafen. Unter der Federführung von Gere Tischler wird bekanntlich jedes Jahr eine kleine aber feine Auswahl an historischen Segelflugzeugen gezeigt. Nachdem die vergangenen Ausstellungen unter dem Motto „Scheunenfund“, „Schweizer Oldtimer“, „V-Leitwerk“ und „Hans-Jacobs“ standen, wurden dieses Mal Flugzeuge gezeigt, die „very British“ sind. Aus England brachte Graham Saw seinen stets bewunderten T.13 Petrel mit nach Friedrichshafen. Er wurde neben Beat Hubers T.31 aus der Schweiz gezeigt. Aus den Niederlanden hatten unser Chairman Jan Forster und Peter Deege die einmalige T.21c dabei und schon beinahe ein Heimspiel war es für den T.30 Prefect von Klaus Schickling und Werner Jäger.

Jedes der Flugzeuge war auf seine Art einmalig: Grahams Petrel ist der einzige flugfähige weltweit, Beats T.31 ist die einzige, die in der Schweiz fliegt, die T.21c wurde ohnehin nur einmal gebaut und der Prefect ist derzeit der einzige in Deutschland.

Trotz der Tatsache, dass die deutschen

Segelflughersteller in diesem Jahr nicht auf der Messe vertreten waren, blieb der von manchen befürchtete Mangel an Besuchern und damit das Interesse an unserem Stand aus. Es gab nur wenige Momente, in denen das Standpersonal zahlreicher als die Besucher war. Interessant ist dabei insbesondere, wie international die Besucher waren. Wir zählten hier 19 verschiedene Länder, unter ihnen Israel, Türkei, Schweden, Frankreich, Schweiz, Italien, Großbritannien, China, Niederlande (nicht nur Jan und Peter!), Japan, USA, Australien, Tschechien, Österreich, Polen, Russland, Ukraine, Kroatien und (welch' Überraschung) Deutschland. Neun neue Mitglieder unterzeichneten noch auf der Messe ihr Aufnahmeformular während einige andere ihre jeweiligen Landesvertreter ansprechen wollen.

Der VGC-Stand wird auch immer wieder gerne von unseren langjährigen Mitgliedern besucht und entwickelt sich immer mehr zum Treffpunkt, um alte Freundschaften zu pflegen und neue Kontakte zu knüpfen. So lernten sich Otto Bacher und Peter Deege kennen. Otto lässt derzeit bei Laszlo Revy eine Minimoa restaurieren, Peter hat mit Freunden eine Minimoa nach-

gebaut. Spontan saßen beide über zwei Stunden zusammen und fachsimpelten über ihre Projekte.

„Eine wichtige Sache fehlt aber noch!“ Das erklärte unser Sperrholzändler Matthias „Matte“ Felsch, der gemeinsam mit seinem Bruder Christian das Standpersonal verstärkte. Man kann auf einer Messe nicht allein von Cola und Keksen leben! Schnittchen fehlen!“ Sprachs und organisierte am nächsten Tag lecker belegte Brötchen.

Für den VGC war die Messe wieder ein voller Erfolg. Neben der Werbung von neuen Mitgliedern stand die Betreuung der bestehenden Mitglieder auf der Prioritätenliste. Gute Umsätze mit T-Shirts und Büchern machte der VGC Sales und zuletzt konnten wertvolle Kontakte zu Verbänden und Behörden gepflegt und geknüpft werden. Nicht zu vergessen, dass uns die Messeleitung bereits für die AERO 2015 wieder eingeladen hat.

Die Planungen/Vorbereitungen für die AERO 2015 sind am laufen – vermerkt Euch daher schon den Termin in euren Kalendern: 15. – 18. April 2015

Ein großer Dank gebührt allen ehrenamtlich agierenden Helfern, ohne die unser Messeauftritt nicht realisierbar wäre.



Mittagessen für alle! Matthias Felsch sorgte dafür, dass niemand hungern musste.
Photo: Alexander Gilles.



Vorbereitung auf den Ansturm der Besucher – Gere und sein Team mussten hart arbeiten.
Photo: Jan Forster.



Peter Deege and Otto Bacher im intensiven Minimoa-Gespräch.
Photo: Alexander Gilles.

RALLY REPORTS

Aero Friedrichshafen 2014

This, the 5th year that the VGC has made its presence at Aero fair, Gere Tischler and his team have yet again put on another exquisite display of historic gliders. With this year being 'British gliders' as the theme, a range of gliders were on display, from Graham Saw's much admired T.13 Petrel, to Beat Huber's T.31 from Switzerland. Our Dutch Members, Peter Deege, and chairman Jan Forster, had their one-of-a-kind T.21c, whilst Klaus Schickling and Werner Jäger displayed their T.30 Prefect.

Each glider present, was in its own way, one of a kind, with the Petrel currently being the only airworthy example in the world, Beat's T.31 being the only one reg-

istered in Switzerland, the T.21c, the only one built, and the Prefect being the only example currently flying in Germany.

Despite the fact that the German glider manufacturers weren't present this year, the event was again a huge success, with at least nine new members being signed up, and a healthy turnover of VGC sales of tee shirts etc, not to mention the opportunity to connect and continue to build upon our relationship with influential authorities and organisations.

Not only that, the VGC booth was again a popular meeting point for members, and cultivating new friendships, or simply in many cases, the opportunity to build on

older ones. For example, Peter Deege and Otto Bacher met up for the first time. Otto currently has a Minimoa which is under restoration by Lazlo Revy, and Peter, who together with some friends, built a new one; so they spent an enjoyable two hours spontaneously talking shop about their projects.

We must extend a huge thank you to Gere and his team of volunteers in their efforts to promote the VGC at Aero, and we are pleased to announce that the organisers have yet again invited us to take part in next year's event, which is scheduled between 15 – 18 April, 2015.

Text: Alexander Gilles



Correspondent:
Vincenzo Pedrielli
Contact:
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Bernard Duvanel and Vincenzo Pedrielli, have just landed with the Ka7. Photo: Vincenzo Pedrielli

Vincenzo Pedrielli

1st International Vintage Glider Meeting, 'Vittorio Bonomi' Alzate Brianza 16 - 24 May, 2014.

The first International Vintage Glider Meeting, in commemoration of Vittorio Bonomi (the famous pioneer sailplane designer who contributed to the development of gliding in Italy in the 1930's), took place at the Giancarlo Maestri Airport at Alzate Brianza from 16 - 24 May, 2014. Organised by the Aeroclub Volovelistico Lariano (AVL), ten vintage

gliders took part in the event, half of them coming from neighboring Switzerland, with the other half coming either from Germany or Italy. Present at the meeting as special guests were Jeff Moore, a well-known VGC member from the UK, Justin Wills (younger brother of Chris Wills), who came with his not so vintage Antaris, Frederic Fischer, an outstanding musician, and

the vastly experienced pilot, Carlo Zorzoli. On Friday 16, most of the participants had reached the airfield, with tents and campers setting up camp at the side of the airfield, whilst others stayed at 'Farm Holidays' (Agriturismo), at the nearby village of Orsenigo.

On Saturday 17, we were blessed by a gorgeous Met forecast, with the flying activity started, but not before having given pilots a familiarisation flight with an AVL instructor, as the landing approach to the airfield is rather peculiar due to the difficult orography (see photo of the airfield).

On Sunday the 18th, the airfield was opened to the public, with a large crowd pouring in to see and photograph the vintage sailplanes taking off. Another wonderful day for flying, the cumulus clouds gave a base of over 8000 feet, with the day starting off with some pretty large-scale model gliders being demonstrated, before the sailplanes were towed aloft

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Lilly Grundbacher in flight with her Elfe S4a.
Photo: Vincenzo Pedrielli



Alzate airfield from above, note the many wooded areas around the immediate vicinity of the airfield. Photo: Vincenzo Pedrielli

by a Stinson L5 (when in the air, nobody could believe that they were just models!). For the many visitors, lunch was served for both the pilots and visiting onlookers, with an impressive choice of good food. Over the Saturday and Sunday, vintage glider guests made over 25 flights, totaling some 30 hours, with the longest flights being the Ka2 HB-724, piloted by Willy Waiblinger, and the Elfe S4a HB-1199, of Lilly Grundbacher. All participants were quite fascinated by the beauty of the landscape, with the many lakes and high mountains. They could see Lake Como and Lake Lugano, as Alzate is very near to the Swiss border. The weather for Monday and Tuesday was not as good as the previous two days, so the pilots preferred sightseeing instead of flying, with the only embarrassment being of choice, as there are many tourist attractions around Como! Added to that was an invitation to visit the Aero Club of Como, an important club in Italy for seaplanes. It proved a very interesting visit, one in which we saw the Caproni Ca100, which was built in 1935, and was recently restored back to flying condition. The club is also the only seaplane school based in Europe.

Two days rest and sightseeing were enough to have pilots wishing to fly again, and on the Wednesday and Thursday, the cumulus obligingly appeared in the sky again, with flying activities restarting. Both the Ka2, HB-724, and the Weihe 50, HB-556 of Silvio Polla, exceeded 4 hour flights. Friday 23, rain showed up, so all the sailplanes remained in their trailers, however that evening we had our closing dinner in the Clubhouse. Good food, good wine and a good chat... Saturday saw some pilots beginning the journey home, leaving only five sailplanes on the field to enjoy the last day of the meeting, as again we were blessed with superb flying conditions. So with the 1st International Vintage Glider Meeting in Alzate coming to a close, we were relieved to see that our efforts were truly appreciated, with everybody showing their gratification for the wonderful flights, the beautiful landscape and the outstanding hospitality of the Aeroclub Volovelistico Lariano. Goodbye, and we look forward to seeing you in the future!

Text: Vincenzo Pedrielli

Editors Postscript:

Visitors to Alzate also write ...

Model enthusiast, Giuseppe Ferraro:

Despite the fact that I only visited the meeting on the public open day, weather conditions were very good, with a clear blue sky and some cumulus. The updrafts began to be exploited after mid-day, allowing even the old gliders to have good flights. Also present were some big radio-controlled models, which were reproductions of older gliders, such as the Italian 'Allievo Cantù', and German 'Kranich' etc. The radio-controlled tow plane was powered with a 170 cc engine (take-off weight: 44 lb!), with the models doing some interesting flights around noon. The day was very relaxed and everyone could move freely around the gliders on display to observe the activities and take pictures, etc.

VGC member, Geoff Moore:

Thanks to Vincenzo Pedrielli who organised the meeting, together with the help of the restaurant, where nice evening meals were produced, and the wine flowed freely to the enjoyment of all. Most evenings Frédéric Fischer entertained us by flying his large radio controlled model of an Eagle, which was of American manufacture and driven by a small electric motor. Welcome also was given to Carlo Zorzoli and his wife. Carlo, modeller and test pilot, brought along a number of model gliders. A special welcome was also made to Hugo Roth, who arrived by bicycle from his home in three hours of hard pedaling through the mountains!



Public open day. Visitors enjoy both the models and gliders. Photo: Vincenzo Pedrielli



Some incredible detail was observed in the high standards of many of the models, like this model Kranich. Photo: Giuseppe Ferraro



A model of the 'Allievo Cantù', designed by Vittorio Bonomi. Photo: Vincenzo Pedrielli

RALLY REPORTS



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David Goldsmith

Hunter Valley Gliding Club 50th Anniversary and Vintage Regatta



Another adventure begins. Photo: Phillip Brown



Phillip renews acquaintance with his first solo glider. Photo: Phillip Brown

Hunter Valley Gliding Club planned a full week of gliding to celebrate their 50th year, and coupled with the now well-established Easter Vintage Regatta, there was bound to be lots happening. The large club-owned airfield at Warkworth, and the new clubhouse, coped easily with a large number of members, visitors, and gliders present. The autumnal weather throughout the event was typically sunny and pleasant, but became very stable, with many days offering only up to three hours of weak thermal conditions.

During the event the collection of locally based gliders were supplemented by the ASK-13, GTU, and syndicate K7, GPG, from the Central Coast club. The Ka6E, GEA, belonging to David and Jenne Goldsmith, and two SF-27M self-launching gliders; ZOT, brought by Peter Rundle of Central Coast, and GEW, by Garry Morgan from Taree. John McCorquodale and Rob Moffat brought the K7, and Rob and Graeme

Martin flew back seat for many pilots in the ASK13.

Good Friday started the trend with nine vintage flights in weak thermals to almost 3,000 feet, the longest being 37 minutes. Saturday proved to be the best day, with thermals to 6,500 feet and nice cumulus in the area. Six vintage flights yielded about seven hours flying, with Peter Rundle having over three hours. Monday and Tuesday saw plenty of short soaring flights up to almost 3,000 feet, the pleasant weather conditions making up for the lack of soaring performance. Tuesday and Wednesday were so stable that vintage flying was curtailed and other attractions on offer in the area were visited. Thursday some early weak wave was reported but was very limited and did not last for long. Gary Morgan in his SF-27M and Jenne Goldsmith in the Ka6E went looking but were unable to reach the wave before it dissipated. Friday's showers resulted in an early close to the vintage activities, and an end to a fun week.

Many visitors dropped in, among them Lyn and Warren Morrow from Grafton Club, Athol Holtham with Phillip Brown, the proud new owner of Athol's Cobra, and Kevin Rodda from Queensland.

While soaring conditions for the week were disappointing, the weather was pleasant, with the consolation that summer has produced some excellent flights. The Hunter Valley guys maintained a very friendly and well run operation, with lots of activities, including a varied international dinner menu, presentations on the early days of the club, and a well-supported 'RealFlight' radio control simulator, providing plenty of interest. Thanks are due to organiser Paul Dickson, club President Mick Webster and his wife Ah-Li, and other versatile chefs, as well as all the club members, helpers, tow-pilots and support team, for their enthusiastic efforts and for sharing a good time.

Text: David Goldsmith
Photos: Phillip Brown and David Goldsmith



Phillip Brown soars K7 VH-GPG over the Hunter Valley Gliding Club airfield. Photo: Phillip Brown



Glen Mayall and Rob Moffat fly the ASK13. Photo: Phillip Brown



Jenne Goldsmith returns in the Ka6E. Photo: David Goldsmith



RALLY REPORTS



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Roger Brown

Vintage Kiwi Easter Rally 2014, Inglewood, Taranaki, NZ

decided to visit the Tasman sea instead and bypass our western shores over the Easter period, giving us an 'exciting' two days out of four, flying on the coat tails of 'Ita' as it progressed south. Normally most of our members are on the road trailing their gliders the day before the Easter Friday. On this occasion however, with winds gusting up to 35knots plus on the roads, everyone left a day later for obvious reasons. One still had to drive with care however, dodging downed trees, along with rather big branches and other debris that had succumbed to 'Ita's' tail-lashing as she passed by. Saturday was fine but very windy, so it was thought why not all have a fly in the Vintage Kiwi 1955 Kookaburra and see how a 13m two-seat handled all the major 'lumps and bumps'. And handle it she did...so very well.

Sunday saw the return of some non-flying conditions, so in the comfort of the clubhouse, VK member Warren Spence, gave us all an excellent slide show of some early days of the Nelson Gliding Club, whilst scoffing down some very good VK Easter Eggs that were given out. That night saw us all troop off to the local RSA for an excellent meal and a general catch up with everyone. Local rumour was that because of the effects of Cyclone Ita, Monday could well produce the famous 'Taranaki Wave' that we had not seen, nor flown in before. The dinner party that night certainly had an air of anticipated excitement!

Monday was in fact THE wave day! Every man [oops sorry Robin] and his/her dog was up there. What an amazing day. When one released it was discovered that you had to fly about 20 degrees from where one would have thought they would have been pointing as the lower winds, although producing wave, had not conformed to the ideal direction for this



Greg Douglas in his Dart 17 returns under a menacing looking sky.

Last year the traditional Easter Mini Rally at Inglewood had to be cancelled due to the Wilga tow plane that we use, having an accident at Blenheim and no replacement was available. This year we were once again back at Inglewood for our Easter rally with our host

club, the Norfolk Aviation Sports Club using their Wilga '2' replacement. Although Easter was later this year the long range forecasters were still predicting for our 'Indian Summer' to last right through April especially for us... Yeh right! However a Australian Tropical Cyclone 'Ita'



Many thanks to our hosts, the Norfolk Aviation sports club.



Under a moody sky, the Ka6 of Robin Brittan returns.

RALLY REPORTS

wave to truly develop. But as one climbed up, the winds got stronger and then started backing to that ideal direction, and it did not take long for everyone to catch on to what was happening as they adjusted their heading as they climbed, and were rewarded with a wonderful view of the local terrain. The only downfall was the mountain range that the wave was developing off is situated right on the coast, so at about 8000ft (QNH), cloud would be streaming off the mountain top, limiting our height to that level. The wave was strong, consistent, but slightly complicated, which made for an enjoyable last day with our host club.

Next year see's us at a much different site where gliding operations had never been undertaken there before. Where? The challenge of Taumarunui, in the heart of the king-country in the middle of our North Island. We will be going there in the middle of our 2015 summer when the cloud base should be at its highest, with the added attraction of Mt Ruapehu just a few miles up the road, and the Lake Taupo to the east.



Norfolk Aviation Sports Club resident T31 and the Ka4 belonging to VK member, John Schicker, lie safe and sound from the claws of Cyclone Ita.



The VK Kookaburra handled the bumpy conditions just fine! L/R, Standing, Robin Brittan, VK Chairman, Roger Brown and Ray Kerr.

Scenic, challenging, exciting? You bet! It should be a magic week...

Text: Roger Brown
Photos: Geoff Taylor

Michael Fabos

Offizielles Anfliegen des VGC 2014



Das Baby schwebt zur Landung - ein schöner Anblick

Der Winter ist für den begeisterten Vintage-Luftsportler meist die Durststrecke des Jahres, während der das geliebte Fluggerät gepflegt und poliert wird und der Blick des Öfteren bedauernd gen Himmel schwenkt.

So ist es dann ein wahrlich freudiges Ereignis, wenn im Frühjahr die ersten Sonnenstrahlen locken, die ersten Cumuli den Himmel schmücken und man endlich wieder fliegen kann. Umso schöner prägen sich die ersten Flüge im Jahr ein, wenn man dies gemeinsam mit Gleichgesinnten genießen kann.

