

# VGC News

No. 143 - Spring 2015



We Remember  
Dr. August Raspert



Diamant  
a shining diamond



Fortunate Incident  
two-seater Zögling in Australia



and much, much more...



# PIN BOARD

## The VGC welcomes the following new members :

- |      |                   |             |
|------|-------------------|-------------|
| 5476 | Paul Regeli       | UK          |
| 5477 | Matt Roberts      | UK          |
| 5478 | H D Lancee (Mrs.) | NL          |
| 5479 | Lachlan MacNeil   | UK          |
| 5480 | Jan van de Ven    | Netherlands |
| 5481 | Elio Cresci       | Italy       |
| 5482 | Peter C. McLean   | USA         |
| 5483 | W Kraai           | Netherlands |
| 5484 | Alessio Bertocchi | Italy       |
| 5485 | Riku Saarinen     | Finland     |
| 5486 | Ryan Wubben       | USA         |
| 5487 | Paul Tolson       | UK          |
| 5488 | Mark Hope         | UK          |
| 5489 | Philippe Rossier  | Switzerland |
| 5491 | Philip Hawkey     | UK          |

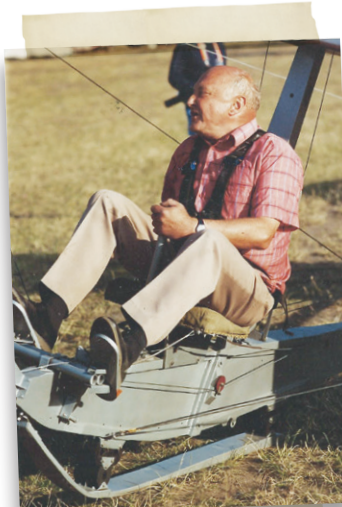


Linda Sargent and Andrew Jarvis were married on Friday the 7<sup>th</sup> Nov at Arundel Town hall in West Sussex. The wedding was attended by close family and friends, including some from the VGC. May we all here at the VGC extend our warmest congratulations to the happy couple and we look forward to seeing them at our 2015 VGC Rallies! Andrew has promised Linda he will buy a two seat open cockpit glider as a wedding present , we wish them well.

Left: The happy couple!

Right: What would a wedding be without the odd 'President and First Lady' here and there be?

**Photo Gillian Smith**



Geoff Moore asks; 'was he finally about to complete his A and B certificates?

**Photo Geoff Moore**



Luca Gilbert Simpson, born on 7<sup>th</sup> November 2014 - heir to the Simpson dynasty!

Could he possibly be the fourth generation Simpson to become a glider pilot? Judging from his interest in his Christmas present, I suspect it will take some work, but I'm not giving up!

**Photo Colin Simpson**



Mum looking exhausted after clearly doing all the work! Meanwhile that darn sheep has popped up yet again!

**Photo Christoph Zahn**



A new arrival of a baby boy into the Zahn family! Born on the 24<sup>th</sup> November 2014, no doubt young Nick Zahn will be joining his bigger brother Ben in vying for dad's Habicht! Everyone here at the VGC extends their congratulations to Britt and Christoph, not to mention all of both Britt's and Christoph's families!

**Photo Christoph Zahn**



Clearly all the excitement has been too much. Travelling back from Germany aboard a cross-channel ferry can be a hazardous undertaking!

**Photo: Christoph Zahn**

**Why not join the VGC Kids Club and send in your children's gliding related photos?**



<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.

**VGC News is published by:**

The Vintage Glider Club Ltd  
8 Hamilton Road, Church Crookham, Fleet, Hampshire, GU52 6AS  
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**Copy deadline for the next issue:**

15<sup>th</sup> May 2015

Please submit material to VGC News

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**Design by:**

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**Published by:**

Equip Werbung & Verlag GmbH,  
Bonn, Germany

**Front cover:**

Diamant, HB-940 over Engadin/  
Grisons in the 1980's

**Photo: Gerd Schäfer**

**Backcover:**

2015 VGC International Rally  
Poster

Painted by Hans Boxem



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## OFFICERS OF THE VGC

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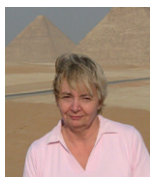


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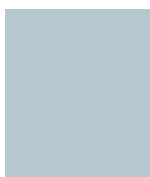
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Nick Newton - VGC President

# From the President's Corner



*In the middle of the freezing cold weather that we were experiencing at the beginning of February, the the Board of the VGC has just had its first meeting of 2015. This was held at Weston on the Green in Oxfordshire, courtesy of the Oxford Gliding Club which is based there. There were several important items on the Agenda which were addressed, and a delicious lunch (with a glass of wine!) was conjured up by our latest co-opted board member, Peter Boulton.*

Klaus Schickling (International Rally Secretary) had managed to get to the meeting from Germany, and Jan Forster (our Chairman) also braved the inclement conditions coming over from the Netherlands to arrive in his Camper van together with his wife and son, spending the night on the airfield!

It was a happy and constructive meeting. The Board is looking forward, with relief, to an exciting International Meeting at Terlet in the Summer, after our Rendezvous meeting at Venlo. Thanks to our new Treasurer, Sue Brooke, the accounts have finally been put on a professional basis, and successfully audited (we are in the black!) Sales of our 40<sup>th</sup> Anniversary book have reached the 'break-even point' at which the costs of the book have been covered, thanks to the generous assistance of Klaus Fey our VGC News publisher, who had kindly agreed to publish the book on a costs only basis.

Furthermore, the Annual Dinner preparations in conjunction with a weekend gliding meeting (weather permitting) at Lasham airfield in the south of England at the beginning of October, are already well underway.

It is worth considering at this point the work that is undertaken by the Board, its co-opted members, members of the International Council, and all the others, who give their time so generously

to help with the running of the Vintage Glider Club, as well as the organisation of our Rallies. As we are a Club not a business, it is important to appreciate that all the work of the VGC is done on a voluntary basis. Many of the members of the Board are still working full time, and make a considerable effort, giving up some of their 'spare time' to get involved.

At the back of our Anniversary book, there is a list of all the Committee and Board members, as well as the members of the International Council, who have served over the years and contributed so much to our Club. It is an impressive document recording so many names during our Club's forty year history.

As I come to the end of the fourth year of my Presidency, I want to pay tribute to all those who over the years have volunteered their services to the VGC. Without them the VGC would simply not exist! Thank you one and all for the commitment to the Club that you have so clearly demonstrated.

When Chris Wills passed away, four years ago this May, many will remember the decision, taken at the AGM during our International Rally in Spitzerberg, Austria, later that year, that a new President should be elected without undue delay, and I found myself appointed to that rôle. There were many others who I personally felt were more worthy, but for various reasons at the time, they declined (clearly they were more sensible than me!) However, I remember that it was Martin Simons, someone who has also contributed enormously to the success of our Club, who suggested at the same AGM, that whereas Chris Wills had been nominated 'President for life', the new President should only hold the position for a period of three or a maximum of four years, before handing it over to the next incumbent. This sentiment was readily accepted by us all.

As a result, I am delighted that other members of the Club, who have given so much of their time and effort to make the VGC into the organisation that it is today, will have the opportunity to take on this duty in future years. The club will be all the healthier for it, as new ideas and visions for the future of our Club are developed and adopted. I look forward very much to the forthcoming Rally in Terlet and hope that as many of you as possible will attend the AGM and give your support to our endeavours towards this end!

**Nick Newton  
President**

Jan Forster - VGC Chairman

# Chairman address



## Are you still sitting down?

*As I write this, I am still at this year's European Gliding Union (EGU) Conference. Although I am actively taking part and listening to other people, I am wondering about the world in which we live. Some years ago, before the European Commu-*

*nity really began to change our lives, everything seemed to work fairly well, there were some problems but we weren't really aware of them and could live with that. Flying oldtimers worldwide was not an issue; you could go and fly wherever you wanted.*

Since EASA (European Aviation Safety Agency) started doing its work, however, we were confronted with all sort of rules and regulations that we never anticipated and which do not appear to make flying any easier or safer for Glider pilots. EASA is a Eu-

European Agency that wants to impose the same rules throughout Europe for the benefit of everyone in Aviation. But the opposite has happened! Following its remit, EASA designed a standard training program with the same licensing and medical requirements for all varieties of aviation in every country throughout Europe. This in principle means you can go from one country to another throughout Europe and everyone has the same training requirements.

The Approved Training Organisation (ATO), that EASA developed, was however designed primarily for commercial use, so the sport of gliding has ended up with the same regulations as airlines such as British Airways and KLM! Since we are not professionals flying commercial aircraft, but amateurs flying small gliders, the ruling was clearly over the top. For this reason, EASA decided to produce a more basic version for light aviation. The National authorities were allowed to make a choice to adopt the simpler version as a stop-gap measure until 2018, and most countries have gone for this temporary solution.

However, listening to Germany during this EGU meeting, we have learned that the German Civil Aviation Authorities have taken the decision, in their country, to implement the ATO in full by April this year. This means that gliding clubs from other countries who might want to have a training camp in Germany, will no longer be allowed to train their pupils in Germany! Flying in Germany without a 8.33kHz radio is also no longer allowed,

so don't cross German borders with the wrong radio! You may even have problems with your insurance if you are involved in an accident! So practically speaking, there is now more difference between Countries than there were before the ATO was introduced by EASA!

Why I am telling you this? Because, for the time being, our Annex 2 gliders still don't need a radio in Germany. We don't use our gliders for training at our International Rallies, and that means that we still can fly in Germany with our old timers! Gliders from other countries are still welcome in most parts of Europe. Generally speaking, this means that European VGC pilots are currently more united than Europe itself under EASA!

But be warned, there are always barriers that have to be overcome, like the Dutch authorities who tried to stop the Rally at Terlet. We have to be aware that even though we are relatively free to fly in Europe at present, we have to keep our gliders in the best possible condition and fly them in a disciplined way so that, that we minimise any risk of giving cause for being grounded.

'It looks like you are always having fun with your Rallies!' That's what non-VGC members say when they see us flying our vintage gliders, and that's why we are the envy of non-vintage glider owners; they want to rediscover the fun in flying with minimal bureaucracy!

Lets keep our spirits up and fly safely! See you at Terlet.

### Seid Ihr noch am Boden (der Tatsachen)?

Während ich dies schreiben, bin ich gerade beim diesjährigen EGU Kongress. Wenn ich das hier so höre, wundere ich mich über die Welt, in der wir leben. Noch vor einigen Jahren, bevor Europa unsere Welt veränderte, schien doch alles in Ordnung zu sein. Wir hatten wohl kleinere Probleme, aber die realisierten wir nicht wirklich und außerdem konnten wir damit leben. Die Oldtimer-Fliegerei war kein Thema; wir konnten überall wo wir wollten fliegen.

Seit die EASA (European Aviation Safety Agency) ihre Arbeit aufgenommen hat, werden wir mit Regeln und Richtlinien konfrontiert, die wir nichtmals erahnt hätten und die weder das Fliegen unkomplizierter, noch sicherer machen. Die EASA will europaweite Regularien zum Wohl sämtlicher Piloten, aber das Gegenteil passiert! Ihren Zweck verfolgend hat die EASA einen Standard entwickelt, der die selben Flugschein- und medizinischen Voraussetzungen für alle Arten von Piloten in ganz Europa festlegt.

Die ATO (Approved Training Organisation), die die EASA entwickelte, diente eigentlich der kommerziellen Luftfahrt, aber am Ende gilt sie für den Segelflug, wie für die großen Fluggesellschaften, wie British Airways, KLM oder Lufthansa. Da wir keine professionellen Flieger, sondern Amateure in kleinen Flugzeugen sind, ist die Regulierung völlig überzogen und hat die EASA quasi eine Light-Version für uns verfasst. Die einzelnen Nationen durften die vereinfachte Version als Überbrückungsmassnahme bis 2018 wählen, was die meisten der Einfachheit halber auch taten.

Die deutschen Vertreter gaben beim EGU Kongress nun an, dass die Regierung entschieden habe, die "Vollversion" ab April diesen Jahres anzunehmen. D. h., dass ausländische Clubs, die ein Trainingscamp in Deutschland veranstalten wollen, nicht

mehr selbst die Trainings übernehmen dürfen. D. h. aber auch, dass ohne ein 8,33 kHz Funkgerät nicht mehr in Deutschland geflogen werden darf, also überfliegt nicht mehr die Grenze nach Deutschland! Ihr könntet selbst Probleme mit Eurer Versicherung bekommen, wenn Ihr in einen Unfall verwickelt seid. In der Praxis bestehen somit mittlerweile mehr Unterschiede zwischen den Nationen, als vor ATO und EASA!

Warum erzähle ich Euch das alles? Weil bisher unsere Annex 2 Flugzeuge ohne Funkgerät fliegen dürfen. Auch halten wir keine Trainings auf unserer internationalen Rallye ab. Wir können also weiterhin mit unseren Oldtimern in Deutschland fliegen. Segelflugzeuge aus anderen Ländern sind noch immer fast überall in Europa willkommen. VGC Piloten bilden in Europa weitaus mehr eine Einheit, als der Rest der Fliegerwelt. Das zur EASA-Vereinheitlichung!

Trotzdem müssen wir aufpassen. Uns werden doch immer wieder Steine in den Weg gelegt, so wie man in den Niederlanden unsere Rallye untersagen wollte. Wir müssen uns realisieren, dass wir trotz unserer momentanen Freiheiten, darauf achten sollten, dass unsere Flugzeuge immer in einem guten Zustand sind und wir diszipliniert fliegen, damit wir keinen Anlass geben, am Boden bleiben zu müssen.

"Es sieht so aus, als ob Ihr immer viel Spaß bei Euren Rallyes habt!" Das höre ich Nicht-VGC Mitglieder oft sagen, wenn Sie uns fliegen sehen. Und das ist der Grund, dass Nicht-Vintage Flieger neidisch auf uns sind; sie wollen den Spaß des unbürokratischen Fliegens wieder erleben. In diesem Sinne - lasst uns unseren Geist bewahren und fliegt sicher! Ich seh Euch in Terlet.

**Jan Forster**

Bruce Stephenson - Editor

# Editor's Comment



*It always amazes me just how many emails each issue of VGC News generates! If I spent as many hours actually producing the magazine, rather than communicating, then I cannot begin to imagine just how many extra magazines worth there would be in trying to get things right! But that's really the nature of the beast, and in this issue, there have been some intriguing conversations indeed going on behind the scenes to bring you some of the content.*

One issue that is more than worth a mention is some recent reactions to further revisions to an existing BGA inspection procedures (see Workshop Flyer). It is worth reminding members that there are a lot of issues that will require more of our attention in the years to come to keep our beautiful flying creations where they belong, in the air. But may I stress the importance of understanding the issues before acting upon them, many of which may be procedures applicable to that country only. We here at VGC News will continue to do our best in keeping you informed of relevant issues, and is primarily why we have created Workshop Flyer, to keep both you and your gliders, safe.