So dachten sich das im vergangenen Jahr ein paar Enthusiasten und starteten das erste offizielle VGC-Anfliegen, welches sich heuer am 26. und 27. April zum ersten Mal wiederholte. Eingeladen hatten Klaus und Hermine Schickling ins schöne Altenbachtal, wo das Oldtimerfliegen Tradition hat. Noch heute schult der ansässige Verein ausschließlich auf Ka2b, K6, Ka8 und ASK13.

Dem Aufruf folgten zahlreiche VGC Mitglieder mitsamt ihren Maschinen und so versammelten sich ein Kranich-III, ein

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"Und bleib ja hängen!" - Herr Schickling als Startleiter.



Hier stehen mehrere Hundert Jahre: das Startfeld.

Baby, eine T21, zwei Ka8-en, eine Sie-3, Christoph's Habicht DFS, ein L-Spatz und eine Ka2b auf dem Fluggelände.

Hermine und ihre Helferlein Evi und Judith sorgten für das leibliche Wohl an beiden Tagen und das nicht nur mit selbst gebackenen Kuchen.

Der fliegerische Teil ließ ebenso – abgesehen vom Wetter am Sonntag – keine Wünsche offen. So konnten am Samstag etwa 40 Flüge durchgeführt werden und die Thermik ermöglichte schöne Flüge, die vielen in Erinnerung bleiben werden. So wurde der Spaß eigentlich nur vom heran-

nahenden Gewitter beendet, wodurch die Flieger am frühen Abend in die Anhänger und die Halle vertrieben wurden.

Doch flugplatzübliche Getränke und Gutes vom Grill entschädigten für das abrupte Ende des einprägsamen Flugtages und begleiteten die zahlreichen Gespräche beim geselligen Zusammensitzen am Abend.

Meine persönlichen Favoriten an diesem Tag waren der Mitflug im Kranich-III mit Dr. Rolf Braun und der Flug in Joachim Kapps feuerroten Ka8 mit offener Haube. Das Dauergrinsen konnte man mir auch Tage danach noch ansehen.

Nach dem gemeinsamen Frühstück am Sonntag bot das Wetter leider nicht viel Gelegenheit zum Fliegen bis schließlich im Laufe des Tages die einzelnen Wohnmobile und die Anhänger-Karawane wieder von dannen zog.

Alles in allem kann ich das Anfliegen als neue Tradition im VGC empfehlen und freue mich auf viele schöne Treffen im Frühjahr der kommenden Jahre.

Text: Michael Fabos

Photos: Michael Fabos

Official VGC Opening Rally, 2014

With winter only just receding, the lure of spring and the first cumulus clouds signal that another season is almost upon us. As a new officially launched first VGC meeting of the year, we were invited by Klaus and Hermine Schickling to the beautiful Obernau-Altenbachtal gliderfield for an Oldtimer get together. Even today the resident club, Möve-1951 Obernau, still flies and trains exclusively on the Ka2b, K6, Ka8 and ASK13.

The call was answered by numerous VGC

members, along with their machines which gathered on the field, and included a Kranich-III, a Baby, a T21, two Ka8's, a Sie-3, Christoph's Habicht DFS, a L-Spatz and a Ka2b. Hermine and her helpers, Evi and Judith, made for our physical wellbeing on both days, and that's not just the home-made cakes!

The flying on the Saturday was magnificent, with around 40 flights, and plenty of thermals which enabled some great flying that many of us will long remember. Fly-

ing was brought to an abrupt end by an approaching thunderstorm, however the grill and drinks in the evening more than compensated for the sudden ending to the day.

After breakfast on Sunday the weather offered little opportunity to fly again, and eventually everyone began their journeys back home one by one. All in all, I can heartily recommend this new VGC season opener, and look forward to many beautiful spring meetings in the coming years.



Standesgemäß mit Hut und Brille - Kai Steffen in der T-21



Das Anfliegen war ein Riesenspaß: hier Gere und Hartmut in der T-21



Jungspund im Old-Timer: Dennis im L-Spatz

Chris Scutt

Haddenham Vintage Rally 2014

A glorious weekend of perfect soaring weather treated us for this year's Haddenham Vintage Rally, which took place on the first Bank Holiday weekend in May. The cold nights may have put off some of the less hardy campers, but the sun warmed everything up during the day and produced some great soaring conditions with relatively light winds.

Saturday began in earnest with soaring flights from the word 'go'. Check flights were given to those that needed them in the club K13. Our own Jim Laursen got off to a good start in his K6cr and stayed up for most of the day, although not quite managing to get his Silver duration after 4 hours 25 minutes (better luck next time Jim!). Mike Millar also had 4 hours in the Oly 463, whilst Richard Moyse enjoyed an hour in the Slingsby Cadet. We were honoured to be visited by World War II veteran, Ganshin Rock, who flew as a ferry pilot during the war, flying Waco CG4 and Horsa gliders. Ganshin had a nice thirty minute soaring flight with Mike Clark in the K13. Alan Pettitt had a couple of flights in the light blue Olympia 2b, whilst the Kite 1 from WW2 took to the skies with Mike Clark at the controls.

Sunday was another fine day with similar conditions to Saturday. The early starters got away with a variety of machines soaring away; Jaqui Sewell (K6cr), Mike Millar (Oly 2b), Gary Newbrook (Open Cirrus) and Henry Ollis (ME7), all of which had good flights. The conditions weakened a little later on, but with the benefit of a tug from nearby Halton however, it was somewhat easier to connect with the thermals. The tug brought over the beautiful Falcon 1 flown by Don Knight, who also had a nice 44 minute soaring flight in the Falcon. Next on aerotow was Chris Scutt (yellow K6e) and Bob Playle (white K6e), who had 2 and 3 hour flights. Mike Clark soared away in the Kite 1 for 51 minutes and Nick Newton flew his delightful Hütter 17 a couple of times. Haddenham instructors Steve Bon-

ser and Peter Concannon looked the part having their respective flights in the Kite 1 and Hütter 17. The end of the day saw training flights for solo course students Thomas and Oliver. Monday's conditions were a little weaker with high top cover and stronger winds causing streeeting effects. Early birds, Chris Scutt (K6e) and Simon Bryant (K6cr), both enjoyed soaring flights. Later on Andrew Jarvis and Mike Millar, enjoyed flights in the Oly and Ray Whittaker and Richard Moyse, had goes in the Slingsby Swallow, however it was a bit hit or miss staying up off of the winch launch, but some soaring was possible! As the long weekend drew to a close, training flights continued with Thomas and Oliver polishing their flying skills. It was great to see Peter Underwood take to the air again;



Just part of the Haddenham line-up. Photo: Chris Scutt



Richard Moyse in the Cadet. Photo: David Underwood



Ex-WWII Waco and Horsa pilot, Ganshin Rock, gets ready to take to the air as Haddenham CFI, Mike Clark, straps up. Photo: David Underwood



VGC President Nick Newton gets a 'going over' by Haddenham instructor, Peter Concannon!

Photo: David Underwood

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Alan Pettit's gorgeous Olympia, VV400 launches off the winch. Photo: David Underwood



The Hutter is a picture post-card in the sky. Photo: David Underwood

he last flew two years ago in his Grunau Baby based here at Haddenham. Thanks go firstly to Gayle Pearce, who after many years of tirelessly organising the rally, has handed over the reins to other club

members. All members rallied round to help out, but particular thanks go to Gary Newbrook, Mike Clark, Angus Galbraith and Jim Laurenson, without whom, this rally would not have happened.

Total flying for the three days came in at 96 launches and 45 hours 25 minutes which is a superb amount of flying for our small operation. Hope to see you next year at Haddenham!

Text: Chris Scutt

Bruce Stephenson

VGC UK National Rally 2014, Tibenham

With a promising start, but a bleak outlook for mid-week, the VGC UK National Rally at least got off to a good start over the second of our May Bank holidays. With the Saturday being mainly a day for rigging, and getting settled in, the Kent club again had a strong presence, with 3 gliders, the Skylark 4, Olympia 463, and K18. Just to name but a few of the notable gliders present, were the Minimoa of Lofty Russell, the Prefect of Dave Adams (Dunstable syndicate), the award winning T21 of William Cook, Alan Pettitt's immaculate Skylark 3, along with some modern kit, a Dart, and the Swales belonging to Rod Harris. Sunday was better in terms of the conditions, with a lot of winching due to the Tibenham club's Robin tow-plane being on the 'hot' side for many of the older gliders present. Monday saw the arrival of a motor-glider with a hook, so a few took advantage of this before the weather really began to dictate otherwise, with persistent rain soon setting in!



Alan Pettitt's immaculate Skylark 3

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Dunstable syndicate Prefect.



William Cook's lovely T21

Tuesday, Wednesday and Thursday, well nuff said really! It was great if you were a duck, but for Rally goers...well ahem. It did however give both Tibenham members and VGC goers the opportunity to tell the odd tall tale or two, with the wet prompting a few to venture a bit further afield to museums in the area, which included Flixton and Duxford.

Friday finally broke the dismal mid-week weather spell, which resulted in some cracking flying. One notable flight was Daniel Jarmin in the Minimoa, who was obviously content being upstairs with a 2 ¼ flight, all whilst Lofty Russell impatiently twiddled his fingers downstairs(!), whilst all of the Kent crowd recorded 2hr. plus flights in 6 knot thermals. That evening the club staged a very enjoyable BBQ, which was the icing on the cake for such an enjoyable day!

Saturday saw conditions deteriorating

again, however there was still a healthy amount of flying to be had, with Malcom Keirny getting away from the winch.

By Sunday everyone had all but left, and although numbers of visiting pilots were down this year, it was no doubt in no small part due to the difficult conditions that kept many away. One consolation being, many of the more optimistic commenting on the fact that it could have been worse, and at least they were not at Lasham that week!

The VGC would like to extend their warmest thanks to all the members of the Norfolk Gliding club in stepping in at short notice to stage this enjoyable event.

Text: B.S.

Photos: Keith Sowter

Many thanks to John Roche-Kelly, Bob Lloyd, Alan Pettitt and Lofty Russell for their assistance in compiling this report.



Lofty Russell's pristine Minimoa



Launch point, with the Kent clubs Olympia 460 and the Swales of Rod Harris.

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Geoff Moore

The Mighty Austria

During the latter part of the 1920's glider development in Germany had become very much further advanced. Most sailplanes in the high performance bracket could only be distinguished by the depth of neck by which the canterlever wing was attached to the fuselage. Spans were mostly between 16 and 18 metres and looked conventional by any standard, until that is, Robert Kronfeld had a successor built to his Wien.

If any glider was a break away from tradition, then the Austria had everything. 30 metres span, pod and boom fuselage, twin fins, differential rudders, four piece wings, and full span flap/aileron. There is no substitute for span!

A similar thought must have occurred to Dr. Kupper when he designed the Austria. If 30 metres doesn't imply much then think of two Olympia's side by side. To emphasise the span even furthermore, it had an aspect ratio of 26/1, thus giving a cord at the root of 1873.6cm (that's 254cm more than a T21), while the tip tapered away to 457.2cm.

The wing section was the good old fashioned Gottingen 652, similar to that of a Scud-II, and was entirely ply covered except for the flap/aileron, which was unique in that the full-span ailerons could be drooped and used as flaps. What angle the trailing edge assumed when both flaps and ailerons were fully down, is best not thought about, but the rate of roll must have been somewhat marginal.

Not unnaturally all this resulted in a wing which was prone to bend somewhat, a trait which eventually led to a more permanent form of bending!

The fuselage consisted of a pod nearly 2133.6cm in depth, which housed the pilot in an open cockpit with his head protruding through a tight fitting dog collar. Extending from the top of the pod was the circular boom which carried two enormous spade-shaped rudders, as designers had not then got around to equipping their gliders with spoilers or air brakes. The rudders were hinged to move in opposite directions, actuated by extensions to the rudders pedals to enable the glider to be landed in restricted places, in spite of the enormous wing span.

Built in the winter of 1929 by the sailplane company, Segelflugzeugbau Kassel, the majority of the construction of the Aus-

tria was complete by February 1930. By this time however, Kronfeld had lost his Austrian sponsor's due to the world financial crisis plaguing the world at that time, Segelflugzeugbau Kassel, too was far from immune from the crisis, and was taken over in February 1930 by Gerhard Fieseler. Fieseler who wanted to produce powered aircraft, had little appetite for glider construction however, with the Austria going into storage.

Fieseler had allowed Kronfeld and Kupper to display the incomplete Austria at the Rhön contests on the Wasserkuppe in August of 1930 (it was still to be fitted with its aileron/flaperon system that was still under development), with Kronfeld flying his trusty Wien during the competition.

Finance was secured shortly after, and the aileron/flaperon system was contracted out to Junkers, Dessau, with the glider being readied for its maiden flight at Münster on the 16th June 1931. The glider was then transported on to England, where the Austria made its first flight in there on the 28th of June at Hanworth Park, after which little was heard of it, until the 13th Rhön meeting of 1932, where it was entered by Kronfeld, together with his dependable Wien.

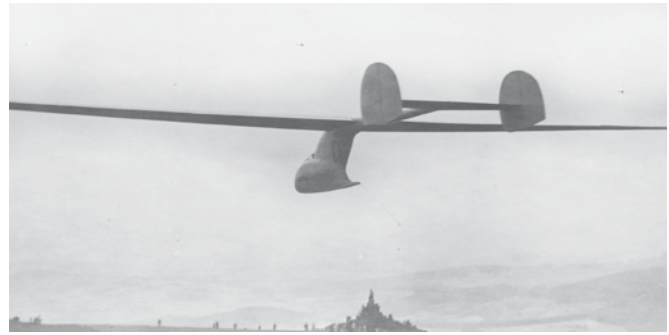
By this time 15 hours had been flown in the Austria, including a few short cloud flights so was considered sufficient testing, so armed additionally with a turn and bank instrument and parachute, the Austria flew to tackle the biggest and juiciest cu-nimb

the German atmosphere could offer. On the fifth day of the competition Kronfeld was aero-towed to around 500m, and on release headed to what the pilot describes as a huge cumulus tower some 10kms away, comforted no doubt by the thought that its maximum permissible speed was 150 kph, and with his parachute to hand.

Soon after entering the cloud things started to go wrong however, and they promptly exited from it in a spiral dive with something like 210kms on the clock. The maximum permitted speed, which had been exceeded, was proved when 5 metres of the port wing parted company with the rest of the glider, which in turn caused the 25 metre Austria to execute a smart half-roll! Negative 'G' aerobatics were also to prove too much for the starboard wing however, which also shed a few metres. By this time the ground was only 250 metres below, so the hapless Kronfeld lost no time in stepping out. With his parachute finally deploying only 20 metres above the ground, thankfully Kronfeld made a safe, but shaken landing, where he was greeted by the crushing sound of breaking wood as the doomed Austria unceremoniously deposited itself in several pieces nearby!

The Austria was never rebuilt.

The author would like to thank Bernd Diekmann for his kind assistance in the preparation of this article.



White Elephant, or Woolly Mamma? The colossal size of the Austria was simply breath-taking in its day. Here the Austria soars gracefully over the famed Wasserkuppe. Photo: Manfred Krieg/Kronfeld Project collection, via Vince Cockett

Austria
Span: 30.0m
Wing Area: 35.9m sq
Aspect Ratio: 25.7
Empty Weight: 393 kg
All up Weight: 482,4 kg
Wing Loading: 13.8 kg/m sq
Airfoil: Gottingen 652
Vne: 210 km/h



The Austria at Hanworth, England. Photo: Ann Welch collection, via Bernd Diekmann

Elson Avallone

Part 1 Matheus Avallone Sobrinho,

my grandfather's part in Brazilian gliding history.

Matheus Avallone Sobrinho was born on March 10, 1892 in Palermo - Italy.

He studied at the Scuola di Arti e Mestieri di Palermo (School of Arts and Crafts Palermo), however did not have the opportunity to obtain his degree due to the need to work, later immigrating to Brazil. He brought with him a book of mechanical engineering, (*Motori Endotermici Alternativi*), which followed him throughout his life, and was to be his primary reference to any serious engineering queries that arose.

In 1893 the first immigrants of the Avallone family arrived in Brazil. Nicola Avallone, who was 25 years old, arrived with his wife, Concetta Avallone, and their daughter, Grazia Avallone. Arriving by ship, the Giulio Cesare, they settled near the city of Botucatu-SP as farmers.

In 1909, Emigdio Avallone (the brother of Nicola), Maria Toscana Avallone and Matheus Avallone Sobrinho (then only 17 years old), immigrated to Brazil under the Brazilian expansion initiative on the ship, the Prince Umberto, which had set sail from Naples-Italy, arriving the city of Santos.

As they already had family in the city of Botucatu-SP working as carpenters and precision mechanical technical employees, they were secure in the knowledge that they had some support in finding work within the area. Due to the expansion of

the North-West Brazilian Railway, (*Estrada de Ferro Noroeste do Brasil*), they came to the city of Bauru, where Matheus found work as a mechanic within the 4th division of the North-West Brazilian Railway.

In Bauru, Matheus met Conceta Frezza, the daughter of Italian immigrants, and they soon married. Not long after came the arrival of their first child, Osvaldo Avallone (1919), followed by Emílio Avallone (1921), Miguel Avallone (1923), Oscar Avallone (1928), Vicente Avallone (1932), and Maria Gilda Avallone (1936).



Matheus Avallone and Concetta Frezza Avallone.

Source: Personal Collection - Professor MSc. Elson Avallone

With the beginning of the 2nd World War in Europe, due to his Italian nationality, Matheus was under immediate suspicion as a foreigner, and was looked upon as some sort of fascist spy, which saw him being dogged by his superiors at the North-West Brazilian Railway. Despite his opposition to the politics of Benito Mussolini, and his advanced mechanical knowledge, he

was assigned to installing railroad train tracks in the area of Panorama (394km from Bauru). This was heavy and hard work for a master craftsman and skilled engineer, yet as a humble and honest worker, did not question his superiors' orders however.

Colonel (later General), Américo Marinho Lutz, president of the North-West Brazilian Railway, was an experienced aircraft pilot, and as travel by air was the quickest way to visit all points of the railway, he often flew himself around during his duties, thus saving



Matheus Avallone Sobrinho in his youth. Source: Personal Collection Professor MSc. Elson Avallone.

time, as train travel would often take many days to arrive at the next city.

Colonel Lutz had already known of Matheus' skills, and had observed him working in the North-West Brazilian Railway workshops. On one of these flights in 1939, he found Matheus installing tracks, and asked him: 'Why are you working here? This job is not for you, it's for other people. I need you for another job in Bauru.' That same day, Matheus returned to Bauru flying in company within Colonel Lutz in his aircraft. From that day on, a bond of mutual respect, along with a great friendship, was born.

Colonel Lutz was at that time, the newly appointed President of the newly founded Aero Clube de Bauru, with Matheus starting work there the next day as a mechanic and woodworker.

It was here that Matheus was to meet several influential people, including Professor Luiz Gonzaga Bevilacqua, who had already begun a training course for his powered aircraft licence, and had instantly recognised Matheus' potential to aviation. Another good friend was João Maringoni, Odilon Cerqueira Braga (a Brazilian Air Force pilot), along with many others.



Matheus Avallone working in the workshops of the Aero Clube de Bauru.

Source: Personal Collection - Professor MSc. Elson Avallone



Professional License of North West Brazilian Railway. Source: Personal Collection - Professor MSc. Elson Avallone

WE REMEMBER...

The first aircraft of Aero Clube de Bauru was a Curtis-Wright Model 16W, which was used for instruction, with Matheus' first involvement in the construction of gliders coming in early 1941, after the arrival to Bauru of Kurt Hendrich and Hans Widmer.

Kurt Hendrich's arrival had been down to Professor Bevilacqua, who had been visiting his dentist in the city of São Paulo. As the conversation developed, the subject turned to aviation and it was at this point that the dentist told him that he had met a German man who was a pilot, and aircraft builder. Intrigued, Professor Bevilacqua met with this German (which turned out to be Kurt Hendrich), who had fled the horrors of war for a better life in Brazil. When Professor Bevilacqua located him, he was working as a mechanic in a factory that manufactured precision equipment for technical drawing.

Professor Bevilacqua immediately invited Kurt to visit Bauru and see all the activities of the Aero Club. When Kurt arrived in Bauru, he was so impressed with what he saw and heard, and as legend has it, he did not even return to even pick up his wife, instead, promptly sent her a telegram to come and join him in Bauru!

When Kurt met Matheus, not only did they combine their skills, they also exchanged their experiences and sufferings each had previously endured. A great mutual respect was immediately formed, and led to a friendship that was to endure until the end of their lives. Kurt often commented on Matheus' skill, not to mention his great sense of typical Italian humor (Matheus also frequently talked of their great friendship, and had great respect for the vast technical knowledge of Kurt).

Amongst Kurt's luggage when he came to Brazil was a treasure; the complete set of drawings that would be eventually become the first glider to be entirely built at the Aero Clube de Bauru, the Hol's der Tuerfel. The Hol's der Tuerfel was a development of the Zögling basic training glider, which had been designed in 1926 by the great German scientist, Dr. Alexander Lippisch. Drawings, along with an instruction manual were later published by the German publisher Verlag Otto Meier – Ravensburg, which every year launched 'do-it yourself' publications like *Spiel und Arbeit* (Playing and Working). The 1932 edition (Issue 138), published drawings and a construction manual of the Hol's der Tuerfel, which differed from the Zögling by the addition of a nacelle, and

also employed streamlined struts and larger ailerons. Designed for basic level instruction, the Hol's der Tuerfel had been co-designed by another great genius, and aviation pioneer, Hans Jacobs, from the RRG (Rhön-Rossitten Gesellschaft, or Rhön-Rossitten Society), which a short time later became the DFS (Deutsche Forschungsanstalt für Segelflug German Research Flight Gliding).



Cover of *Spiel und Arbeit* featuring the Hol's der Tuerfel. Source: Personal Collection - Professor MSc. Elson Avallone

The Construction of the Hol's der Tuerfel in Bauru started in 1942 in the workshops of the Aero Club. With Kurt heading the project, and along with Matheus heading the construction work, a very high standard of quality and workmanship was achieved on the glider (unfortunately there are no pictures of this construction, however there are some photos of the almost finished aircraft, along with some inflight photos).



Hol's der Tuerfel under construction in Bauru. Source: Personal Collection - Professor MSc. Elson Avallone



Hol's der Tuerfel flying in Bauru. Source: Personal Collection - Professor MSc. Elson Avallone



In 1981 a Bauru built Zögling was still being flown. Here Kurt Hendrich is reunited with an old friend! This glider is now on permanent display at the TAM Airline museum in the city of São Carlos-SP.

Note the non-standard fairing behind the pilot's head, and non-standard lower panel. Source: Personal Collection - Professor MSc. Elson Avallone

Officially christened Arlindo Soares (after the first Secretary of the Aero Clube de Bauru), the Hols der Tuerfel first flew on September the 5th 1942, with the flight achieving a series of small hops, and thus affectionately received the Portuguese nick-name of CANGURU (Kangaroo in English). Over the years there were a small (unknown) number of Hols der Tuerfel's and Zögling's built at Bauru.

Also in that same year, construction started on the hangar beside the control tower. This again was carried out by Matheus, who again headed the project, with engineers from the North-West Brazilian Railway Company. After this building work was completed, work began on an aircraft maintenance facility, all of which are still in use today. The control tower and hangar have also been listed as a cultural heritage site, and is renowned for its architectural beauty.

WE REMEMBER...



Professional staff of Aeroclube de Bauru. Standing akimbo at the front is Matheus Avallone Sobrinho (Head of Workshop). Source: Personal Collection - Professor MSc. Elson Avallone



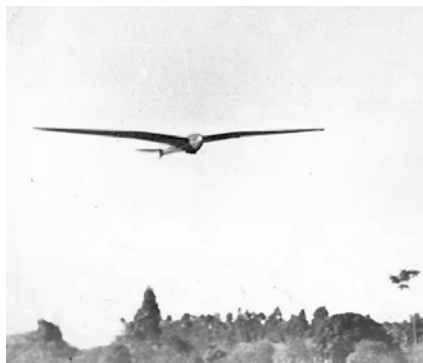
Glider Flamingo in final construction – 1945. Left: Matheus Avallone Sobrinho and Kurt Hendrich. Source: Personal Collection - Professor MSc. Elson Avallone



Kurt Hendrich after the first flight of the Flamingo in 1945. Source: Personal Collection - Prof. Dr. João Alexandre Widmer



In front of the hangar and old 'casinha' (Lodge). Center in the dark shirt is Kurt Hendrich. To the right with arms crossed: Matheus Avallone Sobrinho. Center-left in the gray suit, João Maringoni. At the front, center right crouching is Hans Widmer. Source: Personal Collection - Professor MSc. Elson Avallone



First flight of the Flamingo – 1945. Fonte: Arquivo pessoal - Prof. Dr. João Alexandre Widmer



Hans Widmer, and in the Flamingo – 1945. Note the very art-deco control tower, now a listed building. Source: Personal Collection - Prof. Dr. João Alexandre Widmer

In 1944, under the team of Kurt, Hans and Matheus, the Flamingo (HW-4) was built. This glider is very important for the Aero-clube de Bauru, and is today considered as a work of art all over the world. Often appearing in books, with such authors as Martin Simons, Segelflugzeuge 1945-1965 (pages 25 and 26, printed by Eqip Werbung & Verlag GmbH in 2002), the Flamingo first flew in 1945, immediately showing promise and later went on on to obtain some great performances, including winning several national championships.



Matheus Avallone Sobrinho – 1945 (newly completed construction of the Flamingo) Source: Personal Collection - Prof. Dr. João Alexandre Widmer



The Flamingo in 1956, note the modified new one-piece canopy. Hans Widmer wearing the parachute can be seen walking to the glider, whilst Werner Briest ((ex-Luftwaffe and German glider pilot) walks to the left of the nose. Source: Personal Collection - Professor MSc. Elson Avallone



The Flamingo in front of the hangar at the Aeroclube de Bauru – 1945. Source: Personal Collection - Prof. Dr. João Alexandre Widmer

...to be continued.

POLISH GLIDERS IN CHINA

Andrzej Glass

Part 2 Polish gliders in China

Translated by Grzegorz Kazuro

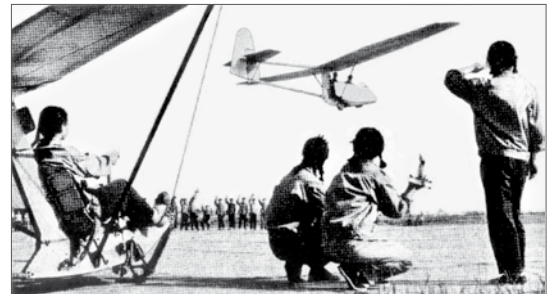


Jie Fang X5's. This was one of the first-ever photos of a Chinese glider to be printed, and appeared in the Soviet magazine, крылья родины (Wings of the Homeland) in the 1960's.

Other Chinese gliders to be discussed, were more or less advanced developments of existing Polish designs. Looking back at these designs you will find that the Chinese usually did not interfere with the construction of the aerofoil, and limited themselves to only change the fuselage and tail areas. This reflects the belief that the Poles had perfected the wing to the point that there was little to be gained in changing the profiles, and furthermore, seriously degraded performance, and as such, reminded one of the quote by Leszek Dulęba, who said; *that better is often the enemy of the good*. The validity of this in a sense is confirmed in the design of the little-known Chinese glider, the 'Chengdu Jian-7X Sword' from 1966. This composite two-seat glider, utilising a rectangular wing and enclosed cabin, proved to have a performance far worse than even the Salamandra, and with a glide ratio of only 12:1 (compared to the Salamandra's 15:1), soon led to the decision to discontinue the development of the type.



Jie Fang X5. Note the curvature of the rear kingpost, the position of the instructor's rudder pedals, and the attachment of the kingpost to the rear and front spars.



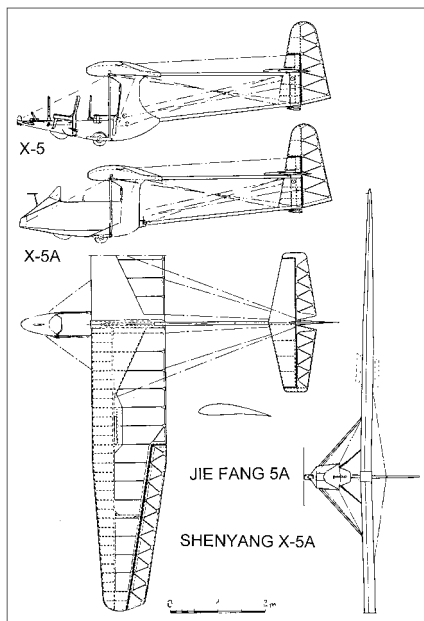
Shenyang X5A, note the nacelle and the new shape to the rear of the kingpost.

Before the X-7, the Chinese were to create two more gliders; the Jie-Fang X-5 and the Shenyang X-5A, which as already mentioned, were essentially the same glider, and were a continuation to develop the Salamandra. These simple two-seat, open cockpit, Primary type training gliders, training gliders, closely followed the plan-form of the original Salamandra. With the Jie-Fang X-5 utilising the Salamandra's wing, however with curved wing-tips, this effectively decreased the span by some 15cm., giving an overall wing-span of 12.33 m (compared to the Salamandra's 12.48 m. wingspan). Like the wing, the tail section was also borrowed from the Salamandra, whilst the open-cockpit fuselage closely followed many elements utilised in the ABC.

A very interesting feature of the Jie Fang X-5 was that the kingpost supporting the wing was moved rearwards, and attached the wing at the position of the rear spar with a beam running forward to attach to the front spar, thus allowing the instructor to sit further back, which helped to maintain a better CofG. Also the problem of mounting the in-

structors pedals were approached in a very interesting way. Whilst the rudder pedals for the student was mounted in a typical fashion (on top the main structure of the skid/beam), the instructor's rudder pedals passed beneath the structure of the beam directly under the students seat, thus allowing for a decreased distance between pilot and instructor, and along with the kingpost being attached to the rear spar, again helped to maintain a better CofG (one must remember that the Salamandra was originally a single seat design). Development of the Jie-Fang X5 also featured a nacelle version, and became known as the Shenyang X-5A, thus taking its name from Shen-Yang city, the largest city in China's north-east Liaoning Province. This version saw the shape of the rear curvature of the kingpost being changed however, with the pylon becoming more upright, instead of the rearward flowing curved line of the Jie-Fang X-5.

The Jie-Fang X-5 first flew in 1966 (well after Poles had left in 1958), and with the resulting measured performance of the glider being far worse than that of the

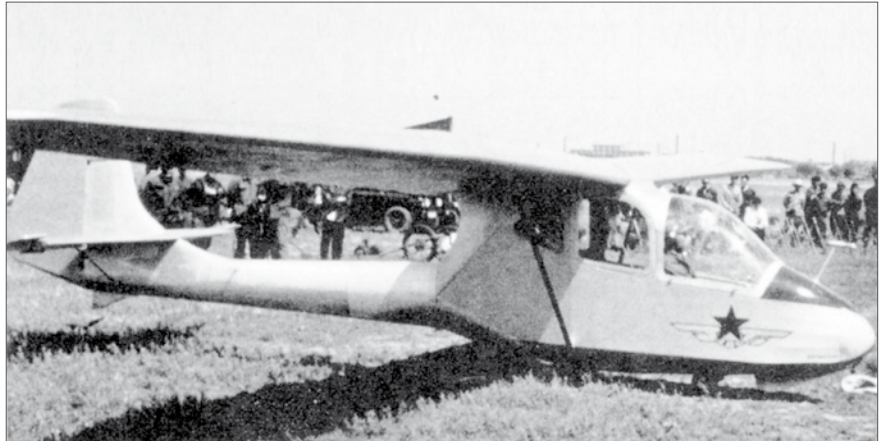


Jie Fang X5, and Shenyang X5A

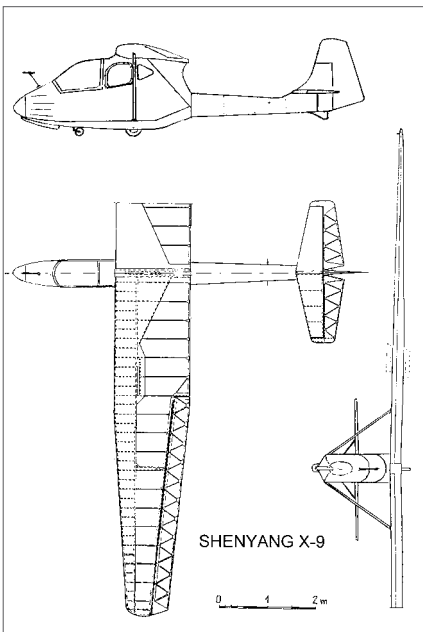
POLISH GLIDERS IN CHINA



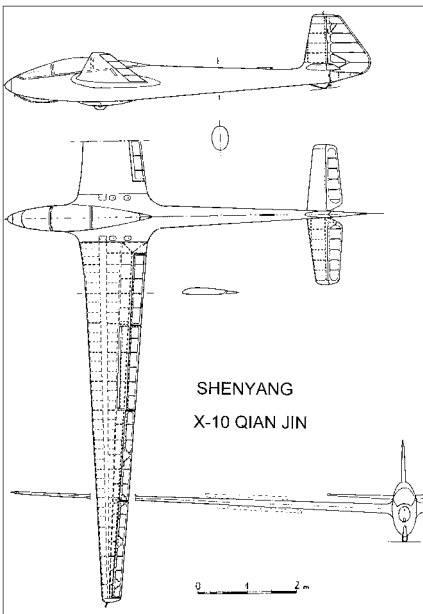
The Shenyang X5A was also exported to North Vietnam. This example is fitted with a canopy.



Shenyang X9



Shenyang X9



Shenyang X10

Salamandra, was not surprising, considering it's open cockpit and increased all-up-weight with two pilots. With the fitting of a nacelle to the Shenyang X-5A however, marginal performance increases were measured at 12:1 in comparison to the open structure of the Jie Fang X-5, which gave only a glide ratio of 10:1 (the X-5A was later exported to North Vietnam, however we have no precise data about these exports).

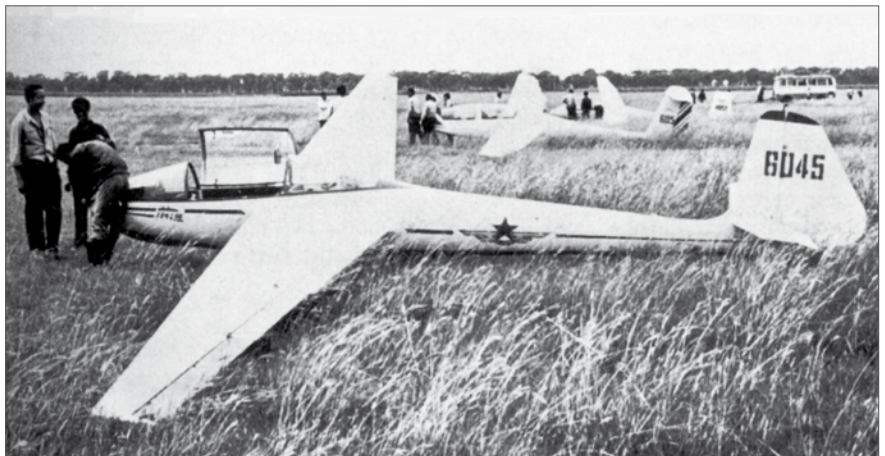
Another glider based on the Salamandra was Shenyang X-9 from 1977. Although possibly not obvious at a first glance, the X-9 was really a reworked Salamandra, and true to previous Chinese tradition, the fuselage obviously underwent a major redesign, however the wings, horizontal stabilizer and elevator remained almost completely unchanged (other than an increase of the wingspan by 1m).

Accommodating two pilots, the Shenyang X-9 enjoyed a significant improvement in performance to that of its pre-

decessor, the Shenyang X5A, and had a glide ratio of 17:1 at 0.96 m/s. In need of a suitable 2-seat training glider, it is evident that although the X-9 met the basic needs at the time, it was a far cry from the Polish training gliders at that time however, with the iconic Puchacz (Eagle Owl) being tested in December of 1976, with a far superior performance of 30:1 at 0.7 m/s!