Another interesting observation that I have made since taking up the reigns here at VGC News, is that I always find it fascinating to learn how some of our sister clubs do things. One particularly interesting and vibrant club is that of the Vintage Sailplane Association (VSA) in America. They have for some years, promoted meritorious flights through their VSA Coin series. These attractive lit-

tle engraved Coins are awarded for flights equivalent to, or better than any part of a Silver C, Gold, or Diamond at designated VSA events. There is no limit to how many coins are awarded at a meeting, however only one coin per person can be awarded at any one meeting.

We here at the VGC of course often recognise outstanding flights at our Internationals through our Trophies and Commendation awards at our Annual Dinner, but past the awarding of a bottle of wine here and there, we really don't have a daily award system to commemorate significant flights by our members at our larger Rallies that our members may cherish in the same way.

I often wonder why we here at the VGC, do not take a leaf out of the VSA's books, and consider something similar at our highly popular Rendezvous and International Rallies?

Finally, another issue I want to touch upon is the importance to support our gliding heritage. Over the years the UK has seen a steady exodus of some of our most rare gliders, whilst others have been lost to the elements forever. You will all see that on page 9 of this issue, that there is a plea to bring back the unique British glider, the Scott-Viking 1.

Bob van Aalst, who is well known to many of us here in Europe, has to be commended on his efforts to see this glider return to the UK as part of the rapidly expanding Glider Heritage Centre at Lasham. I cannot stress enough to all our UK readers, just how important this glider is to our country, and I ask you all to help support this project by making your pledge today.

Don't dismiss it folks, even if you donate just a few pounds, or pledge the full 82 Euros, you will help make the difference. So please, if you truly care about protecting our gliding heritage for the nation, support us by making your pledge today.

Let's make a difference, let's dig deep and get her home!

Well that's all from me folks,  
Happy landings, and stay safe!

**Bruce**

## An important announcement!

Due to unseen personal circumstances, David Underwood, has had to resign his position as VGC archivist.

All is not lost however!

The VGC Board is delighted to announce that David Williams has kindly agreed to officially become the new VGC Archivist, and will continue to administer the archive. David has been working behind the scenes supporting the previous Archivists for some time now, so he knows the entire collection probably better than anyone.

For those of you who do not already know David, he is a keen Slingsby Eagle aficionado, and is currently restoring his

lovely Eagle, BGA 825.

The Board wishes to take this opportunity to again extend our thanks to David on behalf of all our members for keeping the archive accessible to us all.

So if you have any enquiries, you can contact David via the usual VGC email address of: [archivist@vintagegliderclub.org](mailto:archivist@vintagegliderclub.org)



## The VGC is looking for a volunteer Webmaster!

We need someone who has experience in building and maintaining a website on a Windows or UNIX based web server.

Initially we need help to maintain the current UNIX based CMS

made easy website. Our current website requires its content to be kept up to date on a regular basis in co-operation with VGC Board members (typically involving 2-4 hours per week).

In the longer term, we need to investigate alternative platforms and features which include maintenance of email-forwarding lists and the management of domain and hosting renewals. For this, the ideal applicant will need to have experience of HTML, PHP, ASP, Databases etc.

If you are interested and think that you have the requisite skills and time to help us do this, please get in touch with the VGC Secretary.

# Some important Rendezvous and International Rally announcements

### **Online Registration is now open for both, the Rendezvous at Venlo and the VGC International Rally at Terlet.**

Please register as soon as possible to ensure your place, along with your registration fee.

#### **Payments (bank transfers in non-Euro countries)**

##### **International Rally Terlet**

Due to possible high bank charges for bank transfers to the Euro region, from among others the UK, Paypal payments will be available for payments of the Rally fees for the International Rally in Terlet (for details, go to the Terlet website).

##### **Rendezvous Venlo**

For the Rendezvous at Venlo, Paypal will not be available, but they will accept payment of the rally fee upon arrival. So if you are making payment from a non-euro country and wish to avoid these bank charges, please note this on your registration.

#### **-also please note a slight date correction!**

Due to problems with early arrivals at Terlet, the Rendezvous in Venlo will be extended by one day until July 26<sup>th</sup>. The International Rally will begin on July 27<sup>th</sup> (arrivals and Opening Ceremony).

### **Online Anmeldung jetzt möglich für sowohl des Rendezvous in Venlo, als auch die VGC International Rally in Terlet.**

Bitte meldet euch sobald wie möglich an und bezahlt die fällige Anmeldegebühr.

#### **Überweisungen aus nicht-Euro Ländern**

##### **International Rally Terlet**

Wegen der gegebenenfalls hohen Bankgebühren für Banküberweisungen aus nicht-Euro Ländern, wie z. B. England, gibt es für die Meldegebühr der Internationalen Rally in Terlet die Möglichkeit der Bezahlung per Paypal (Details auf der Website von Terlet).

##### **Rendezvous Venlo**

Gebühren für das Rendez-Vous können nicht per Paypal bezahlt werden. Zur Vermeidung hoher Bank-Gebühren aus nicht Euro-Ländern ist die Zahlung auch bei Ankunft vor Ort möglich. Dies bitte auf der Anmeldung vermerken.

#### **... geringfügige Terminänderung**

Wegen Problemen mit früherer Anreise in Terlet wird das Rendezvous um einen Tag bis zum 26. Juli verlängert. Die Internationale Rally beginnt am 27. Juli (Anreise und Eröffnung).

#### **Klaus Schickling (VGC International Rally Secretary)**

# Stop-press!

It is with great sadness we have to report the following bereavements:

#### **Rolf Algotson**

Rolf Algotson passed away on March 7<sup>th</sup> 2015 and was a long-time supporter of the VGC. The VGC team would like to pass on their condolences to Rolf's wife, Stina and their family. An obituary will appear in Issue 144.



services to gliding. In 2014 the BGA presented him with its Gold Medal, in addition to being presented with the VGC Chairman's Trophy in recognition for his services and support to UK, and Vintage gliding. He was a life member of Lasham Gliding Society and published a popular autobiography, 'A Glider Pilot Bold'. Wally's loss to British gliding will be keenly felt. A full obituary will appear in Issue 144.

#### **Wally Kahn**

The 16<sup>th</sup> of March, 2015 saw the passing of one of England's best-known glider pilots, Wally Kahn. Wally was a keen supporter of the VGC and was an ardent supporter of the sport, serving with BGA as a Council Member from 1954-1990. Recipient of various awards over the years, in 2011 Wally was awarded an MBE for



#### **Joyce Moore**

Finally, may we extend our condolences to Geoff Moore, who's wife Joyce, passed away on the 8<sup>th</sup> March at the Kilfillian Care Home in Berkhamsted. Joyce will be remembered by many British Rally goers and had attended many VGC Rallies over the years. Our thoughts are with Geoff at this difficult time.





Peter Ocker

## Attention to all owners of French CENTRAIR plastic gliders

EGU Representative:  
Peter Ocker

Contact:

egu@vintagegliderclub.org



Well it was that time of year again, the 21<sup>st</sup> Annual General Conference of the EGU.

I again attended in my official capacity as VGC representative, with a lot of issues being discussed. Almost all topics on the agenda did not have any significant direct effects on our Vintage gliders, however there were some issues that had some bearing on the operation of older gliders,

especially with changes to their current status.