Last of the Chinese Polish inspired designs was the X-10 Qian Jin. This single-seat glider was in fact a revamped SZD 8 Jaskółka. Again the Chinese retained the wing and tail of the Jaskolka, however the forward portion of the fuselage was re-designed with a completely new canopy, whilst the rudder and fin were more squared off, with around 100 examples eventually being built.

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



Shenyang X10

POLISH GLIDERS IN CHINA

Note from Part 1

(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 Sęp, the aerobatic IS-4 Jastrząb, not to mention the 2-seat SZD 27 Kormoran, and SZD 35 Bekas.



Andrzej Glass

Andrzej Glass, engineer, scout, glider pilot and one of Poland's leading, and most famous aviation historians, was born in Warsaw in 1930.

With around one hundred books to his name, his huge portfolio includes many books dedicated aviation history, and today he is well known throughout the gliding and aviation community. Andrzej was employed for many years by PZL, and was part of the design team who were responsible for the famous PZL 104 Wilga, which today is considered as one of the best glider-towing aircraft ever developed.

Glider Type	Year	Span (m)	Length (m)	Wing Area (m ²)	Aspect Ratio	Empty Weight (kg)	Payload (kg)	AUW (kg)	Wingload (Kg/m ²)	Glide Ratio	Sink m/s	Vmin (km/h)	Vne (km/h)	Number Produced
Jie Fang-1	1958	15.0	8.0	18.5	12.4	240	160	400	21.6	21:1	0.8	50	165
Salamandra 53A	1956	12,48	6,48	16,9	9,2	145	80	225	13,3	15:1	0,8	48	150
Shenyang X-5	...	12,33	6,48	16,9	9	180	160	340	20,1	10:1	1,3		150	200
Shenyang X-5A	1963	12,33	6,63	16,9	9	185	160	345	20,4	12:1	1,2		150	200
Shenyang X-9	1977	14a,42	7,33	18,9	11	230	150	380	20,1	17:1	0,96	43	150	150
Shenyang X-10 Qian Jin	...	16,0	7,62	13,7	18,6	252 264	90	342 354	25,3	26:1	0,75	60	250	100

Glider Type	Complete gliders	Complete gliders	Complete gliders	In the parts(x)	Grand Totals
	1953	V.1955	1956	1957	1953-1957
ABC-ter	-	10 with cockpit 11 without cockpit	-	-	21
ABC-A	-	-	-	30(x)	30
Salamandra 49	1	-	-	-	1
Salamandra 53	-	20	-	-	20
Salamandra 53A	-	-	10	30(x)	40
Jastrząb	1	-	-	-	1
Mucha 100	-	10	9	20(x)	39
Jaskółka bis	-	version 'E' - 5	version 'O' - 7	20(x)	32
Bocian 1C	-	4	4	20(x)	28
Yearly Totals	2	60	30	120(x)	212

Between the years of 1985-86, there were some 7 additional gliders exported to China from Poland, including SZD-42-2B Jantar's and one SZD-50-3 Puchacz.

Reader's Album

ALEXANDER GILLES

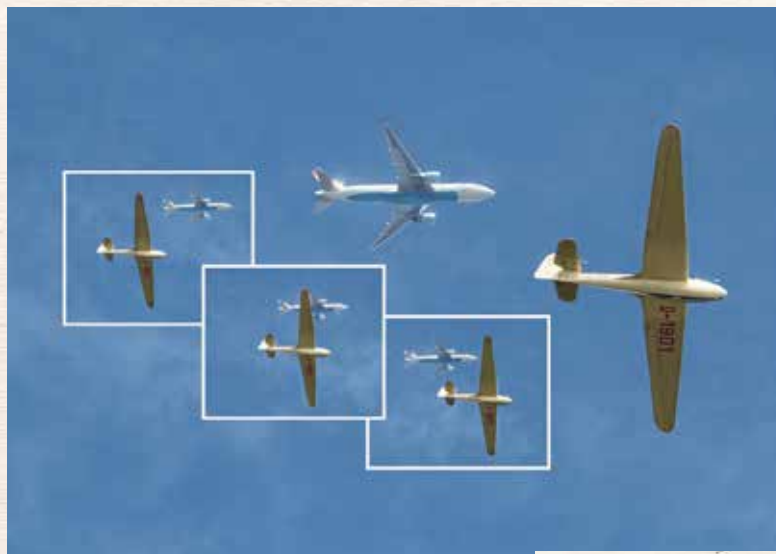


Relegated to the scrapheap? Sometimes Tupperware pilots try to tell us that the only place for a wooden glider is in a scrapyard, or bonfire! Certainly not the case for Reginald Kasubecks beautifully restored L-Spatz! (VCG Rally Achmer 2009)



'I'm gonna make it, I'm gonna make it, I'm gon'. Ok, so who needs a smoke system anyhow, when you have a skid? (Bietigheim-Löchgau 2007)

Due to the airspace at Wien-Schwechat Airport, we staged this little air-race during the VGC Rally in Spitzerberg in 2011. Winner: DFS Habicht, 2nd place: Mr Boeing!



A life-like VGC Oldtimer mobile arranged in an almost perfect circle over Spitzerberg (You can always tell a VGC pilot by their random and different directions!)



Looking more like a model plane on grandmother's old couch than a Schleicher Ka2b over a field near Nitra.

Reader's Album

ALEXANDER GILLES

Apart from staged air-to-air and ground photos, where you have a lot of time to compose the shot, there are sometimes moments that only exist because of the fact that you happened to just press the shutter at the right the right second. Some pictures just can't be planned, so here are just a few where both luck, and the pressing of that shutter, came together...

Alexander Gilles.



'X' marks the 'shot'!



On the right track? For this Ka7 'IFR' means 'I follow railroads' ...but which one?

Peekaboo!
Flying is all about 'hot air' in this game!



Like two ~~ships~~ barges passing...



This month's aerotow BOGOF special
Buy one, get one 'three'...



Collins and the Rhönadler 32. Photo: Ted Hull.

flown was a distance of 13 miles (21 km), and they had only managed an altitude of 1750 feet (533 m). While the Brits may have heard of it, the variometer itself was still an unknown quantity on the Sceptered Isle. Yet this would change during a June-July 1933 meeting atop the downs at Huish.

The meet scenario was one which is all too familiar to glider pilots; hold a contest and the weather will not cooperate, and as a consequence, this contest at the Huish Downs was simply 'blown out'. There was no ridge soaring as the wind came over the top and blew straight downhill. Just to fly at all, they could only auto-tow to 600 feet (182 m) along the top of the downs and glide to the bottom in a 2½ minute flight.

THE MAN

Flying a two-place BAC-7 at the Huish meet, a young instrument maker named G. Eric Collins, noticed that from time to time his glides were not quite the sled ride he anticipated. He was not certain, but since he was familiar with the advancements made by German pilots, Collins suspected what was going on.

While variometers were not being used in England up to then, they were known. One fellow had even built his own and loaned it to Collins to use in the Huish contest. On his first flight with the new contraption, Collins noticed that the variometer actually registered some rising air amongst all the sink. Circling, he was able to sustain for an additional 2½ minutes.... Eric Collins had discovered the English thermal!

Flying with his wife at Huish few days later, Collins took off under similar condi-

Raul Blacksten

Part 1 The British Eagle

The 1920s and early 30's were an exciting time for gliding and soaring, but not for English pilots. Two things eventually gave the stagnate British gliding movement a real kick in the pants in the mid-1930s. One was the introduction of a sensitive new instrument. The other was an English instrument maker with a gift for soaring. Of course it did not hurt that the latter's abilities were perhaps enhanced by an extraordinary sailplane that he had at his disposal.

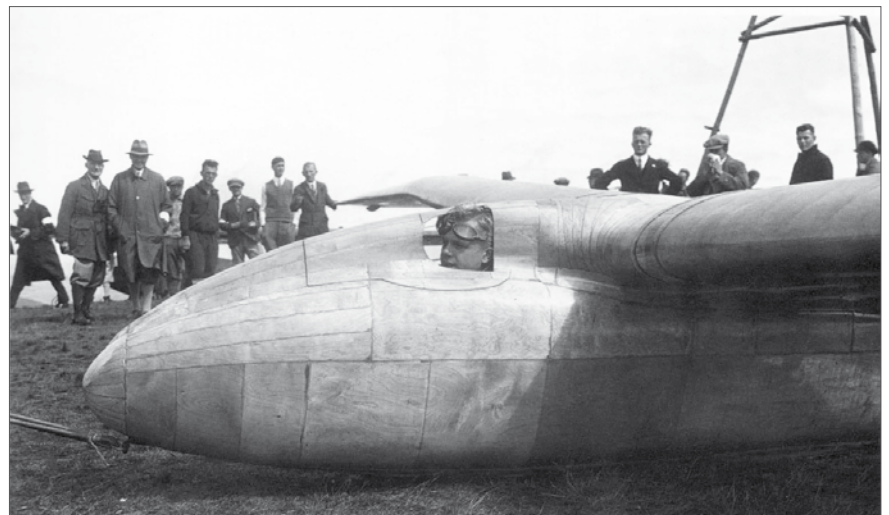
THE INSTRUMENT

Claiming that he simply had a thermos of coffee in the box he had with him, Robert Kronfeld snuck the first known variometer into the Wien cockpit during the 1928 Rhön competition. Two years later, Wolf Hirth secretly used a variometer when he 'discovered' the thermal during the first American Nationals, in Elmira, New York. More widely known by 1933, the variometer was allowing glider flights of up to 165 miles (265.5 km) in length and altitudes of over 4000 feet (1219 m). All over the world of motorless flight, the sport of gliding was rapidly evolving from where

gliders were either sustained above the ridges or slid down the hills, into cross-country soaring.

Yet in England, it seems, the Brits were still rather behind the times.

As late as the end of June 1933, English glider pilots were still tied to the hills and to ridge lift. The best English pilots had



Groenhoff in the Fafnir. Photo: source unknown, via Vince Cockett

FEATURE ARTICLE THE BRITISH EAGLE



After having just made his name as a contest pilot at the Wasserkuppe in July 1932, Peter Riedel poses with the prototype Rhönadler.
Photo: F Niemeyer, via Martin Simons.

tions, circled, and quickly climbed to 950 feet (289.5 m) over the downs. Seizing the opportunity, Collins cut the apron strings and managed to land nearly six miles (9.5 km) away. In between, of course he lost altitude, but by using three thermals he also managed to circle and regain all of his lost altitude before being forced to land. It was England's first all-thermal flight.

Using thermal lift a couple of months later, Collins broke the British distance and altitude records in one flight. Landing in a field near Potters Bar, he had flown 22 miles (35 km) and reached an altitude of 2300 feet (701 m) over the Dunstable Downs.

THE EAGLE ITSELF

Back in 1929, Alexander Lippisch had begun designing a new high-performance sailplane that he called the Fafnir, after a mythical dragon. The 19-meter span Fafnir had a small cockpit, designed to snugly fit Günther Grünhoff, who was a small man.

Similar to the earlier open cockpit Wien, into which Kronfeld had snuck his variometer, the Fafnir differed in that it sported a wooden canopy with portholes on either side so that Grünhoff could see out. In addition, the Fafnir was fully cantilevered and instituted a new fashion for gull wing gliders.

The 1930 Rhön competition was where the Fafnir had its first flight and after a little tweaking plus some balsa wood, Grünhoff found the performance to be good. He subsequently became the first glider pilot to fly over 200 kilometers (124 mi) and dominated the 1931 German soaring season. Yet the Fafnir was heavy and rather complicated to build.

Alexander Schleicher was so impressed by the Fafnir that he hired Hans Jacobs to design one that could be more easily built in a factory. In 1930, the result was a



A Rhönadler being bungee launched at the Wasserkuppe.
A well-known postcard, the photo was by R Büttner, via Martin Simons.

magnificent, high-performance sailplane prototype known as the Rhönadler, or 'Rhön Eagle.' Modified slightly when production began in 1932, it was a beautiful straight wing glider.

The Rhönadler 32 sported a modification of the best high-lift low-speed airfoils that Jacobs could use (Gö 652 at the root to Gö 535 and Clark-Y at the tip), but due to its flying weight of 550 pounds (250 kg), according to Chris Wills, *it could be worked up to quite a speed.* Yet because it was floater, many Rhönadlers, but not all, were fitted with spoilers for glide-path control.

ENGLAND TAKES NOTE

Back in England, his soaring achievements resulted in the 'Press Lords' of Fleet Street making Mr. G.E. Collins instantly famous.

Estranged from his father, the two Collins had not had any contact for many years. Yet the old man must have popped the buttons off his vest when he read about his son's exploits in the newspapers. So proud in fact was the elder Collins, that he sought out and purchased for Eric, the most advanced glider Germany had to offer, a Rhönadler 32.

Eric Collins is said to have flown this Rhönadler with great skill and ability. After launching on the 22nd of April 1934, he managed to climb out of the Dunstable bowl even without the aid of one of those new-fangled variometers! At one point over Whipsnade, Collins found himself being sucked into a cloud but thanks to his self-taught skills at instrument flying, he experienced no problems.

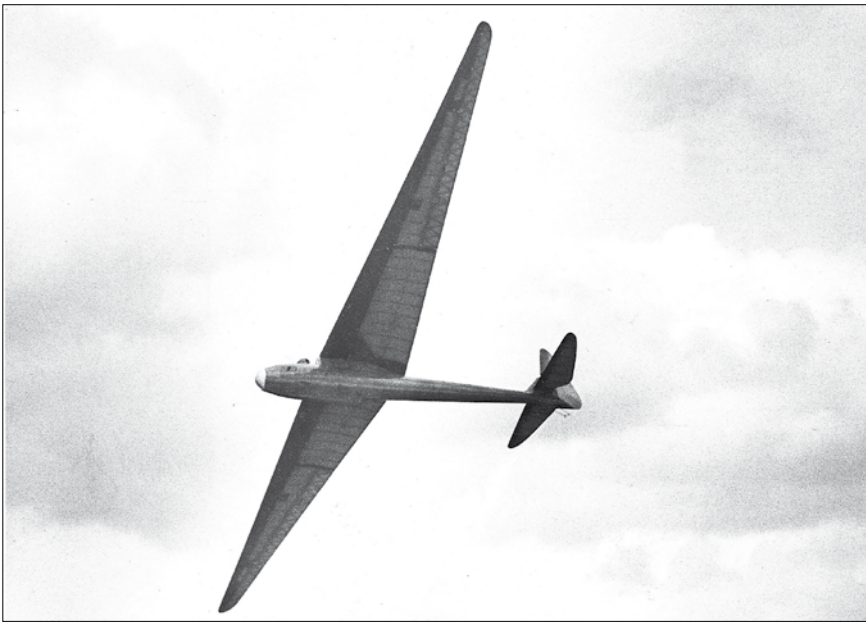
Attempting to fly the 'Adler' across the

wind whenever possible, Collins searched for a way to reach Kent without having to fly either over the top of, or downwind from, London. Flying back and forth across the countryside one day, he sought lift under as many cumulus clouds as he could. Eventually the lift died out and Collins landed at Rayleigh, in Essex, a distance of only 52 miles (84 km). Not a record, but it was enough for Eric Collins to become the first English glider pilot to obtain his Silver C.

On the 5th August 1934, using cloud streets, Collins managed to fly the Adler from Dunstable to Holkham Bay on the Norfolk coast. To do so, Collins had to scratch every bit of lift he could find, no matter how close to the ground it was. This flight set a British Distance Record of 93 miles (148.5 km). Although he still



Eric Collins and his Rhönadler 32.
Photo: via Martin Simons.



The graceful lines of Collins' Rhönadler 32 in flight. This photo was taken during his Rayleigh flight on the 22nd April 1934, where he rose to a height of 6000 ft (1830m).
Photo: Source unknown via David Underwood

had 3000 feet (914 m) of altitude in hand when he arrived over the North Sea coast, he landed on the beach.

Collins, it is said, was an unhappy man and flying gliders provided his only enjoyment in life. He therefore purchased a home that would allow him close access to the London Gliding Club at Dunstable. Unfortunately Collins' promising soaring career only lasted 3½ years.

After he attended an aerobatic school in Germany run by the fabled Wolf Hirth, Collins considered himself to be an expert. Therefore, back in England in 1935, Collins joined the storied barnstorming 'Aerial Circus' operated by Sir Alan Cobham. Collins' routine during the day performances included flying aerobatic displays in an English-built Grunau Baby II. For the evening shows, he performed in the Adler.

During a performance at Ramsey on the 30th of July, Collins attempted a new maneuver, an outside loop, known as a 'bunt' in his Grunau Baby. An outside loop is a spectacular and difficult stunt which puts tremendous negative stress on both the aircraft and pilot, more so than with most other aerobatic maneuvers. With his training, Collins was possibly adequately qualified to make the maneuver but the glider certainly was not. During the loop, the wing of Collins' Baby folded up and although he had a parachute, he did not use it.

Collins had been seen as the bright star in the British soaring heavens. Terence

Horsely wrote that; *Collins was made of the same fine stuff as the pioneers of the high hills and the polar deserts. It would be true to say that he had rescued British Gliding [sic] from the stagnation into which it had drifted, inspiring other glider pilots as restless in spirit as himself to new things.*

THE BRITISH EAGLE, POST-COLLINS

Following Collins' death, his Rhönadler was sold to a syndicate at the London Gliding Club. One member of this syndicate was John Fox. One day, Fox also took off from Dunstable in the Adler and after flying all around East Anglia, managed

to land in exactly the same place on that Norfolk beach where Collins had earlier landed.

On the 10th of April 1938, Fox flew the Adler from Huish and intended to land near his Wellington, Somerset home. When he got there, the conditions were so good that he kept on going. Eventually he landed at South Molton, for a total distance of 91 miles (146.5 km).

That April was noteworthy for British soaring because, while Fox flew the Adler, Philip Wills flew his Minimoa, and with Kit Nicholson flying a Rhönsperber, the three men traded the distance record three times in one week.