Although not of wood, and although they may appear to be too new in terms of our vintage gliders, it is worth however, making owners/syndicate members of the 'Pégase' (C101) or 'Marianne'

(C201) gliders aware that the French Company 'Centrair' is currently considering the handing over for the responsibility for the type to the French Gliding Federation.

Nothing as of yet has been decided however, but the issue is that no data for the type is known to the French Gliding Federation for gliders that are registered outside the French register.

So, please, if you have a Centrair glider (or maybe you know somebody who does own one), please contact the 1<sup>st</sup> Vice-President of the French Gliding Federation, Jean-Pierre De Loof ([jean-pierre.de-loof@wanadoo.fr](mailto:jean-pierre.de-loof@wanadoo.fr)) and inform him of your glider's construction number and its current registration. Only by compiling a more complete database of these gliders still in existence, will there be any further action to this development.

Jean-Pierre is a fantastic fellow who designed the first composite amateur glider in France by using a Libelle fuselage and building a 12.6m wingspan glider – which still exists today.

## VGC attends the 1<sup>st</sup> Aviation Museum Conference



Evelyn Crellin speaks to VGC members Ingrid Zibell and Peter Ocker, while Christoph Regel (Rechlin Museum) listens on. Photo Peter F. Selinger



Reinhard Mücke, restoration workshop head of the Oberschleißheim aircraft museum (part of the Deutsches Museum) converses with some other prominent figures within the German aeronautical restoration industry, including Harald Reiter, head of the famous 'Flying Bulls'. (Reinhard is also the boss of our VGC member, Phillip Stengele). Photo Peter F. Selinger

Mid-December saw the first Aviation Museum's Conference, held at the Dornier Museum at Friedrichshafen. Just opposite the exhibition ground, where the VGC is present at the Aero exhibition each year, this fantastic museum was an appropriate location. On behalf of the Wasserkuppe Museum, VGC members, Ingrid Zibell and Gerd Allerdissen (both VGC members), were present, with Peter Ocker also attending in his official capacity in representing VGC Germany.

70 participants from all over the world listened to various collection philosophies, including the Messerschmitt Flying Museum, who own a replica Me 163 (constructed by our VGC member, Josef Kurz), and from the Deutsches Museum, not to mention a challenging recovery report by the RAF Museum, who salvaged a German Dornier Do 17 bomber from the bottom of the Channel. Also included, were restoration projects by the Berlin Technikmuseum, and the restoration philosophy of a Wildcat at the Museum of Flight.

Dr. Evelyn Crellin, Curator for European Aviation at the Smith-

sonian Institution/National Air and Space Museum from Washington, attracted much interest. She continued the restoration philosophies by Robert C. Mikesch (a retired leading ex-curator of NASM) and explained the careful investigative work required even before a restoration starts. With a large collection of German aircraft, she explained how they approached restoration work on a Horten 229 jet and also gave a preview of upcoming projects. Most interesting were talks among the experts during the breaks, including the head of the Flying Bulls collection and heads of other aviation collections.

It was a good start into more detailed work on artefacts – a new word to us, but all our vintage gliders are artefacts too! Peter Ocker has taken up the topic and based upon the information gathered at the Conference, is currently working on specific guidelines and information for future glider restoration techniques.

So stay tuned, as Peter will be expanding upon the subject during the Aero exhibition in mid-April.

Peter Ocker

# Help bring this iconic glider home!

## Support the Scott Viking 1 Project

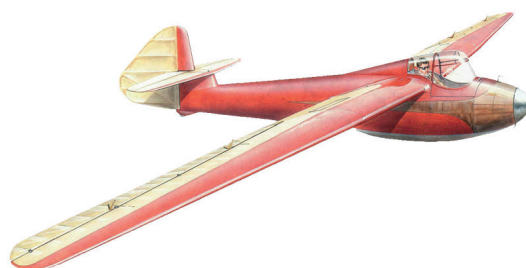
The Scott Viking 1 was an iconic British glider designed by the renowned British designer, Roy Scott, and is of important significance to British gliding.

Developed in the late 1930's, the Scott Viking 1 was a revolutionary British glider for its time, boasting many modern features that we take for granted nowadays. Having simple rigging and self-connecting controls, this glider represents the pinnacle of pre Second World War British gliding design.

Although it had a modest performance of 20:1 at 33mph; the Scott Viking's trump card was that its aileron's could be trimmed to act as flaps, thus enabling the glider to thermal at lower speeds. Such an important British glider deserves to become a part of the Gliding Heritage Centre collection, and we have an opportunity to make this happen.

The last surviving of only four Scott Viking 1's made, BGA 416 currently resides in Holland; owned by Willem de Baas. Willem is keen to see this remarkable British glider return back to Britain, and become part of the Gliding Heritage Centre collection, where we intend to fly it again.

In order to achieve this however, first we need to raise the 8,200



Euros Willem paid for the glider, so we appeal to you to help us support this worthwhile project which has been instigated and led by Bob van Aalst, from the Netherlands.

With the goal of appealing for 100 supporters to donate 82 Euros each, half of the funding has already been raised, however we have some way to go yet!

We have to meet the purchase price by the time of the International Vintage Rally in Terlet this August, or we will lose this opportunity forever.

So if you would like become one of the 100 incredible people to secure this this unique piece of British history long-term for the nation, why not pledge your support today with your donation. We will even place your name on a very special plaque that will be displayed with the glider, so that your contribution will be recorded and remembered.

For further information, please go to the GHC website: [www.glidingheritage.org.uk/scott\\_viking](http://www.glidingheritage.org.uk/scott_viking) or contact Bob van Aalst: [sedbergh@hotmail.com](mailto:sedbergh@hotmail.com)



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Neal Pfeiffer

## Workshop Flyer



Our VGC wood gliders need extra attention to keep them airworthy. The wood itself must be inspected regularly, but also the glue that holds them together. Recently the BGA has published a revision of an existing mandatory inspection in the UK, BGA 042/07/2004. This revision broadens the scope and frequency of inspections. This procedure focuses on the K-series gliders produced by the Alexander Schleicher factory (Ka 1, Ka 2, Ka 3, Ka6, K7, K8, K10, ASK 13, ASK 14, ASK 16, ASK 18 and all variants). Currently, con-

cern centres on the Kaurit glue that may have been used during manufacture of these, and potentially other types.

The BGA has been monitoring the results of these inspections for several years, and as a result this revision to the inspection procedure has been issued. This new inspection will enable the BGA Technical Committee to see in more detail the different areas where glue issues have occurred.

Because of this larger set of data, the revision to the inspection procedure has been

issued. VGC News is currently seeking to help all Vintage and Classic owners in both the UK and in other countries, to better understand the issue further.

Because of the importance of this topic, the rest of this column will be dedicated to observations on the revision to this inspection procedure in the UK, by Peter Underwood.

Expect more information on this topic in the months ahead here in VGC News.

Neal Pfeiffer

Peter Underwood

## A very little light in our darkness

The BGA have recently issued revision 4 to Mandatory Inspection 042/07 /2004. While this inspection

deals with glue failure specifically in UK registered Schleicher wooden Ka series gliders, we should be aware that there could

be subsequent repercussions affecting our wooden Annex 2 types.