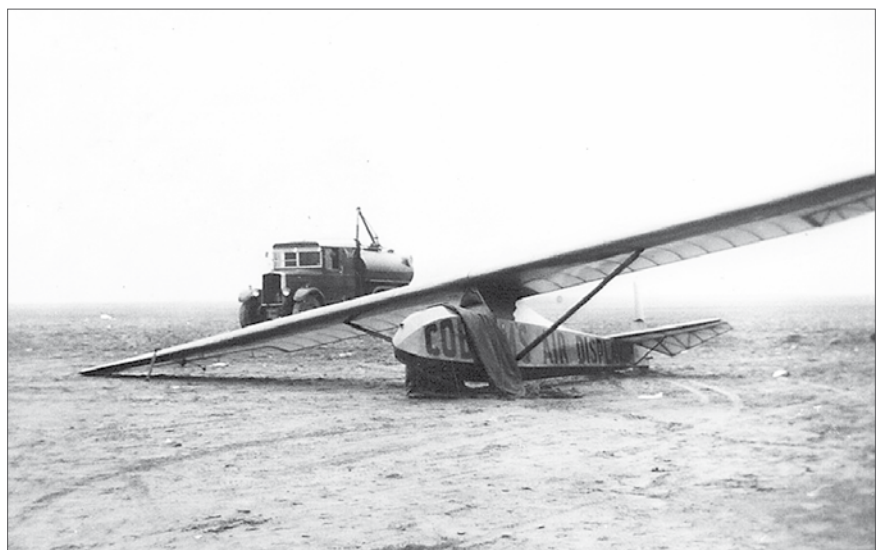
Wills worked the thermals for a 110 mile (177 km) flight from Ratcliff to Bath. Yet an hour earlier, after taking off from Huish, Nicholson had landed on a spit of land that was only visible at low tide between Bigbury and Burgh Island, off the Devon coast, coaxing a 119 mile (191.5 km) flight out of the 'Bussard'. Not to be outdone, Wills tried again but only managed 118 miles (190 km), landing at Plymouth.

Fox roughly followed Wills' last flight but when he got to Plymouth, the Adler still had 4000 feet (1219 m), so Fox celebrated with a loop and pressed on. After flying 140 miles (225 km) from Huish, Fox landed at the Cornish village of Golant and reclaimed the distance record for the Rhönadler.

Wills finally won out with a 209 mile (336 km) flight from Dunstable to St. Austell, in Cornwall. Kitty Wills drove 1280 miles (2060 km) that week solely to retrieve her husband.

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...to be continued.



Collins' ill-fated GB II with the 'Alan Cobham Flying Circus'. Photo: Source unknown, via David Underwood

Peter Ocker

Namibia and its Gliding heritage



The Swakopmund built Professor outside Adolf Winter's carpentry workshop



The Prüfling.



The Professor flown in the dunes nearby.

Where is this country? Isn't it in Africa? Yes, this is a country with poor infrastructure, however some cross-country records were flown there, but there can't be a gliding heritage can there? To prove that this is wrong, Peter Ocker undertook a gliding heritage expedition and discovered some amazing things...

Namibia is the country that lies just above South Africa, on the Atlantic side of Africa. It was a German colony before the 1st World War, and was one of only a handful of African colonies that Germany ever had.

Nevertheless, the German roots are still obvious today and despite so many Germans settling there, is a deserted countryside, and probably because of that, contact with their home country was, and still is, close.

When gliding became popular in the early 1930's, it drew some attention in Namibia. The nice cumulus clouds were not yet discovered as the source of thermals for cross-country flying, yet simple hang-gliding type flying was explored. On the coastline of Namibia, where the highest dunes can be found (near the harbor city of Swakopmund), possibilities existed for bungee-launching and hang-gliding.

Adolf Winter, who lived at Swakopmund, had the dream to fly and in 1926

he started building a Primary. With the help of friends the glider was finished in 1928, however nobody there had ever flown any kind of aircraft before. The only help were some handwritten instructions from Prof. Ursinus, the father of the German gliding movement. They tried bungee launches, increasing the number of people on the rope, launch by launch. After the two friends had carried out the first successful hops, it was Adolf Winter's turn, but he pulled too hard, and the Primary stalled and crashed. They wrote to Prof. Ursinus about their mishap, and the University of Darmstadt presented a new 'Zögling' to the German School of Swakopmund, so gliding soon became part of the curriculum there. They built another Zögling, a 'Prüfling' and a 'Hol's der Teufel', but due to the world economical crisis, flying came to an end. Finally in 1935, a club was established to restart gliding activities again.

Despite the economical problems within the country, Adolf Winter, who had a desire to fly and despite having no previous experience, then built a 'Professor'! Work was carried out as a sideline project in his carpenter workshop, and the glider first flew from the nearby dunes on May the 12th, 1935.

The pilot was Harald von Arnim, a German who had previous gliding experience, some of which was flying a Profes-

sor in Germany. During the first month of flying, the first one-hour-flight had been carried out successfully, while on September the 4th, a seven hour flight was achieved! Unfortunately the glider was parked overnight in amongst the dunes, when a sudden gust of wind ground-looped the glider, leaving it beyond repair. The Professor had done a fantastic job, which resulted in a desire to fly that was even greater than before! A Grunau 9, named Paul Schneider, was then built by Adolf Winter in late 1935 and proved to be the best Primary available. A Grunau Baby II was also bought from Germany, which was christened as Swakopmund. The first aerotow was carried out on 21 of December, 1935 with a 'Klemm-25' from Germany (this Klemm was owned by the Catholic Church). The Prüfling was still in use, and due to the experience with the Professor, was parked upside-down in the dunes overnight!

In 1936 a hangar was built, and with it, a 'proper' airfield was established. Thanks to the discoveries in Germany of thermal flying, this knowledge soon filtered through to Namibia, which saw a move from dune/slope flying, to thermal flying. In a Gö-1 'Wolf' imported from Germany, the first cross-country flights were carried out from Swakopmund to Spitzkoppe, Karibib, and Omaruru.



The Wolf was imported from Germany and is possibly the same one that is now at the Fliegendes Museum in Hahnweide.



Capetown 1937. The Wolf from Swakopmund is on the left. To the right is a Minimoa and a Rhönadler from the Cape Pioneer Gliding Club.

Meanwhile in the harbor city of Lüderitz, two teachers had built a 'Zögling 33' who also had experienced hang-glider. They visited their gliding friends at Swakopmund for their first gliding experience there, and then returned to Lüderitz. The Lüderitz Club, was founded in 1935, but stopped gliding activities around four years later.

The Swakopmund Group was bigger and more stable, they even traveled to Cape Town with their gliders, a Grunau 9, and Grunau Baby II, loaded onto a flatbed railway wagon. They had been attending an air show there, which was hosted by the 'Cape Pioneer Gliding Club', that was formerly known as the 'Fliegerhorst' (a typically Germanic name for a military airfield). The newspaper report is a story in its own right.

As some photo albums are still preserved, including the main flight log of the Swakopmund, it turns out that the topic needs far deeper research, with this article only being a short abstract of what remains to be still discovered!

Another gliding club was founded in mid-1937 at Windhoek, the capital city. They ordered a 'Hü-17', and Wolf Hirth, who had visited the country, encouraged the gliding fanatics to continue with their efforts to glide over the vast countryside. In the same year, the first ten hour flight was carried out in a GB II, and had covered a distance of only 160km! The same year, the Swakopmund club returned to Cape Town to participate in a Gliding Competition, this time with their Gö-1 Wolf. All gliding activities were registered in a logbook, which has survived, and was donated to the Wasserkuppe Museum during the Annual German VGC 'Winter Meeting' in October 2013.

All gliding activities came to a premature end at the outbreak of World War 2 however, when nearly all gliders were confiscated. After the 2nd World War, Namibia was under control of South Africa. Only a few gliding clubs were re-established, due to the small population. Gliders were imported from Europe, with the first glider to be imported by the newly reformed Swakopmund group, being a 'Slingsby T21' in 1951. Unfortunately, during the long sea-journey to the harbor of Walvis Bay, a barrel of fish oil fell and leaked all over the glider, with the end result of the glider being 'well preserved' by the leaking oil! The rear fuselage was repaired, or possibly more precisely, 'modified' with a lot of plywood, as fabric was not available. It flew with the registration ZS-GCA, mainly at Windhoek.

There are reports of an imported German Meise that still exists in South Africa, however a former Luftwaffe-Kranich II, was imported from Switzerland by Beat Büty, but was later modified with straight wings, and later crashed onto the hillside of Osana in the late 1960's.

Peter Kayssler, who was formerly gliding at Swakopmund, modified a hard surface area on his farmland into an airfield, and in 1960, established a gliding field there. In 1972, a small group of interested people formed a club there, inviting pilots from Germany the following year. The name of the farm, Bitterwasser, soon became known to everybody, and today is the main gliding site in Namibia.

Less than 3 gliding clubs survive in Namibia today, using IS 28's, B4's and some fiberglass gliders. Main activities take place on 2 airfields in the east, where European cross-country pilots gather during the European winter. With their Open Class fiberglass machines, they regularly fly 1000 km and more. They don't know about Vintage gliding and are only addicted to fiberglass... but not all! Some, thankfully, carry the 'VGC-virus' and thanks to this, not only is history preserved, but also real vintage gliders!

Bernd Kaspari, usually flying an ASH 25, imported the Hols der Teufel from Namibia to Germany, which is currently under restoration. This is the same one as mentioned above, what a miracle, and had survived in a trailer allowing Bernd to acquire this jewel. He is a VGC member and it is hoped to see this glider back in the air soon.

At Bitterwasser, I discovered a glider that was shown in a VGC magazine some years ago. The question from that issue was unanswered, as this glider fuselage was completely unknown to all experts. [See Issue 129] The glider is still there, and complete, under the roof of a hangar. I found out that it was a Hütter 17, but was modified years ago to perform better. It is maybe the Hü-17 mentioned above, but we cannot be sure? Somebody invested a lot of time to enlarge both the fuselage and the wingspan, but apparently this XL-sized Hü-17 never flew. The guy doing the modification never finished his work and disappeared. Nevertheless, the Bitterwasser people felt so sorry for the glider, that they stored it.

NAMIBIA



Zögling parts were discovered, along with the Hütter 17 XL, which can be seen in the background.



Zögling fuselage and wings.

By looking a little closer, I also found the main structure of a Primary fuselage, including a complete elevator and rudder. It was clear that it was very vintage and had not flown for years, until I discovered that on the rudder, there was a name, Lüderitzbucht (Bay of Lüderitz). Unbelievable! This was the very same Zögling 33 from Lüderitz mentioned above, and it still exists!

Attempts to bring this Zögling 33 to Germany were made, but the Namibian's understood that they are responsible for their gliding heritage, and it was decided to keep it there untouched until a small Gliding Museum is set up. So there is still a lot of historical research to be done, with this article only a starting point!

with my wife exploring the country by 4x4 car), I was invited to fly 'sometime' the next day, which turned out to be an 8.5hr flight in a Schempp-Hirth Nimbus, with a max. altitude of 5000 meters under cumulus, and covering a distance of 1062kms!

In Namibia, not only did we fantastic countryside, nice people and great animals, but we also found gliding friends, great hospitality, unique flying experience's and for me, cross-country flying came to a new level. I will explore it more in the coming season over German skies, and for sure, I will return to Namibia as soon as possible.

As a compromise, I also discovered a Standard Austria SH1 in a trailer inside the hangar. Perhaps this could be a symbiosis of 'modern cross-country gliding' and the VGC spirit?

At Bitterwasser, I not only meet Lothar Ewigleben, a German VGC member who worked as the Chief cook there, but also Walter Eisele, a German VGC member who was the head trainer for Germany's Female Gliding Team. The other pilots, thought to be rich fiberglass-people, turned out to be made of the same friendly wood as the rest of us inside the VGC, so we had a nice evening. Although it was first thought to be a stopover for the night only (I was there



The rudder was discovered to have the words Lüderitzbucht (Bay of Lüderitz). Unbelievable!



The gliding there was simply fantastic! My flight in the Schempp-Hirth Nimbus was amazing; 8.5 hours, 5000 meters under cumulus, and covering a distance of 1062kms!

FROM AROUND THE WORLD

Croatia



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This year started with the sad loss of our 1st honorary member, Danilo Vižinitin Viža, who was the oldest Croatian glider pilot then alive, who passed away on January 25, at age 96. Viža was the last living member of the glider group, 'Galeb' (Gull), which was the most active glider group in Zagreb before WW2 during the period of 1939-1941, and his loss will be keenly felt. Speaking of the Galeb club, our efforts are now focused on raising funds to publish a historical book on the history the Galeb group. Part one is based on an unpublished novel of humorous and interesting descriptions of events of Galeb members, which was written in 1943 by Zoltan Perišić, another Galeb group member. The second part of the book consists of about 200 historical photographs related to the Galeb club, in addition to numerous press clips that supplement the authenticity of the events described by members, and several other documents and artifacts. All material is currently being prepared in digital form. I am proud to inform you all that we now have secured the recognition of the City of Zagreb Office for Technical Culture, which



Viža (centre) enjoying some winter flying Galeb friends, now all sadly, lost to the past.

will ensure the continuation of funding for our Zögling Z2 project, the first glider to be built in Zagreb in 1930.

Stop-press!

It has just been announced that we have also been successful in being granted funding for part one of our book on the history of the Galeb group from the City of Zagreb Office for Technical Culture. I will be keeping you updated of our progress in coming issues of VGC News!

Text: Marko Jeras
Photos via Marko Jeras.



Danilo Vižinitin Viža in his early flying days.

Czech



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Czech Oldtimer Glider Cup 2013

You may remember from issue 137, I told you about the Czech POTK Old Timer Cup. As a reminder, this is an online competition that is open to anyone from within Europe, and is based on the decentralized online gliding competition, GCUP (www.gcup.eu), which is very popular in Czech Republic, Slovakia and Poland.

OTC chooses flights with historical gliders (first prototypes over 40 years old and with a DeAC index of 95 or lower), with the three best results per person being ranked (online results can be located on the POTK website).

OTC has proven that Oldtimer Wooden Gliders are capable of good results, for example, there were 67 pilots who made 152 flights, totalling 28,159 kms in 2008, whilst last year there were some 153 pilots that logged 284 flights, totalling some 47,272 kms.

The winners Cup was handed over this spring to Wolfgang Sluka, at a formal awards ceremony for the best Czech aviation sportsmen. Wolfgang, who is from Aeroklub Liberec, received the winners cup at beautiful surroundings of the newly opened Aviation Museum at Mlada Boleslav airfield, which was attended by both members of the press and Czech politicians.

Text: Jirina Ivanova
POTK

FROM AROUND THE WORLD

Denmark



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The concrete foundation gets load tested on 9 March 2014 following the DaSK AGM.

Early in May our new hangar at Arnborg Gliding Centre was finished just as we planned. 'That's one small step for man, one giant leap for... The DaSK!' (With honour to Neil Armstrong – the first man on the moon and a glider pilot)

For 26 years we dreamed of that 1100 sq.m. hangar. A group of members have been working persistently throughout the entire construction period and now the result is a dream coming true. Not the biggest glider hangar in the world, but big enough to facilitate many of the most complicated or heavy to rig gliders during the International VGC Rally. After that it will form our Vintage Glider Activity Centre, with a workshop section being added next winter.

The rally preparations are in good progress, with many members having volunteered to lend a hand during the rally. The camping site is being extended in order to meet needs. A new power supply unit and new electric cables have been installed to make simultaneous tea and coffee brewing possible, whilst the 50 year old administration building has had some touching-up, with amongst other things, new windows and doors. Having all of our many guests inside this diminutive building is not possible however, so a large 'marquee' is going to be put up next to the restaurant.

Airspace to 7500 feet within the Billund area around the town of Brande has now been granted, and mandatory radio contact will not be necessary. The website already has over 100 participating pilots and 60-70 gliders registered, and we still have 2 months to go! How can we be otherwise but excited!

Looking at the number of Ka-6's and similar classic gliders that have entered, we are planning on reviving the Wenlock-spirit and include for those who would like to partake in a daily cross-country or duration contest. We anticipate a relaxed contest for pure fun and only little requirements for documentation, however the programme for the rally will include pretty much what we are used to; the



Topping-out ceremony with DaSK President, Johannes Lyng, on the 11th March 2014.



A view from inside the commodious hangar space! Note the twin bracing wires between the steel framework under the roof.



The Mü-13d that Jørgen Jørgensen and his team have lovingly restored. Pictured L-R are Jørgen Jørgensen, Henning Sørensen, Jørn Peter Toft Jensen and Knud Møller (Knud Harbo was not being present).



The Spatz B is ready for painting with Eydun and Vagn Toft proudly standing on.

International and National Evening, AGM and Council meetings, a few surprises and plenty of opportunity to make a great vacation in any respect.

To some other news. A couple of restorations have been speeding up recently, but still it is too early to say whether or not these gliders will be ready for the rally? The Spatz B restoration project that Vagn Toft is working on is now ready for painting and the Mü-13d that Jørgen Jørgensen and his team have been rebuilding, is now in the paperwork process (see the attached photos to see how good she now looks!). Once originally registered LY-KEVA, it then went onto to be reregistered WL-XI-217, LF+VK and finally OY-MUX. Built in 1939, this historical Mü-13d was originally built by Wilhelm Jehle in Donaueschingen, Germany, and sold

to Lithuania. Later LY-KEVA was taken by Russian forces, and then a few months later, by advancing German forces, and brought back to Germany. After one season the glider was damaged, however it was repaired before eventually ending up in occupied Denmark, where it was flown at Vaerloese Air Force Base and Lundtofte Airfield until 1945. In 1947 the Mü-13d was the best performing glider in Denmark and many glider pilots took advantage of that and did some great cross-country flights with it. One of them was Ms. Signe Skafte Moeller, who later bought the glider and flew it until 1972. Signe was the first Danish member of the Vintage Glider Club.

Text: Niels Ebbe Gjørup
Photos: Niels Ebbe Gjørup

FROM AROUND THE WORLD

Netherlands



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A new lease of life to old friends...

There are several active restoration groups in the Netherlands, all of which are members of the Dutch Vintage Glider Club, the VHZ. At Hilversum airport there are several restorations, such as the T21-c, Ka4, an M200 and the Minimoa.

At the glider site of Venlo, there is a very active group of Dutch VGC members that have restored a Rhönlerche (Ka4), a T21-b, and a Scud, with work continuing on a Ka3. The most active group at the moment however, are located at Salland. They have already restored a Sky, and are working on a Rhönlerche (PH-279), that has been grounded for the past 7 years, not to mention a T21 restoration project.

They used to also own a Sie-3 (PH-522), however the Sie had been stored for some 10 years, and as it didn't have a secure future, was donated to the German Segelflugmuseum at the Wasserkuppe as they did not have an example. Members from



The beautifully restored Rhönlerche (Ka4), at Hilversum Airport.

the Wasserkuppe came to pick up the Sie in February, where it will be overhauled before it goes on display in the largest gliding museum in Europe.

Several years ago a Dutch collector donated his entire collection of gliders to the Aviodrome Museum, where VHZ members can adopt a glider, and look after it. Most importantly however, they can also fly the glider, thus actively promoting their belief that Vintage Gliders belong in the air, and not on the ground. This fantastic initiative was the brainchild of our Dutch VGC President, Neelco Osinga, and is still in operation today. So the Sagitta has a new spon-

sor, and is now also flying at the Salland glider club.

Text: Astrid van Lieshout
Photos: Astrid van Lieshout



The Dutch designed Sagitta.

Germany



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JuBi Ratzeburg; building a better future...

At a special education centre at Ratzeburg (some 20km south of Lübeck, in Northern Germany), a Gö4-III came to the end of a 2-year repair and overhaul. Some years ago the glider had suffered severe damage during an unfortunate hard-landing in the Netherlands, which destroyed the underside of the fuselage, which had been compounded over the years with further



Rigging the Gö4 transpired to be a nervous exercise, no doubt exacerbated by the ever present TV crews!

damage due to items being stored on top of the glider.

The new owner from Bavaria has found an interesting restoration route however, and has utilised a special education center, JuBi Ratzeburg (Jugend-Bildungsstätte Ratzeburg, or Ratzeburg Young People's Education Centre). Specialising in young people who are experiencing difficulties in finding apprenticeship positions, pupils can participate in courses that increases their skill



levels in order to get them into a far better position to later find an apprenticeship. Currently there are 51 young people aged between 16 to 25 at the centre, with the model for JuBi having its roots in Denmark, where they also run an active production facility.

JuBi, pupils not only learn new skills, they also learn to take responsibility for their projects, not only for their own work, but in many cases, for their very lives! They are

FROM AROUND THE WORLD



Alexander Willberg gives an address to the assembled guests and TV crews on the youth programs of JuBi.

also given the opportunity to fly, as the centre has its own two-seat-glider which was also maintained by JuBi students. Unsurprisingly students are quick to learn the meaning of responsibility when they find themselves 500m over an airfield, thus immediately appreciating just what that responsibility really means!

The Gö4 side-by-side two-seater not only received a complete rebuilt of the accident damaged area under the cockpit by JuBi staff and students, but they also installed a new winch hook in the correct place. Head of the centre, Alexander Willberg, is also an active glider pilot, and flew the Gö4's post-restoration 'maiden flight', taking to the air on May 21.

Everybody was very nervous while rigging the glider the day before, especially Alexander, as apart from his Ka6, he had no real previous experience with vintage gliders. Once airborne, he immediately found out that flying a Gö4 requires more muscles, however he also discovered that the Gö gives far more joy than anything else he



Touching down for more than just a sailplane...

had ever flown before. Not only that, it was evident that his pupils shared in his pride and enthusiasm, in which the main target was achieved; that is, responsibility for one's work and life can create enthusiasm and success – a lesson that these young people will carry in their hearts!

So where to next for Alexander and his pupils? Well after finishing the Gö4, and having fallen in love with vintage side-by-side gliders, the next planned project is the overhaul of a Slingsby T21. By then, Alexander should have some more experience in flying side-by-side gliders, if not he will certainly get more with the T21!

Naturally, as Alexander and his team clearly value the more refined end of gliding, that is Oldtimers, we of course invited them to visit us at our VGC rally in Denmark and the Rendezvous at Wilsche, which is conveniently very close to Ratzeburg.

The JuBi will also consider other similar future restoration projects, however interested parties must bear in mind that despite their rates being cheaper than professional



Post flight de-brief for the entire nation!



News clipping of Alexander and his pupils at JuBi Ratzeburg.

workshops, the focus is on education, and time therefore, is very much a secondary consideration.

Text: Peter Ocker
Photos Alexander Willberg

Poland



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Saluto!

I have two new interesting stories on our activities in which I can keep you up to date with our Polish VGC scene.

The Bąk motor-glider.

First, some historic info:

The high-performance motor-glider, Bąk (Bittern), developed by Ing. Antoni Kocjan,

was equipped with a small two-cylinder, 18hp Köller Köber M-3 engine. During the first test flights of the Bąk, it displayed good flight characteristics, among other things, making a soaring flight without the motor of 1 hour and 54 minutes, with a height gain from 300m to 2200m. At the beginning of 1938 it established two international motor-glider records; a height record of 4595m and flight time of 5h, 24 min, thus beating the record of German, Grunau 'Motor-Baby'. In 1938 Kocjan further developed the type, with this version becoming known as the 'Bąk II bis', which was fitted with the more powerful Belgium engine, the then popular, Salorea Albatros. Right up to September of 1939, some 10 copies had been completed, and during WWII one was captured by German Army, and was used for the training of German pilots. The performance and tech-

nical level of the Bąk was about 20 years ahead of its time compared to the other motor-glidings then under development around the rest of the world!

Reconstruction:

Thanks to the fact that the original Bąk drawings were discovered in 2010 by a group of enthusiasts, an association has been formed called the 'Polskie Stowar-



The Bąk I. Photo via internet

FROM AROUND THE WORLD



The Bąk II Photo via internet



*Bąk II replica under construction.
Photo Tomasz Szelaḡowski*



*SP-2387 under restoration.
Photo Marcin Sankiewicz*

zyszenie Motoszybowcowe' (Polish Motor-glider Association www.motoszybowce.pl), who have decided to start the reconstruction of a Bąk II. Today we can see the almost complete basic structure that was presented during a recent aviation exhibition called 'Air Fair' in Bydgoszcz city, which was held between the 30th - 31st of May. So confident are the group, I was informed that there was a good chance of seeing a Bąk II back in the air flying by autumn of this year!

SZD Foka 4, SP -2387:

Marcin Sankiewicz is the new happy owner of an SZD 24, Foka 4, complete with the

original registration of SP-2387. The Foka 4 was one of most important gliders in Polish gliding history during the 1960's and was a very popular high-performance glider, well-known throughout Polish Aero Clubs, and widely exported to many other countries around the world. The type saw particular success during the World Championship in England at South Cerney in 1965. Marcin is currently working on fuselage and wings, and is also looking to source a few small parts of equipment and fittings. As you can see from the picture below, the fuselage has just been painted with new primer paint.

Text: Grzegorz Kazuro



*SP-2387 in its early days at Jelenia Góra.
Photo via internet*

UK



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Flight line at Drumshade. Photo Mark Simmons



Grumpy. Photo David Underwood

The UK Vintage scene can be a funny place. With much of the seat of the VGC residing here, indeed not to mention the fact that the VGC itself grew from initiatives right here in these fair Isles, somehow we continue to largely do things in total isolation to each other around the country. With modern social media such as Facebook however, previously unheard of events are occasionally coming to the attention of the greater gliding community. One of these events that recently popped up turns out to be a yearly Scottish event involving vintage and classic gliders. Banding together, every year a get-together is organised which is tailored especially for vintage and classic gliders. This year's location was Drumshade (Angus Gliding club), and with only five clubs active in Scotland (two of which are very small and are operating under challenging conditions), in

comparison to England, Scottish gliding is a small intimate community indeed. Personally I believe that Scottish Vintage gliding deserves all the help from us that we can afford, and to this end I would like to see VGC News playing a greater part in promoting any vintage interest in this beautiful country which boasts some of the most stunning and challenging gliding scenery that is hard to beat. Added to this is a notable resident collection of vintage and classic gliders currently residing at Portmoak, including the recently restored Slingsby Eagle featured here in VGC News, and notably Bob Boyds lovely Kite 1. I can see no reason why we should not hear more, so if any of our Scottish enthusiasts are reading these words,

please spare a thought for your vintage gliding brethren south of the boarder. Why not tell us of your activities so we can better promote you and your club's activities, and who knows, maybe one day we could even see a National UK Vintage Rally being staged at a Scottish club, Portmoak being a prime and ideal location! With little restoration news trickling in of late, I can report that progress continues to be made on the Kite 1 prototype, with both David and Peter Underwood forging ahead with is lovely glider. With the fuselage largely now complete and out of its jig, the wings are getting their last bits of wood, with the results a true testimony to both Peter and David's skills. As if this wasn't punishment enough how-

FROM AROUND THE WORLD

ever, David has informed me that he is now the proud owner of a Grunau Baby III, which is better known to some as Grumpy! Grumpy started out life as D-8061 before appearing on the RAFGSA register as RAF-GSA 361/ BGA 1747. With so many projects in the wings Peter, you had better stick around my good friend!

One group that doesn't need an introduction, and continues to expand, is the Gliding Heritage at Lasham. As always, keen to give me their latest news, I will hand over to Paul Haliday for a short report on recent activities within the group in supporting a display at Droxford to commemorate D-Day. But before I do, there is news of two recent donations to the collection.

Firstly, a big thank you to Les and Gwyneth Nicholson who recently donated a lovely SZD Foka 3 to the collection. Work is currently being carried out to transition this interesting glider to its new CofA, so we look forward to seeing this in the air soon. Another noteworthy donation comes from John Dredge, who has recently donated his stunning Zlin 24 Krakonek to the collection. A well-known visitor to many a UK Rally, this stunning glider once set a UK endurance record of 33 hours at Dunstable, flown by the legendary 1950's aerobatic ace, Ladislav Marmol, and adds to the impressive fleet of truly stunning vintage machines with the collection! Hats off to John for his generos-



Approaching Droxford in the 'Bertie' with Colin Simpson and Paul Haliday.

Photo Paul Haliday

ity in ensuring that this very historic glider remains within the UK.

Text: B. S.

Over to you Paul...

Two gliders from the Gliding Heritage Centre had the privilege to take part in a special flypast over the village of Droxford to commemorate the 70th Anniversary of D-Day. Ex-Lasham CFI, Gordon MacDonald, flew his Eagle '45' with Martin Hollowell in the back, whilst Colin Simpson flew his Bocian, 'Bertie,' with Paul Haliday in the back as radio operator. Gary Pullen in the Lasham Super Cub towed Colin, whilst Brian Smith flew one of the Lasham Robins towing the Eagle. The village of Droxford, which is 15 kilometres south west of Lasham, is significant be-



The Heritage Collection's star of the fleet, the Steinadler, which makes for a wonderful pairing with a Storch at the East Tistead farm strip.

Photo Colin Simpson

cause it is where Winston Churchill, Charles De Gaul and General Eisenhower met to discuss last minute plans for the invasion of Normandy.

The meeting took place in a railway carriage at Droxford Station 70 years ago.

Whilst flying back from Droxford we flew over the farm strip at East Tistead where they were holding their D-Day fly-in. This gave Gary the idea of returning in the Steinadler, so after a rest and a cup of tea, Brian and Colin hopped into the Super Cub and Gary and John Herring got themselves into the Steinadler and flew to East Tistead, where both aircraft landed and received a very warm welcome from the locals, and saw some very interesting aircraft.

Paul Haliday

USA



Correspondent:

[Lee Cowie](#)

Contact:

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A lot of people have been busy on rebuilds over the winter. A group from the Tidewater Soaring Society lead by Boom Powell are working with the Fighter Factory in Virginia Beach, Virginia rebuilding a Grunau Baby IIB. In Wisconsin Bernie Harrigan has repaired and recovered the wings on his Schweizer 1-19 and he hope to be flying by summer.

In Texas John Hardy is doing the final painting on the very Bergfalke II/55 that he had his first ride in. In Kansas, Tony Condon and Matt Gonitzke, have been covering and rib stitching and painting the Ames (Iowa)

Soaring Club's Schweizer 2-22. Also in Kansas Bob Burns is making progress on his rebuild of the Schweizer 1-23C/D that flew in the 1952 Championships in Spain.

In Iowa, Chad Wille is working on a Midwest MU 1. I can only remember two Morellis attending regattas in the USA and they both received attention over the winter. In Illinois Paul Rabourn replaced some of the plywood on his M 100S and he expects to be flying it at the Memorial Day weekend regatta at the Chilhowee Glider Port in Tennessee. In Utah, Adam Kite has been doing all kinds of work on the well-known M 200 that Bob Ball has taken to events all over the USA for so many years. Both wings are covered and stitched, and work continues on the rudder and fuselage and he hopes to be flying her at the VSA 40th year celebration over Father's Day weekend in Lawrenceville, Illinois.

Ross Briegleb, and his son Kenny in California, have finished and flown a BG 6 that had been unfinished in the factory for years. Dan Rihn, also in California, fell in love with the Li'i Dogie / Screamin Weiner now owned



Paul Rabourn and Dave Schuur have just finished re-skinning the Morelli M200S.

Photo via Lee Cowie.

by Doug Fronius. When Doug mentioned he had the original Rigid Midget drawings he decided to build one and started to work on his computer. He is even thinking about offering kits. In Oregon, Dean Gradwell has done a major rebuild on a LK TG 4A. The uncovered ship was displayed at the Soaring Society of America convention held in Reno, Nevada.

Text: Lee Cowie

Photos: Lee Cowie



Contact:
model@vgc-news.com

Vincenzo Pedrielli

Model News

Masterpieces in miniature...

In my life I have had the privilege to meet many model builders in their native counties, including Japan and Australia. Most of them are building scale radio control models of vintage sailplanes from scratch. The size of these models range in various scales, some of which are many metre's in wingspan.

But in amongst that crowd, some stand out, and are in fact modelling in more modest

scales, and there is one name in particular that I would say is unique; Frédéric Fischer from Trogen, near Appenzell, in Switzerland. Frédéric builds small models of vintage gliders, ranging typically from 1:10 to 1:50 scale. All these models, together with the many other models he has collected from around the world (including some of mine), are proudly displayed in his 'Model Museum'.

As part of the many items on display, includes old photos and articles of famous vintage sailplanes, focusing on his preferred designers, such as Teichfuss, Bonomi, Jacob Spalinger but to name a few.

Some of his miniature masterpieces take center-stage on top of his grand piano, in which Frédéric by the way, is a professional musician! Combining his love of sailplanes with music, Frédéric has uniquely combined his two great talents, and composed a Requiem in memory of 'Antoine de Saint-Exupéry', in addition to his masterpiece, 'Sailplane Symphony'.

I hope you enjoy reading about this multi-talented man in this issue of VGC Modelling News, and maybe one day you too will be lucky enough to visit his 'Museum in Miniature'!

Chris Williams

The marvels of modern technology...



Scheibe Spatz coming home after an aerotow launch.



Open-cockpit version of the Fournier RF5b at one-quarter scale.

Since the publication of the last VGC News, damp conditions have cast a pall over scale gliding activities here in the UK. I am therefore forced to consider the goings on in my own workshop. It's been just over a year now since I retired from a life of toil, and I can really recommend it as a boost to model production. During that

time I've produced five new machines; the Rhoadler I've already covered, but also in that time, a Spatz, two further Topazes in increasing size and a couple of motorgliders; the little-known K11, and an al fresco version of the Fournier RF5b, both the latter being electric powered. Electric scale motorgliders are a phenomenon all to themselves, as the

instant access to power means that a lot of aerial evolutions can be carried out at low altitude, all the better to appreciate all that hard work! Then, should you tire of that, you can open the taps and pop off upstairs for a bit of genteel soaring. Since the advent of radio control equipment on the 2.4Ghz band just a few years ago, the possibilities in back chan-

MODEL NEWS



The later 3rd scale version of author's Dart 17R (No automatic retract yet!)



Latest variant of the Scheibe-Loravia Topaze in action at White Sheet Hill.



The little-known K11 at 1/4 scale.

nel use for telemetry have really come into fruition. It is now possible to buy a receiver and a vario unit at a fraction of the price you were forced to pay at the beginning of the frequency-hopping revolution. Built in to your standard equipment now you have the normal tones associated with a variometer, added to which a voice that tells you the model's altitude when you flick a particular switch, a voice that warns you if there's a problem with the on-board power supply, a voice that warns you if

you're flying too far away... all in all, it's a bit like marriage, but with airbrakes. Some years ago I lost my Slingsby Dart 17R whilst performing a low, fast pass when my gloved thumb (it was really cold) accidentally knocked the elevator stick with dire consequences. My pal Smallpiece (Barrington Smallpiece the Third to give him his full title) has recently programmed his transmitter thus:

The retract is slaved to the altimeter. After launch, at a preset altitude, the

wheel retracts. When descending, upon reaching the same altitude, the wheel once again descends, all by itself. He tested the system out at home by setting the altitude halfway up the stairs. Downstairs the wheel was down, upstairs the wheel went up. Well, you can't say fairer than that... One can't help wondering if such an application would have any use full-size?

I'll keep it short this time around, and let the pictures tell the story...

All photos by Chris Williams

Beat Galliker

Frédéric Fischer's 'Soaring Museum in miniature'

Do you know Frédéric Fischer and his fascinating miniature 'Soaring Museum' in Switzerland? No? Then you should definitely get to know both Frédéric and his museum!

Frédéric, who is from Trogen, in eastern Switzerland, is a talented modeler and outstanding musician, whose love for gliding was germinated as a young boy. But his love was not only gliders; he was also fascinated by the majestic flight of birds of prey and storks. It is the ultimate expression to watch, as a Kite silently rises without a beat of his wings, from a slope or thermal.