One of the requirements of this mandatory

## UPCOMING EVENTS

inspection is that we identify the various types of adhesives currently evident in the glider's structure. I hope that the following, rather paltry, notes may be of some little assistance. I have restricted my comments to gliders of UK and of German construction since these are the types with which, over many years, I have had most involvement. Wooden gliders built prior to WW2 with which we are concerned used predominantly Casein glue – made from milk. During WW2 synthetic glues were developed. Post-war these synthetic glues rapidly replaced Casein in wooden glider fabrication. In Germany the favoured synthetic was Kaurit, while in the UK it was Aerolite and Aerodux. I don't think we need concern ourselves with Beetle glue. This was used on powered aircraft but not, as far as I am aware, on any glider with which we are concerned. (I am bound to be proved wrong on this!).

Kaurit is a two part adhesive. The glue is applied to one side of the joint and a liquid hardener applied to the other. The hardener is tinted red so that it is readily apparent that it has been applied, this adds to the pink appearance of the glue joint. The two sides are then brought together under some pressure. This usually results in a fairly 'neat' joint with a little excess glue squeezed out on either side of the joint. To assist us in our investigation, the BGA tells us that Kaurit is usually Pink but, 'has been known to be other colours!' This is correct, but not very helpful. What is helpful is the photograph (Fig 4, included in the directive), showing a failed sternpost. This is so typical of a failed Kaurit joint.

If your wooden Ka glider has nice full pink

adhesive, that is Kaurit. But, when we look at early post war German built gliders, Annex 2 types, if the glue isn't pink that does not mean it isn't Kaurit. You may find Kaurit coloured from "pinky" to dark brown. Look for pinkness on the wood around the joint resulting from the now dried hardener. But, the pinkness of the hardener can be absent, either it has faded or was not liberally applied. Here it is the neatness of the joint which may be a better aid to identification. I think you can be pretty sure that, if built in Germany, the glue used in initial construction was Kaurit, certainly if of Schleicher construction; although even Schleicher often used Aerodux when applying plywood skins. Incidentally, it is most unlikely that Kaurit has been used in any British workshop through which the glider may have progressed.

Aerolite is another two part adhesive, applied as is Kaurit, again a neat joint usually results. The adhesive is whitish/cream or almost transparent. The hardeners used in the past have been green, purple or clear, depending on curing time. These colours often soak in and can be evident around the joint. The clear hardener predominates today.

Aerodux is a one part dark red/brown glue applied to both sides of the joint which are then brought together under pressure. This invariably results in a messier joint than either Kaurit or Aerolite. This is because the glue applied to the, usually, ply side has been applied generously to ensure that there is glue at the actual joint and not some little distance from! The colour is distinctive, 'though this can be similar to some early Kaurit joints.

My experience with Kaurit glued airframes is that they are much less predictable than others. I once had a GB 2, built in the early 50's with Kaurit, which just fell apart. Whereas another Kaurit GB 2 of similar vintage was comparatively quite sound and with some TLC is flying today. I am much more at ease – though not complacent – with British Aerolite or Aerodux glued gliders.

The gliders with which we are concerned, both Ka and Annex 2 types, have been around a long time. Many have been considerably rebuilt and/or repaired over the years. Much of the structure and adhesive evident will not be original build. That is just what we are about, exposing the condition of the structure as it is today. All we can do is to report, to the best of our ability, what we find. If we cannot identify the glue used, we should admit this, rather than make a guess. Or, we could add an 'I think' so that the BGA realise that there is some uncertainty. I suspect that there will be many such answers.

For those of us who own and/or inspect the wooden Ka types, this revised mandatory inspection will take considerable time and will restrict glider availability. This will not be popular, but has to be accommodated, the requirements detailed must be carried out thoroughly and conscientiously. A catastrophic failure to one of our types resulting from detectable but undetected glue failure could end our vintage flying, and the associated community which we all treasure so much.

Peter Underwood. I/A/156.  
1<sup>st</sup> March 2015.

## 2015 Vintage Rally Dates

15/04/2015 - 18/04/2015	AERO	Friedrichshafen, Germany
01/05/2015 - 03/05/2015	VGC Season Opening	Aschaffenburg-Obernau, Germany
02/05/2015 - 04/05/2015	Haddenham Vintage Rally	Haddenham, UK
22/05/2015 - 24/05/2015	Eastern Vintage/Classic Regatta	Benton, TN, USA
22/05/2015 - 25/05/2015	Western Vintage/Classic Regatta	Tehachapi, CA, USA
23/05/2015 - 25/05/2015	Grunau Baby Meeting	Achmer, Germany
23/05/2015 - 31/05/2015	UK National Rally 2015	Long Mynd, UK

## UPCOMING EVENTS

23/05/2015 - 31/05/2015	5 <sup>th</sup> nationwide gliding competition of Sohaj gliders	Rana u Loun, Czech Republic
12/06/2015 - 20/06/2015	Vintage Glider Meeting Plinio Rovesti	Calcinatè del Pesce, Italy
18/06/2015 - 21/06/2015	19 <sup>th</sup> Annual Midwest Vintage/Classic Regatta, celebrating the 40 <sup>th</sup> Anniversary of the VSA	Lawrenceville, IL, USA
19/06/2015 - 27/06/2015	20 <sup>th</sup> Camphill Vintage Rally and 5 <sup>th</sup> Capstan Reunion	Camphill, UK
19/06/2015 - 21/06/2015	Holzoldtimer-Treffen	Gruibingen Nortel, Germany
25/06/2015 - 03/07/2015	Oldtimer Gliding Meeting	Jelenia Gora und Grunau (Jezow Sudecki) Poland
03/07/2015 - 05/07/2015	3 <sup>rd</sup> Vintage/Classic Regatta	Windsor, VA USA
20/07/2015 - 26/07/2015	VGC Rendezvous 2015	Venlo Netherlands
27/07/2015 - 06/08/2015	VGC International Rally 2015	Terlet Netherlands
13/08/2015 - 16/08/2015	Rositten Vintage Flying	Rositten Russia
15/08/2015 - 23/08/2015	Czech National Rally of POTK	Zabreh Czech Republic
28/08/2015 - 30/08/2015	Kleinen Segelflugzeug-Oldtimertreffen	Rothenburg / Görlitz Germany
29/08/2015 - 05/09/2015	Slingsby Rally & Vintage Meet	Sutton Bank UK
29/08/2015 - 31/08/2015	Experimental Soaring Association Western Workshop/ Vintage Sailplane Meet	Tehachapi, CA USA
19/09/2015 - 20/09/2015	VGC Season Closing	Mengen Germany
24/09/2015 - 27/09/2015	Great Plains Vintage/Classic Regatta	Wichita Gliderport USA

**VINTAGE GLIDING CLUB**  
**UK NATIONAL RALLY 2015**



**23 -31 MAY**

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The Vintage Glider Club  
Annual Dinner & Flying Weekend  
Sat 3rd October 2015



**Lasham**

Dinner: £35.00 (48.00 Euro)  
Contact: Christine Whittaker  
[secretary@vintagegliderclub.org](mailto:secretary@vintagegliderclub.org)



## UPCOMING EVENTS

Eric Munk

# Registration for Rendez-vous 2015 now open



The Venlose Zweefvliegclub is delighted to welcome the members of the Vintage Glider Club to the VGC Rendez-Vous 2015. This will be held at Venlo airfield, The Netherlands, from July 19<sup>th</sup> to July 25<sup>th</sup>. As of now, it is possible to register, both online and offline. The historic airfield of Venlo is used exclusively by gliders, and is close to the German border (in fact, your landing circuit will take you over both countries!). A former civilian airfield and WW2 Luftwaffe base, the airfield is situated in an attractive nature reserve. An excellent soaring site,

offering easy access to German airspace for those of you who feel adventurous and want to go cross-country. Venlo not only offers opportunities on flying days, but also some very interesting attractions nearby. Be it museums, nature reserves, city day trips all are within an hour's drive. For further information on Venlo and the Rendez-Vous 2015, please visit [www.rendezvous2015.nl](http://www.rendezvous2015.nl)

This website also allows you to register your visit. If it is not convenient for you to use the online form, please contact:

**Thomas van der Ven**  
**Schillerstraat 95**  
**5924 CK Venlo**  
**The Netherlands**

A very interesting article on the (gliding) history of the former Luftwaffe base of Venlo will soon be published here in VGC News!