But perhaps the most amazing thing is that Frédéric has never become a pilot! As Frédéric himself says, 'I do not like to fly at all, especially in a glider, because it al-

ways makes me feel sick', he says, laughing. Frédéric has spent many years as a master-model builder, as well as collecting books, photos, documents and objects, and ten years ago he fulfilled his dream of turning his house into a 'Miniature Soaring Museum'. In the entrance and staircase, he has dedicated this rather confined space to a diverse exhibition of model aircraft, photos, maps and documents. Most models are airworthy, with nearly all the models lovingly built by Frédéric himself, however some have been given to him. Besides the 70 superbly detailed models at a scale of between 1:50 to about 1:6 (and sometimes greater), there is also detailed research on the great Swiss gliding pioneers, like Jacob Spalinger, and his 'S' series of gliders, August Hug and his 'Spyr' series, the 'Mosw-



The Museum stairwell

ey' gliders of the Müller brothers, and Willi Farner and his 'WF' series of gliders. Frédéric was for many years, friends with Jacob Spalinger, right up until his death, and came to learn much about Spalinger's pioneering gliding work.

Frédéric has also built a fascinating diorama in 1/50th scale of the Birrfeld (Aargau) airfield as it was around 1940, using

MODEL NEWS



Such a diverse show in a confined space!



Diorama of 1940's Birrfeld



Frédéric's music workplace

authentic plan drawings and photos. The more you look, the more you see, and you cannot get enough of the detailed models (by carefully pulling on one of the many nylon threads, you can even manage to land a S18-II).

During the past 15 years, Frédéric has also researched the life of one of Italy's first sail-plane designers, Luigi Teichfuss. He spent years winning the confidence of a relative before he was given access to the rare original plans of the gliders, with the results of his research forming a public presentation on Luigi Teichfuss and his time in Pavullo, the first Italian gliding school in Italy. Along with his good friend, Vincenzo Pedrielli, Frédéric is one of the initiators of the Annual 'Luigi Teichfuss Oldtimertreffen- Pavullo'.

But Frédéric also has a very different side. Within his rooms is not only the world of Frédéric Fischer, the glider lover, but Frédéric Fischer, the brilliant pianist and composer. During the past 36 years he was employed as a music teacher at the college of Trogen. As his study testifies, it is crampacked with sheets of music, masterful miniatures on the grand piano, and in the

background, a figure of 'The Little Prince', who looks on as a silent observer; all the work of this talented 66 year-old.

An admirer of Antoine de Saint- Exupéry, in his honor, Frédéric composed the 'Requiem à la mémoire d' Antoine de Saint-Exupéry'. For two years Frédéric worked in a compositional work for his soaring symphony, 'Del Volo A Vela Con Ode A Pavullo E A Teichfuss'; a concert for piano and mixed choir.

The work is in 3 parts:

1. Gliding in the Thunderstorm, in memory of the great flights of Max Kegel, Robert Kronfeld and Wolf Hirth . Frédéric has devoted this part to his lifelong friend, Chris Wills. Unfortunately Chris was not granted the fortune to hear his work.
2. Bolero, the spirit of the vintage glider pilots, with an ode to Luigi Teichfuss and Pavullo.
3. Flight on a sunny day, out over the bright sea, or the silent glide into the infinity of light. A requiem in memory of the last flight of Antoine de Saint-Exupéry.

On Good Friday 2011, the work passed into history when it made it's highly publicised Swiss premiere in the church of Speicher near Appenzell, where Frédéric still plays the organ.

For those who may wish to personally contact Frédéric for a museum visit, or to learn more about his compositions, you may contact him at his private address:

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All photos by Beat Galliker



Frédéric Fischer and his Soaring Symphony

2014 Wenlock Olympian Games




13th -19th July
Midland Gliding Club
- Long Mynd -
www.olympiangliding.com

Vincent Cockett

Inside the modelers mind

What is it about Vintage gliders that desires more and more of my attention? Once I was a happy young lad throwing my free-flight models around, but as I grew up, they started to get more complicated. From the ever-popular, but doomed to crash, Keil Kraft scale series, to today's 5metre plus, radio controlled scale gliders using computer technology, I find myself asking, why do they fly? How can I make them fly better? That has always been the quest, but along the way many heart-breaks and rebuilding, has finally left me somewhat impervious to any emotions on seeing my pride and joy fail the anti-gravity test....after all, there is always more glue in the bottle!

Around 15 years ago my hobby took me in the direction of running a website for scale enthusiasts. As part of the website I created documentation on interesting gliders and these were always vintage gliders with their elegance, but little known past. That encouraged my further interest in researching these gliders, and I soon became aware that our gliding history was rapidly being lost to even our recent past.

About 4 years ago I was contacted by a German Historical Group run by Bernd Diekmann and Manfred Krieg, who were researching for a book about Robert Kronfeld. They asked if I would like to make a scale drawing of the famous Wien for their book. I cautiously agreed and work started on my first drawing. I must say at this stage that I was once a draughtsman in my early years, but my main occupation was as an air Traffic Controller and along with my interest in vintage gliders, my skills came together to produce what they thought was a highly satisfactory piece of work. I was then asked if I would create drawings for all the other gliders that Kronfeld flew, and so a change in life's direction occurred.

During this period I was also approached by Peter Ocker to create drawings for his



The recently completed Seeadler during its 'see' trials at on the Model Yacht Pond on Guernsey?

superb book on the designs of Hans Jacobs. If you haven't bought this two-book behemoth, you are missing one of the best books on the market, and is well worth getting into debt over [see page 45 Ed].

One of Jacobs designs was for a most unusual glider with floats and called the Seeadler. It was built by the DFS in Germany in 1935 to assess thermal activity over water (see page 45 of VGC News 139 to view my 3-view drawing of the Seeadler).



The Seeadler over Lake Constance (note the skid).

The wing was based on the Rhönadler, but was given a very steep curving gull wing to enable room for floats beneath the wing, and keep it well clear of the water. The fuselage had built-in buoyancy tanks, and had a broad-base with a 'V' shaped planning hull and step built into it. Along the length of the sides were attached two ropes to prevent fuselage damage when mooring. Beneath the fuselage was a water rudder, which was coupled to the rudder for steering in the water. The tailplane was positioned high above the fuselage to keep it out of the spray.



The exquisite detail and craftsmanship of the Seeadler wing float.

To enable the glider, and its' pilot, Hanna Reitsch, to get airborne, the original intention was to tow it behind a speed boat, but this proved ineffectual. Given the inadequate speed and a water-logged tow rope which at times pulled the nose of the glider under the water. The test flights moved to Lake Constance and a Dornier Libelle flying boat was acquired to take over the task. Also by this time, the problems with the tow rope had been solved.



Floats were fastened to the tow line to prevent the rope from sinking.

MODEL NEWS



Attaching the tow rope to the speedboat.



First fit of the split canopy doors.

The glider was also equipped with a removable skid, the intention of which was to allow the glider to be used off grass airfields (if you wish to find out much more about this lovely glider, it can be found in Peter Ocker's book). This was a most unusual and striking glider and immediately inspired me to consider making a model.

other excellent read, not a book designed so much as a technical reference, although there is quite a bit in there, but more of a detailed story of the pilots, their machines and their exploits.

Oh yes, by the way, you have got to read the story about the donkey eating the glider!



Getting there! My grandson, Hari Robins, proudly displays my new toy!



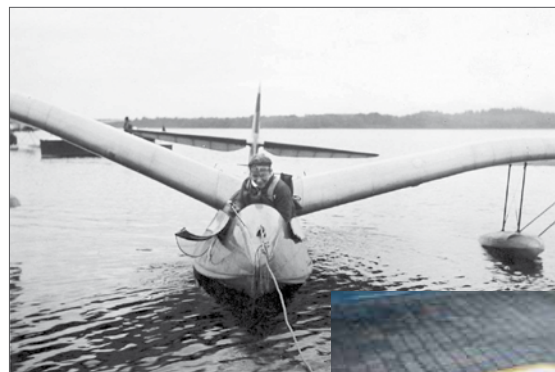
Finally the complicated fuselage begins to look the part!



A scale 'Hanna' tries out the cockpit for size.

As the fuselage lines are very complicated, I was relieved when Jilles Schmitt, a retired 3D designer from Australia and a member of the Forum on my website, offered to draw the plans. He did the glider proud and I started work on the model in November 2012. Unfortunately due to my now many burgeoning commitments, time on my building board became very limited, so the model's build progresses was slow, however I am relieved to say, I have recently completed the model, with its first flight planned to take place this summer when I visit the UK.

Finally I must add that one of my other projects which interrupted the build was for another set of drawings for Vincenzo Pedrelli for his new book in Italian, English and German, about the first gliding event to be held in Italy at Asiago in 1924. This is an-



Hanna Reitsch in the cockpit of the Seeadler.

All photos by Vincent Cockett.



Success at last! The graceful lines of the Seeadler.

A review by Bernd Diekmann



Hans Jacobs – Pionierleben im Flugzeugbau By Peter Ocker
ISBN 978-3-00-039539-0
available from / zu beziehen unter
<http://www.peterocker.de/> (84,- €)

Hans Jacobs – Pionierleben im Flugzeugbau

Ganz neu ist die umfangreiche Arbeit von Peter Ocker über den Segelfluggpionier und Konstrukteur Hans Jacobs nicht mehr, doch gerade weil das Buch bei mir und vielen Anderen seit einiger Zeit als Lesestoff und Nachschlagewerk zur Verfügung steht, kann man ein erstes Resümee ziehen.

Peter ist uns allen wohlbekannt als Sprecher der deutschen Mitglieder im VGC sowie als Pilot, Liebhaber, Restaurator und Eigentümer von historischen Segelflugzeugen. Trotz umfangreichen Aufgaben im Berufsleben ist er immer ein eifriger Segelflieger geblieben und widmet seine rare Freizeit dem VGC und dessen Erfolg in Deutschland.

Bald stellte Peter fest, dass sein Werk umfangreicher wurde als er anfangs dachte – irgendwann waren es schließlich 650 Seiten. So teilte er sein Material auf 2 Bände auf, beide gehören zum Lieferumfang, vertrieben im Eigenverlag.

Seit dem Erscheinen habe ich an vielen Gesprächen über die Bände teilgenommen und meist ergaben sich die gleichen Fragen:

Warum ist das Buch so umfangreich?

Viele, die von dem Buch gehört hatten, stellten immer diese Frage. Dazu muss man zunächst akzeptieren, dass zum Thema nicht sehr viele Bücher vorliegen und meist beschränkt man sich auf die mittlerweile nur noch in Antiquariaten verfügbaren und nicht mehr ganz aktuellen Bücher von Peter Riedel. Genau hier hat Peter Ocker ange setzt, indem er das inzwischen neu gewonnene Wissen seit den Büchern von Peter Riedel aktualisiert. So bieten die beiden Bände für alle Besitzer der Riedel-Bücher nun die Möglichkeit, diese mit diesem neuen Werk zu ergänzen und zu erweitern.

Schnell hatte Peter festgestellt, dass die einzelnen Typen bei der Darstellung eines Konstrukteurs im Gegensatz z.B. zu einer Geschichte der Wasserkuppe viel wichtiger waren. So aktualisierte er akribisch falsche Daten aus früheren Büchern, erweiterte darüber hinaus aber auch viel Neues, wie

bisher unbekannte Fotos, viele aus dem Privatbesitz von Hans Jacobs, andere aus Archiven und privaten Sammlungen. Außerdem hat er den britischen Zeichner Vincent Cockett für sein Projekt begeistern können, der neue Zeichnungen nach intensiven Vorlagenstudien erstellt hat.

Deswegen ist dieses sehr gut lesbare Buch etwas umfangreicher geworden – garantiert aber hat Peter keinen Platz für Zweitrangiges verschenkt!

Warum überhaupt ein Buch über Hans Jacobs?

Auch dies eine Frage die immer wieder auftauchte. War Hans Jacobs eigentlich wirklich so wichtig wie z.B. ein Alexander Lippisch oder die Horten-Brüder? Die Antwort ist eindeutig: Er war wesentlich wichtiger und darüber hinaus haben seine Entwicklungen sich entgegen denen der Vorgenannten auch in größeren Stückzahlen sicher bewährt. Jacobs hatte eine umfangreiche akademische Ausbildung, bevor er zur Wasserkuppe kam (oder besser: WESWEGEN er zur Wasserkuppe kam), kam schnell aus Lippischs Schatten und wurde ab 1933 sogar dessen Vorgesetzter bei der DFS Darmstadt. Mittlerweile in der Darmstädter Region heimisch, entschloss er sich, als die DFS von Darmstadt nach Braunschweig wechselte, seinen Weg als hessischer Unternehmer zu wagen. Zwar war er dem Segelflug nach dem Krieg nur noch in kleinen Teilen verbunden, doch auch dazu bietet Peter neue Erkenntnisse.

Peter teilte das Buch in zwei Teile: Eines über das Leben von Hans Jacobs – das zweite, umfangreichere, über dessen Konstruktionen und deren Weiterentwicklungen und Erfolge. Im Vergleich z.B. mit den Büchern von Martin Simons geht Peter hier aber wesentlich tiefer ins Detail.

Warum kostet das Buch so viel?

Ganz einfach: 650 Seiten, vernünftig gebunden und in sehr guter Druckqualität, das hat seinen Preis – doch bestimmt wird Peter nicht reich mit dem Buch. Als Vergleich sollte man vielleicht noch einmal die Bücher von Peter Riedel nennen – diese werden mittlerweile im Antiquariat für 50-100 € gehandelt – pro Stück, schlecht gebunden, in nicht sehr guter Druckqualität.

Gibt es Negatives an den Büchern?

Natürlich. Aber im Vergleich zu vielen an-

deren Veröffentlichungen der letzten Jahre halten sie sich in Grenzen und fallen nur „Nietenzählern“ auf.

Deswegen hier für alle, die noch nicht im Besitz dieser beiden Bände sind: Bestellt ein Exemplar, es ist ein Standardwerk und vielleicht dauert es wieder fast 25 Jahre, bis ein solches Werk erscheint!

Bernd Diekmann

Many may ask why a book on Jacobs? Was Jacobs really as important as say, Lippisch or the Horten brothers? In reality Jacobs' contribution to gliding has since seldom been bettered, with many iconic designs of his still flying with us today.

With two beautifully presented books, Peter Ocker charts the life and career of Hans Jacobs, the brilliant German sailplane designer of the 1930's, dedicating the first volume to the life of Hans Jacobs; with a second, more extensive volume, concentrating on his numerous designs and developments.

Cram-packed with many new previously unseen photos, both volumes are supplemented by the artistic skills of Vincent Cockett, whose drawings bring the books to a new level.

Only available as a set, they are priced at 84 Euro, which considering you are getting over 650 pages, represents good value from what is, after all, a limited edition. Despite being only available in German, they are nevertheless a worthy reference tool for English speaking gliding historians and enthusiasts, so why not order your copies today?



Schon vor einiger Zeit ist die sehr umfangreiche Arbeit von Peter Ocker über den Segelfluggpionier und Konstrukteur Hans Jacobs erschienen.

Peter ist uns allen als Sprecher der deutschen VGC Mitglieder wohlbekannt.

Als Oldtimerpilot, -liebhaber und -restaurator besitzt und fliegt er seine hochgeschätzte Weihe und ein metallene Antonov A-15. Trotz seiner umfangreichen Aufgaben im Berufsleben als Ingenieur bei Audi Motorsport ist er immer ein eifriger Segelflieger geblieben und widmet seine rare Freizeit dem VGC und dessen erfolgreichem Wachstum in Deutschland. Peter lebt mit seiner Frau Simone in Süddeutschland.

LETTER TO THE EDITOR

Peter Ocker

Dear Bruce,

There was a very nice old guy that we met at AERO, who is competing with the market of cheap Chinese watches. I was wondering if you could fit this interesting piece in VGC News?

Auf der diesjährigen Aero haben wir die Firma EFRICO mit ihrem Inhaber Erich Fröhlich kennengelernt.

Bereits 1955 hatte er seine Uhrenfabrik gegründet und betreibt sie bis heute. Neben hochwertigen Chronographen hat er auch Automatikuhren und Quarzuhren im Programm, welche alle mit Schweizer Uhrwerken laufen.

Die Besonderheit liegt in den Zifferblättern, welche Motive aus der Fliegerei zeigen. Diese Motive zeigen Flugzeuge, wie etwa den Fokker Dreidecker oder die Phantom, aber auch Segelflugzeuge. Ganz besonders ist uns ein Grunau Baby-Motiv aufgefallen, das hier auch abgebildet ist.

Für militärische Einheiten hat EFRICO auch Sonderserien mit den Geschwaderwappen erstellt, wie auf seiner Homepage auch abgebildet des JG Richthofen.

Neben verschiedenen Zifferblättern mit Motiven bietet Erich Fröhlich auch Armbänder nach Wunsch, ob Leder mit verschiedenen Garnfarben und Edelstahl-Sicherheitsfaltschließe oder Metallbänder. Und sollte Euer Verein eine besondere



During this year's Aero, the owner of the EFRICO watch company, Erich Fröhlich, turned up at our booth. Erich has been manufacturing watches in

his workshop since 1955, and in addition to his high class chronographs, his portfolio also includes automatic and crystal watches, all fitted with Swiss movements. Erich's specialty however, is in the clock-face, which often depicts images related with aviation, with a special version depicting a Grunau Baby (as seen in the picture above).

Erich also offers custom wristbands, with options of leather with different coloured stitching, or full stainless wristbands.

Once having spoken to Erich, one immediately recognises that his focus is on seeing a satisfied customer, so should you like to order a watch, or maybe your club may like to order a special commemorative edition to your own design, Erich will be happy to oblige.

You can contact Erich via: EFRICO - Erich Fröhlich - Kandelstrasse 4 - 75334 Straubenhardt. Tel: (+49) 7082 3025 - Fax (+49) 7082 3026 - info@richthofen-uhren.de

Uhr benötigen, Erich Fröhlich macht auch Sonderserien ab 10 Stück mit Euren Motiven. Wer mit Erich Fröhlich gesprochen hat, der erkennt dass es ihm um zufriedene Kunden mit hochwertigen, zuverlässigen Uhren am Handgelenk geht.