Eric Munk

# The VGC Rally 2015 team invites participants to register!



The VGC Rally 2015 is only a few months away! The rally director is now officially inviting participants to register in order for us to plan the 2015 VGC International Rally. Taking place at the national gliding centre of Terlet, right in the middle of one of the best soaring areas of the Netherlands, with the event being set for Monday July 27<sup>th</sup>, to Thursday August 6<sup>th</sup>.

Terlet started as a gliding site in 1932. It is one of the oldest airfields still active in the country, set on the edge of a vast national park. Its undulating 400 hectares house four large strips, two of which can be used simultaneously. The airfield is used by no less than 11 clubs, many of which use the airfield for cross-country flights due to airspace restrictions on their home airfields. Terlet also offers excellent opportunities for excursions to the nearby historical towns of Arnhem and Nijmegen, many muse-

ums and has more than enough room for the outdoor enthusiasts among us. On-site camping is possible and there are some caravans for hire on the airfield as well. Please contact the rally office for more information. More information on Terlet and the VGC Rally 2015 may be found at [www.vgc2015.nl](http://www.vgc2015.nl), where you can now register online. For those who are not that comfortable with online forms, you can register directly with the rally directors: **VGC 2015 Rally Office, Alewijnlaan 14, 1231 VP Loosdrecht, The Netherlands.** Please note that the Rally Office will only be able to accommodate 100 gliders, and hangar space is limited. Your registration is not final until we receive full payment of the entry fee (75 euros). We can accept arrivals to Terlet from as early as Sunday July 26<sup>th</sup>, however please note that this is only possible from 16:00 hours onwards only. See you at Terlet!



Terlet from the air. Photo via Neelco Osinga

Peter Ocker

# VGC goes tail-less at AERO 2015!

**A**ERO 2015, Friedrichshafen, Europe's premier aviation exhibition is set to take place between the 15<sup>th</sup> – 18<sup>th</sup> April. This year represents the bi-annual presence of the European gliding industry, in addition to our yearly VGC display.

In Hall B4 (where all the clubs and association exhibits are housed), the VGC will exhibit our display on stand 319. This year, Gere Tischler is again organising a particularly exciting display, this time focusing on 'Nurflügel's', or Flying-Wing gliders. We are very excited to be able to display the Horten IV replica, in addition to two French Fauvel gliders which will also be with us, so as you can see, we will be 'tail-less' for 2015! Over the years, the VGC booth has become a popular exhibit, not to mention a meeting point for our current and future members, so please drop by!

Eight other vintage gliders will be in Hall A, which also includes a display that is par-

ticularly of interest to VGC enthusiasts: 'We are the Wasserkuppe - together we on our way to becoming a world culture heritage'. Consisting of a collection of eight gliders that are now recognised as protected flying monuments. Some have been seen at VGC rallies already, but not all of them, this being a rare opportunity to see them all at one place. There will also be information on all activities related with the Wasserkuppe, Museum, nature reserve and flying school there.

AERO 2015, Friedrichshafen, Europas größte Luftfahrtmesse für die Sportfliegerei, findet vom 15.-18. April statt.

Dieses Jahr ist wieder die Segelflugindustrie vertreten, die ja nur alle 2 Jahre teilnimmt. Wie jedes Jahr ist natürlich auch der VGC wieder dabei!

In Halle B4 (dort sind ja auch die Vereine) wird unser VGC-Stand die Nummer 319 haben. Dieses Jahr hat Gere Tischler wieder



etwas besonderes organisiert: Nurflügel! Wir freuen uns die Horten H IV sowie zwei Fauvel-Nurflügler zeigen zu können.

Über die Jahre ist der VGC Stand ein beliebter Treffpunkt von Mitgliedern und Noch-Nicht-Mitgliedern geworden, also schaut doch vorbei!

Acht andere historische Segelflugzeuge werden in Halle A ausgestellt sein. Innerhalb der Ausstellung "Wir sind die Wasserkuppe - gemeinsam auf dem Weg zum Weltkulturerbe" werden dort Segelflugzeuge gezeigt, welche unter Denkmalschutz stehen. Einige davon kennen wir von VGC-Rallyes, aber nicht alle. Zusätzlich gibt es noch Informationen zur Wasserkuppe, zum Museum, zum Biosphärenreservat und zur Flugschule.

Chris Scutt

# 50<sup>th</sup> Anniversary of the Upward Bound Trust

This year sees the 50th Anniversary of the formation of the Upward Bound Trust (UBT) and celebrations are planned to mark the occasion. The UBT is inviting all former members, pupils and friends of the trust to reunite and join in the celebrations at our annual Vintage Rally taking place on the first Bank Holiday weekend on 2 - 4 May 2015. If you are interested in attending, or wish to get back in touch, we would love to see you.

**T**he inspiration for the Upward Bound Trust came from the Lord Mayor of London, Sir Frederick Hoare, Bt. when he took as his theme 'Youth and Leadership' during the year of 1961-62. Research as to what positive action could be taken by the Lord Mayor produced the astonishing fact that little or nothing was being done to stimulate young people in

the adventure of the air. From that moment, the idea to form a gliding school for young people between the ages of 16 to 21 developed rapidly, under the guidance of Brigadier George Chatterton who had commanded the Glider Pilot Regiment during the Second World War. A number of glider pilots who had served in the regiment became the first instructors of the UBT when it was founded in 1965 and based at Had-denham Airfield, Bucks.

The main principal of the Trust was to instruct young people between the ages of 16 and 21 to fly gliders and has taught a large number of young men and women, with the Glider Pilot Regiment instructors passing on their motto 'Nothing is Impossible'. The gliders used in the early days were a T21b, T31b, a Blanik and a Bergfalke II. A Pirat purchased by instructors and vol-



Early picture of the first 'Pathfinder I' training glider of the Upward Bound Trust, ready for launch alongside another T31. Photo Arthur Proctor

unteer staff was operated privately and allowed staff to gain the necessary experience to become the next instructors. A second T21b replaced the Bergfalke and some years later a Ka8 was purchased. The T21b's were replaced in 1996 thanks to a substantial National Lottery grant which enabled the trust to purchase two two K13 gliders.

Although many changes have taken place over the years the Trust's founding princi-

## UPCOMING EVENTS



Wally Ashworth pictured instructing in the UBT's T21b at Haddenham Airfield (1970's).  
Photo Steve Bonser



Angus Galbraith after his first solo in the Pirat in June 1985. Photo Arthur Proctor



One of the modern day K13 gliders used currently by the UBT, pictured in 2012 after refurbishment. (G-HRAF reg stands for our local sponsor 'Haddenham Real Ale Festival'). Photo David Bramwell

ples still apply, that is, training young people to fly at a subsidised rate. This makes it a very affordable way to attain a solo 'A' certificate and post-solo students are further encouraged to continue their flying by way of the Bronze, Cross Country and Silver

awards. The Trust also encourages those aged 22-26 to fly at a slightly less subsidised rate and also to those aged 27 or over who pay at the full rate. We very much look forward to reuniting with many former pupils, members and

friends of the Trust at the celebrations in May. Please do get in touch with us and if you wish to register your entry, you can do so via the UBT website: [www.ubt.org.uk/anniversary.php](http://www.ubt.org.uk/anniversary.php) or send an e-mail to: [ubt50@ubt.org.uk](mailto:ubt50@ubt.org.uk)

Jim Short

# Plans and Progress for IVSM 2016 at Elmira in the USA

More plans are becoming solidified for the International Vintage Sailplane Meet (IVSM2016) at Harris Hill, Elmira, New York, scheduled next year from 9 -16 July, 2016. The meet, organised jointly by the Vintage Sailplane Association, the National Soaring Museum and with flying operations by the Harris Hill Soaring Corporation, is planned to be especially responsive to visitors from around the world. A Hospitality Tent is planned as a gathering place for any VSA or VGC members and as a source for information about activities, lodging, transportation, dining and daily flying opportunities. The organisers hope to attract a large group of two-seat vintage sailplanes so visitors without American licenses will have more flying opportunities than at past IVSM's. In addition to daily flying activities at Harris Hill (the Wasserkuppe of America) in the beautiful Finger Lakes of western New York State, the meet intends to dedicate certain days to one or more vintage sailplanes, many of which are particularly rare and seldom seen. Examples include the only flying Irv Culver designed Rigid Midget from the late 1940's; a brand new replica is being built by Dan Rihn and will be flown and shown next to the National Soaring Museum's

displayed prototype Rigid Midget. Mr. Rihn is considering producing kits so others can build this interesting all-wood vintage sailplane. Another day will be dedicated to Irving Prue, and plans are progressing to have the 1950's Prue 215 flying at Harris Hill along with a flying Prue Super Standard and the NSM's displayed two-seater Prue II. A selection and discussions about the earliest GFK sailplanes (including Phoenix, BS-1 and H-301) will highlight another day. The flying Slingsby Gull I will be the subject of another day, alongside the NSM's Gull I that was home-built in the U.S. during the 1940's. It is hoped a newly built, and only flying example, of the 1930's Arthur Schultz Midwest Utility MU-1 will also attend. One day will be dedicated to the Schweizer 1-26 'one-design sailplane' and it is hoped that 1-26 numbers S/N 002 and 003 will attend, in the company of S/N 001 that is on display nearby. This variety and number of sailplanes has never been assembled and flying at a single location before. Social and touring activities will abound too. The international Evening is being planned by Bill Batesole, well-known to vintage enthusiasts in Europe and North America. Other evenings will include a dinner cruise



on the nearby Finger Lakes, with a reception and buffet at K&L Soaring (keeping up the Schweizer family tradition of hospitality to soaring pilots), an evening at the Glenn H. Curtiss Museum at Hammondsport on Keuka Lake and an evening at the Hill Top Inn, near one of the 1930's bungee launching sites that overlooks Elmira. For information contact Ron Ogden at the National Soaring Museum ([rogden@soaringmuseum.org](mailto:rogden@soaringmuseum.org)) or phone him at +607-734-3128. Or you can call Jim Short, Vintage Sailplane Association, ([simajim121@gmail.com](mailto:simajim121@gmail.com)) or at +708-624-3576. A small delegation of VSA members hopes to visit VGC 2015 at Terlet this summer to listen to your ideas and answer questions. The Soaring World is invited to Elmira in 2016, so see you there!

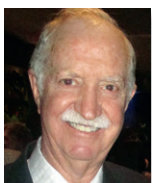
RALLY REPORTS



Thursday's team. The Thursday crew line up with Kim Van Wessem's Cherokee 2. Photo: Peter Bookman



SF-27M Peter Rundle won the Best single-seater award with his SF-27M VH-ZOT Photo: Andy Benton



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David Goldsmith

# Vintage Gliders Australia Annual Rally

Bordertown, 3 - 11 January 2015

The 11<sup>th</sup> Vintage Gliders Australia rally at Bordertown proved beyond doubt that uncooperative weather should not be permitted to get in the way of a good time – mid-rally provided iconic flying conditions, building up over four days to a spectacular finale! During these mid-week days, there were some wonderful flights up to 10,000ft and beyond for those with oxygen, and distances of up to 380km.

Perhaps the notable event occurred the day before the rally began however, when Jenne Goldsmith planned to fly her Ka6E from Tocumwal, NSW (where Geelong Club were having their Christmas Camp), to Bordertown, SA, a direct distance of about 450km. Jenne planned a 50km dogleg to exceed the 500km for her diamond distance, however she ran out of daylight and thermals after covering 490km of the journey and reaching

14,881 feet! Her retrieve crew were close at hand, having followed her all the way using the SPOT tracker.

With some 11 sailplanes, and a Sapphire ultralight belonging to Keith and Edna Nolan, we were delighted to also welcome other members and friends also attending the rally. The Bordertown-Keith Club members ran a great winch operation and it was good to see the increased member participation and enthusiasm the club is experiencing, with a recent influx of students and a second two-seater now on line.

The first day of the rally, Saturday 3<sup>rd</sup> January, brought strong winds and raised dust, so most retired to the large comfortable air-conditioned clubhouse and rigging was postponed to Sunday morning. At briefing the dreaded banned word was revealed, the 'fine tin' rattling if anyone was remiss enough to utter 'lift'.

Sunday's weather was much better, with



Ka6c Bordertown Andy's concours d'elegance winner over typical Bordertown paddocks. Photo: Andy Benton



Cloudscape A tempting sky as vintage sailplanes line up for a winch launch. Photo: Peter Brookman



## RALLY REPORTS



*Flight Line Same as above.  
Photo: John McCorquodale*



*John Ashford, Rob and Andy Benton and Jenne Goldsmith with the ex-New Zealand Ka6cr.  
Photo: David Goldsmith*

an abating wind and thermals more evident, although smoke from a bushfire in the Little Desert ruled out longer flights to the East. Three flights exceeding an hour were made in the afternoon, with thermals to over 6,000 feet under a blue sky. Monday the weather improved further, with a blue sky, gentle winds and temperatures in the low thirties. Keith and Ged Terry (from the UK), flew temperature trace flights each morning in the Sapphire, providing an insight into the expected temperature needed to kick off the thermals. Eleven vintage flights tested the air, and five of them exceeded an hour. Peter Rundle in the SF 27M covered 209km in 3hrs, 23min and Jenne Goldsmith flew for over four hours, reaching almost 8,500 feet, covering 146 kilometers. Arie Van Spronssen and John McCorquodale in K7, VH-GPG, had two flights, both of which were two minutes over two hours. Tuesday brought temperatures ratcheting up to the high thirties, sunny weather and a light SE breeze. It was looking good, with small Cu popping up across the sky just after lunchtime, just to add zest to the day. Of six flights of around two hours or more, the longest two were 380km in 6hrs, 32min by Dave Goldsmith who reached 10,000ft and 379km in 6hrs,