Seine Homepage zeigt nur einen kleinen Teil der Möglichkeiten, also am besten einen Termin vereinbaren. Er wohnt im Dreieck Karlsruhe - Pforzheim - Rastatt und ist unter folgender Kontaktmöglichkeit zu erreichen:

EFRICO - Erich Fröhlich - Kandelstrasse 4 - 75334 Straubenhardt

Tel: (+49) 7082 3025 - Fax (+49) 7082 3026 - info@richthofen-uhren.de

Peter Ocker

Bernd Diekmann

Dear Bruce,

With Frits Ruth, we (Francis Humblet, Gábor Fekecs, Manfred Krieg and myself), lost a long faithful friend, who over the years saw many conversations whilst attending VGC International Rallies, and the exchanging of email and information. During one of our International Rally meetings Frits told us of a little story about the unique two-seat version of the Minimoa, the Mo2a, as we were working on researching this historic project.

Frits Ruth was a Dutch foreign worker who worked as part of the technical staff at both of Wolf Hirth's companies, Sportflugzeugbau Schempp-Hirth OHG in Kirchheim-Teck, and Wolf Hirth GmbH Nabern-Teck.



The Historic group at Spitzerberg in 2011. These were very happy meetings for Frits.

Photo: Bernd Diekmann

During one of the test flights in November/December of 1941, there was an incident involving the Mo2a (known as the Mozwoa in German), which had been sent for modification to Schempp-Hirth in Nabern-Teck.

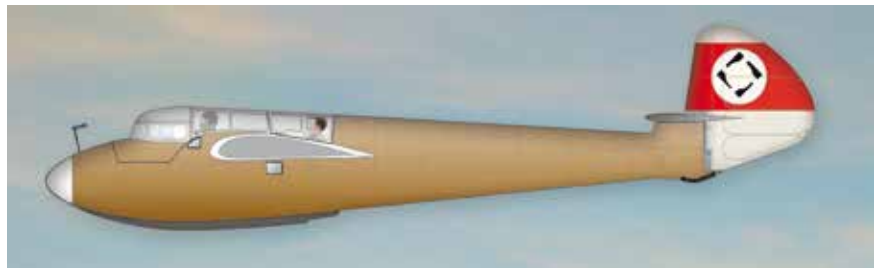
As Frits takes up the story:

In those days I was working in the construction-office of Wolf Hirth in Nabern-Teck. I also belonged to the flight-test department, a group consisting of 5 men, where about once a week, new or repaired aircraft were flown.

Our test pilot, Hubert Clompe, a Saxon from Romania, flew the Mozwoa solo after a modification to the glider on the 6th December, 1941. Following this was a second test-flight on the 10th December, in which I was sitting on the rear seat. In strong, gusty west-winds, we were aero-towed by Richard Glaser in an under-powered Klemm 25 along the Teck, on its western slope. Still under the height of the peaks, and very close to the high forests of the mountain, the connection with the Klemm suddenly broke, and the nose of the glider

LETTER TO THE EDITOR

almost immediately went straight down. But this sudden dive was not due to Clompe de-pressing the nose down as I had first thought during those initial moments however, and already he was pulling with all his strength, and shouted to me to help him pull on the stick. But all that did not help! The trees were already dangerously close before us, as Clompe again frantically pulled on the release-hook*, this time it worked however, and immediately we shot up in a sharp right turn away from the slope. What had happened? The rope must have been ripped out from the coupling of the towing-plane, dropped over the mountainous ground and then probably wrapped itself around one of the underlying treetops. Only at the last mo-



The Mozwoa (2-seat Minimoa). Drawing by Vincent Cockett

ment did the hook open as the rope tightened after being snagged in the treetops! As ropes were difficult to obtain during the war, we searched for it the next day, but it was lost forever in the trees of the Teck.

After the revision to the Mozwoa, it was returned to Erfurt -Nord where it resumed operational flying.

Regards,
Bernd Diekmann

Frits Ruth

* The release for the tow-hook could only be released from the front cockpit occupied by Clompe.

POETS CORNER

The Capstan Special

...in memory of Peter Redshaw



I can't remember how we met
Or what we did or what was said;
I only know a friendship grew
From vintage planes and Capstan brew
With other folk for whom he meant
The promise of an evening spent
In chat and laughter, G&T
And easy camaraderie

But then there came the call one day
That simply said 'Pete's gone away'
And with that came an era's end
As gliding lost another friend
And character we'll not forget
In orange fleece with cigarette
Whose presence we were glad to see
In a glider marked A23

So rallies won't be quite the same
From missing out the Redshaw name
But I know from time to time
A memory will come to mind
Of sitting in his campervan
To listen quietly to the man
Tell tales of gliding with a smile
And life lived in his unique style...

Caroline Coates 2014

PETER REDSHAW

Peter was one of those people who, once met, are never forgotten. Strangely though, I can't remember when we first met because I seemed to have known him all my life – he was that sort of person. Many of us will miss the memorable flights that Peter generously hosted in his beautifully restored Capstan.

Born in 1944 into a gliding family and raised on airfields, he actually started gliding in 1962 at the Lakes Gliding Club. There he remained a stalwart member who held several committee posts over many years. He held 3 diamonds and accumulated almost 5,000 hours gliding and 400 hours power flying. He completed the only 500k from Walney and is listed as having won 47 Lakes Club trophies over the years, although four were for the Wooden Spoon! However it was not just at the Lakes GC that he contributed to the gliding movement. He and Wally Kahn were joint motivators for the fund raising and scanning of all the gliding magazines and books that are now available digitally for posterity. This took a tremendous amount of effort, not just scanning and hosting the website but gaining permissions from authors and publishers. He also became famous, even infamous, with his gliding travels.

His van with the Capstan trailer in tow and 'A23' was easy to spot whenever he arrived on a site but, in case it wasn't sufficiently obvious, he would erect his bright orange 'gin tent'. Sadly that blew away at a Camphill Vintage Rally where he was a regular for many years, so he replaced it with a bright green one to maintain his profile. As a host, he was unsurpassed with an endless supply of Capstan Specials (large gin & tonics with ice and fresh lemon for the uninitiated) emanating from his van and a vast supply of tall tales. He entered his Capstan in the Wolds Two-Seater Competition for the first time in 2000 and never missed a year thereafter. During



that time he amassed 10 first places in the Wood Class and they included two wins and two third places overall, flying against ASH 25's, Duo's, etc. This was achieved in spite of significant consumption of Capstan Specials and more than an occasional cigarette each evening.

His Capstan also entered the Poitiers Two-Seater Competition four times from 2003 to 2009 with a win and a second place in the wood class, despite the French trying to change the

rules to ensure a local winner. He was competitive in everything he did but always supportive of his rivals. If ever anyone needed a screw, a bit of wire, glue, tape or a tool then his huge stock of bits and pieces in the back of his van were always available.

Parties were a speciality for Peter. He would bring out a striped jacket and assorted props at the drop of a hat and be at the heart of any mischief going. His generosity was legendary when it came to fund-raising for such good causes as the Air Ambulance although he would rarely admit to it. He was a brilliant charity auctioneer and could persuade people to spend ridiculous sums on the most unlikely items.

As the son of Sir Leonard Redshaw, head of Vickers Shipbuilding, and a qualified engineer, Peter spent his early career in the shipyards but left in 1976 to become involved in at least 6 different businesses in the local area, including building, engineering, glass production and sheet metal.

Peter was also a dedicated family man who leaves a wife, two daughters, a son and six grandchildren and he would take them on holidays each year, in between his gliding adventures. He will be greatly missed by his many friends but not forgotten. Our sympathies go to his family.

Mike Armstrong

Photo via Mike Armstrong

FRITS RUTH (5. September 1918 – 16. März 2014)

Frits Ruth wurde am 05.09.1918 als niederländischer Staatsbürger in Amsterdam geboren. Seine Familie hatte verschiedene Wohnsitze in den Niederlanden u.a. Haarlem und Heemstede. Seine Flugbegeisterung begann sehr früh. Er lernte in der niederländischen Verkehrsfliegerschule fliegen und fing eine Ausbildung zum Flugzeug-Konstrukteur an. Durch den Beginn des Zweiten Weltkriegs konnte er diese Ausbildungen nicht fortsetzen und abschließen. Halb freiwillig und durch eine Stellenanzeige von Wolf Hirth ausgelöst ging er 1940/1941 nach Süddeutschland in Wolf Hirths Versuchsbau Teck GmbH und arbeitete dort hauptsächlich an der Weiterentwicklung von Lastenseglern und Holz-Ersatzkonstruktionen für andere Motorflugzeuge. Trotz des Krieges konnte er dort seine Flugerfahrungen ausbauen. Während dieser Zeit lernte er seine spätere Frau Gisela, geb. Remy kennen, die als Werksfotografin für die Firmen Wolf Hirth und Schempp-Hirth arbeitete.

Die beiden erlebten das Ende des Krieges in Österreich, wo sie am 12.7.1945 heirateten. Unmittelbar danach machten sie sich per



Fahrrad auf den Weg nach Amrum, wo sie etwa drei Wochen später ankamen.

Nach dem Krieg gab es in Deutschland bekannter Weise keine Möglichkeiten, im Flugzeugbau zu arbeiten und auch das private Fliegen begann erst später unter erschwerten Bedingungen. So übernahmen Gisela und Frits Ruth das Kinderheim von Giselas Großmutter auf Amrum. Dort gab es über die Kinderbetreuung hinaus viel zusätzliche Arbeit, da das Kinderheim in sehr alten, zum

Teil sanierungsbedürftigen (heute denkmalgeschützten) Friesenhäusern untergebracht war. Gegen Ende der 50er Jahre zog es Frits Ruth dennoch wieder in den geliebten Flugzeugbau. Immer während der Wintermonate ging er nach Aachen oder Mülheim/Ruhr. Dort hat er unter anderem zusammen mit Volkmar Wilckens ein einmotoriges Geschäftsflugzeug entwickelt, welches aber nicht bis zur Baureife kam.

Schon damals lag sein Hauptinteresse darin, die Erfahrungen des Flugzeugbaus der Vergangenheit zu analysieren und die unterschiedlichen Innovationen zu dokumentieren.

Das war auch die Zeit, in der er mit der Archivierung anfing. In den Siebzigern - mit den Möglichkeiten (und sinkenden Preisen) der modernen Verkehrsfliegerei fing er an, regelmäßig zu Treffen der Flugzeug Oldtimer Fans zu reisen, meistens in die USA. Dort knüpfte er sehr viele Kontakte zu Gleichgesinnten, die er bis in diese Tage pflegen konnte. Lange Jahre hat er an einem umfassenden Register von Flugzeugkonstruktoren gearbeitet. Immer wieder fing er von vorne an, weil dann doch wichtige Aspekte unberücksichtigt blieben. Dieses Werk ist bis heute unvollständig. In den letzten Monaten seines Lebens hat er sich dann daran gemacht, als letzter lebender Augenzeuge der Anfänge der Arbeit der Brüder Wolfgang und Ulrich Hütter davon und ihren Flugzeugkonstruktionen zu berichten. Die Veröffentlichung des ersten Teils dieses Berichtes in den VGC News konnte er noch genießen und war stolz darauf. Der zweite Teil erschien jetzt kurz nach seinem plötzlichen Tod.

Wie schon oft in den vergangenen Jahren fuhr Frits Ruth, nun 95 Jahre alt, am 5. März 2014 mit dem Auto in die Niederlande, um seinen Bruder und weitere Freunde zu besuchen. Dort erlitt er in

der Nacht zum 15. März eine Gehirnblutung und wurde nach Eindhoven ins Krankenhaus gebracht. Als sie die Nachricht von der Erkrankung erhielten, fuhren die beiden Söhne



gleich am 16. März in die Niederlande, um ihren Vater zu besuchen. Noch unterwegs, etwa eine Stunde vor der Ankunft in Eindhoven erhielten sie den Anruf, dass ihr Vater etwa 10 Minuten zuvor verstorben war. Genau zum Zeitpunkt seines Todes hatten die beiden beobachtet, wie ein Hochleistungs-Segelflugzeug direkt vor ihnen quer über die Autobahn schwebte – welch ein Zeichen!

Peter Selinger

FRITS RUTH (5th September 1918 – 16th March 2014)

After Lindbergh's ocean flight in 1927, Frits Ruth was, like so many, interested in aviation. He began his aviation career by building a balsa-wood model of a Sopwith Camel. After the success of the Dutch DC-2 'Uiver' in the Melbourne air-race in 1934, Frits was unstopably enthusiastic. The next year he built some glider models, but these were much too heavy.

Two years after his glider models, Frits flew in a real glider during the BNZ gliding course at Teuge. He received instruction from Otto Koch, and others, just before the national gliding competitions were held at Teuge. After the course Frits made some launches in Noordwijkerhout, where he also gained experience with the repair and building of gliders. The following year he flew, more or less by accident, his A and B license. The thermal flight was not planned, but as Frits told the story, he drifted too far over the sea during a dune-flight, barely made it back to the shore! During his pre-war gliding time, he flew from the airstrip at Amsterdam Noord, where the pilots had a lot of work to do to maintain the airstrip.

Just before the war Frits started flying motorised aeroplanes. Jan Hoekstra was his instructor, Frits being the first pupil for Jan as an instructor. He gained his pilot's license and also became a glider instructor and technician (Otto Koch was his examiner). During

the 'Tweede Depot Luchtstrijdkrachten' to be trained as a military pilot. The training lasted until the 7th May 1940, when during the bombing of Rotterdam, he assisted in the defence of the city.

In the following summer, contact with Wolf Hirth was renewed, with Frits going to see Hirth that August. Because Fritz was already a pilot, Wolf asked



him to organise the test-pilots department. A few weeks later Seff Kunz gave him permission to fly himself. During this time, Wolfgang Hütter worked with Hirth as chief engineer, heading a team of different nationalities. Hütter asked Frits to join the team to work on the Habicht, the Flettner designs, the Me 321 (Giant), and the Hirth Hi-21. At the end of the war Frits evacuated to Austria, where he spent the summer with his future mother-in-law in Lech. Lech is well known to the Dutch members, as Lech is the winter resort of the Dutch royal family.

In 1951, gliding came back in sight, caused by the Rhön manifestations. A few years later Frits became workshop manager at the FVA in Aachen, located at the Technical University. Unfortunately, the students were not always serious in their job, and he was later appointed in Essen - Mülheim, with the 'Prüfstelle für Luftfahrtgerät', which later became known as the LBA (Luftfahrt Bundesamt), where he only worked there during the winter. In Essen Frits restarted flying, and was involved with the theoretical work on conversions of U.S. standards to German standards for the first German post-war airliner, the noisy Hansa Jet.

Frits once wrote to me that he was very sorry that he had never been able to finish what he was doing, and in that respect, World War II had quite bothered him.

We will remember Frits as an active member of the Historic Group of the Vintage Glider Club, and his knowledge of the history of aviation was legendary.

Once, he proudly showed his new tent, that was nearly the size of



OBITUARY

a coffin. He made a long trip from the North German Wadden Islands, where he lived, to Hoogeveen, all alone in his old Daf.

Frits was married to Gisela Remy, who became famous in aviation photography. She made beautiful colour photos, including rare wartime colour shots. In 1941 she worked at Wolf Hirth, and was a glider pilot until she was 80 years old as a member of the glid-

ing Club at Aventoft, a well-known airfield to VGC members, as we held our International VGC Rally there in 1999.

We wish Gisela and her children a lot of strength to cope with the loss of a very amiable man.

Neelco Osinga

Photos, top to bottom:

Photo 1: Frits with his life-long friend, Chris Wills. Photo: Ulf Ewert

Photo 2: Frits with Wolf Hirth. Photo: via Bernd Diekmann

Photo 3: Frits Photo: Peter Selinger

Photo 4: Frits (right) with Wim van Wiferick in a Grunau 9. Photo: via Neelco Osinga

FOR SALE

For Sale

Grasshopper Primary restoration project

Complete, with main structure in very good condition. New flying wires, but needs fabric for the wings. £200.

Contact David Gibbs, on (0044) 07814 003712, or email: david_john_gibbs@hotmail.com

For Sale

1963 model Scheibe SF26a Standard

(one of only 2 in South Africa). Glide angle is 31:1, and has been hangared all her life. Comes with a good, but basic panel, including a Cambridge 3 glide computer with electronic vario.

Total time: 571 hours.

Total Launches: 597 flights.

Comes with a trailer which is in good condition.

Any offers, please contact Bruce Hay: brucehay55@gmail.com



For Sale

Kestrel

20m 1975 BGA 2046

Reg: GD-DEA. Complete kit with parachute, oxygen and trailer with no damage. Little used as a backup to my other glider, but my age prevents me from flying now.

No CoFA at present, requires some minor work.

Owner and glider based at Lasham.

Price £5,000

Please contact: Arthur Pickles, 33 Moreton Close, Church Crookham, Fleet, HANTS GU52 8NS.

M100 free to a good home/ trailer for sale

Water damaged Morelli M100s.

Air brakes have suffered moisture ingress. Spare canopy and frame available. Full history of airframe (no. 26), free to a good home.

Trailer for above aircraft recently completely rebuilt of marine ply, covered with glass fibre cloth and sprayed with two-pack. Hitch galvanised, wheels powder coated with new tyres, re-wired throughout with new lights. Would suit 15m glider.

£2500 ono

Contact Mike Farrelly mike319@live.com

For Sale

L-Spatz's in excellent condition.

L-Spatz 55, D - 8404, instruments, radio, airworthy with trailer, € 2800,--

L-Spatz III, D - 1389, instruments, radio, airworthy with trailer, €4000,--

Please contact Thomas Häcker: tu.haecker@t-online.de
Tel. 0049914170814
Address:
91781 Weißenburg,
Bavaria, Germany.



Wanted

Slingsby Wing pin-extractor tool

to suit a Skylark 2

We are missing the wing-pin extractor tool for our Australian museum restoration project for our Skylark 2.

Please contact Alan Patching at: calbpatc@netspace.net.au

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?

Please contact the editor.

SALES



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Polo shirt	15.00	4.00	5.00
Tee shirt	9.00	3.00	4.00
Tee shirt (white with printed) VGC Badge	6.00	3.00	4.00

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Books	Price Pounds	Post UK Pounds	Post Europe Pounds
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Sailplanes 1945 - 1965, Martin Simons	35.00	7.00	11.00
Sailplanes 1965 - 2000, Martin Simons	35.00	7.00	11.00
Sailplanes 1965 - 2000, Martin Simons	35.00	7.00	11.00
A Glider Pilot Bold, Wally Kahn	11.00	2.50	5.00
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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