7min by Erik Sherwin, both flights being carried out in Ka6E's. Meanwhile Peter Rundle flew 337km in 4hrs, 32min in the Scheibe. The K7's were well utilised, with John McCorquodale and Rob Moffat flying 214km in 3hr, 48min in VH-GPG and John Ingram and Tony Edge, 1hr, 53min in VH-GNU. Both K7's then completed eight training flights between them during the afternoon. Mike Renahan flew 2hrs, 30min in his Boomerang VH-GTL. Wednesday 7<sup>th</sup> January while starting off with a blue sky and a forecast 40 degrees C, became the day of drama as thunderstorms rapidly developed mid-afternoon, with heavy rain, squally winds, and lightning strikes starting numerous nearby bushfires! Calls were made to encourage the return of the cross-country fleet as the airfield faced imminent closure, the pilots enjoying booming thermals as they routed around thunderstorms to make their way home. Nine soaring flights and lots of dramatic stories about the weather were testament to an exciting day's flying. Jenne Goldsmith in the Ka6E covered 250 km in 3hrs, 38min, and John Ashford flew 230km in 2hrs, 53 min in the Pirat. Arie Van Spronssen and Rob Moffat flew 186 km in 2hrs, 49min in the K7, and Peter Rundle 185 km in the SF27M. Bob Hickman (Boomerang) exceeded 3 hours,

and Erik Sherwin in the Ka6E exceeded 2 hours. Andy Benton covered 141km in 2hrs, 55min in his Ka6. John Ingram and Gary Crowley, after 2hrs, 30min in K7 VH-GNU, carried out the only out-landing of the rally when a squally wind forced them down two paddocks short of the airfield. What a day, fortunately with no damage to pilots and gliders! The remaining days of the rally saw temperatures drop to the low twenties with low cloud and drizzle. However the flying over the previous four days had been so good that no one felt let down by the weather. The Vintage Gliders Australia Annual General Meeting took place as scheduled on Thursday morning, and the Annual Dinner was moved forward to Thursday evening, which saw Alan Patching retiring as President after many years service, with John 'JR' Marshall being elected as the new VGA President. A bus tour was organised by Sylvia Sharman for Friday, and Howard Hendricks, an impressive speaker who completed 31 missions as a young Lancaster Bomber Pilot in World War Two, addressed a large crowd on Saturday evening. In summing up, it was an unforgettable rally on a number of grounds, and it is obvious that the spirit of vintage gliding continues to flourish. Some excellent gliders not seen previously at our rallies attended, and there were quite a few new faces welcomed. The catering standard set by VGA members, JR Marshall, Mike Renahan and helpers was hard to beat, the food was delicious and varied, so many thanks to them! Also thanks to the Bordertown-Keith Gliding Club team, who put up a fabulous operation, thanks heaps! The social side was also a highlight, those not actively flying also joining in to make the experience memorable and friendly. But what about the flying? – in a word - WOW!



*K7 VH-GPG Arie van Spronssen and Rob Moffat prepare to launch near the pie-cart.  
Photo: John McCorquodale*



*QY and a backdrop of the booming conditions that await the line-up!  
Photo: David Goldsmith*



*Concours Andy Benton receives the Chris Wills with Kranich painting, awarded for winning the concours d'elegance with his Ka6cr. Photo: David Goldsmith*

## RALLY REPORTS



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Roger Brown

# Vintage Kiwi's Enterprise Contest



*Matamata grid with Nathan Graves pondering the sky...*

Late last year, 'The Matamata Soaring Centre', celebrated its 50<sup>th</sup> Birthday as part of the Soaring Centre's Regional Contest. Vintage Kiwi was offered the opportunity to also become involved with the celebrations. It was decided that V.K. would produce a booklet of the Soaring Centres history to be written up by one of NZ's best known aviation historians, Peter Layne. As well as this, Vintage Kiwi also came up with the concept of running its own very special 'Enterprise Contest' as part of its contribution to the celebrations. Launching from the back of the Regional grid it would be a separate self-supporting 'contest' flying under the control of the Regionals Contest Director, but not flying under our modern contest rules, instead utilising some of the old rules.

The 'Contest' rules were therefore rather unique as to keep in character with the Soaring Centre's anniversary. We were to fly the week using a total of 28 turn points as an 'open ended cat's cradle' concept. There were no handicaps, no GPS, everyone had to actually go around the turn points chosen and photo graph it as evidence as we all once did. The scoring was very simple. The total distance

achieved on the day was divided by the amount of turn points successfully rounded. This gave a daily average, the winner being the one who achieved the highest average distance over the week. So simple and so much fun and being an Enterprise Contest, there was always a degree of flexibility on choosing a worthy daily winner. An old rule from the 1960's was also to be invoked on a semi-daily basis, depending on what help we had within our ranks to organise a start/finish line,

or even ground signals that were used in the very early days of contest flying in NZ. (Alas this initiative never happened due to a lack of numbers on the ground).

Eight competitors quickly put their hand up to be part of this event, several especially coming out of 'competition retirement' in order 'to fly some of our contest history', as it were.

The sailplanes involved were a Standard Libelle, KA6 Br, Standard Cirrus, KA8, Slingsby Dart 17R, PW5, KA6cr and KA6 E. A digital, or even a cell phone camera was suffice to photograph the turn points, which unlike the old days, could be viewed by one and all straight away on one's return. (No more waiting into the small hours for films to be developed!). Rae Kerr, who flew the KA8, actually did a video clip from his cell phone of a turn point one day, just to show how it was done (now that would not have been possible in the 1960's, I have to say!). Turn points were chosen during the flight, then navigated to simply by using a map (yep that's how we did in the 1960's) and identified using a photographic turn-point directory that everyone was given (1970's technology). You rounded and photographed the turn point within the required quadrant and it was then onto the next chosen turn point. Photographing a turn point certainly has its own skill requirements, and everyone really enjoyed giving it a go one more time.

One advantage of this 'open ended cat's cradle' format, was that the competitors could actually fly using the conditions to their advantage as far as selecting the turn points as the flight progressed, rather than having to try and penetrate an area of doubtful conditions if the area had changed somewhat from the perceived forecast. This allowed us to take



*Jonathan Pote (R) had just purchased this Ka6 from Robin Britton (L) and was on his first sortie.*



## RALLY REPORTS



*The smile says it all, Jonathan is clearly a happy man!*

real advantage of the days X-country conditions, with the chances of a land-out being very much reduced (plenty of smiles, as everyone got home!).

Yes we did get to have a winner, who was Godfrey Larsen flying his Standard Cirrus. On one day he managed to fly an extra-long leg which was enough to secure a slightly higher average than the second



*Creating a bit of a V.K. feeling to the exercise. Ray Burns (KA6cr) smokes a barograph, complete with period flying helmet on!*

place getter Roger Brown, who was flying his Standard Libelle. However special mention has to be made of Ray Burns, who with the 'bit between his teeth', flew a Regional Club class task instead, completing it when others had landed out. Not bad for a 55 year old KA6, one has to say! As the old saying goes, 'It doesn't matter what you've got, it's where you point it.'

Overall the 'Contest' was a success and in some ways proved that one can fly in this format of competition on a very small budget. No high value sailplane or competition equipment was required. A

digital or a simple cell phone camera was all that was needed to claim your points. The scoring was simple, and the flights certainly clocked up some very good individual miles. The terrain that you flew over was of your choosing. Ideally it would have been nice to have a Tiger Moth, or an Auster tow-plane to launch us so as to really keep in character. Although we did have a choice of two Tigers and an Auster, complete with tow hooks, the owners no longer had the required tow ratings still active, as they are all now flying under the Recreational Licence regime.

Is this a type of cat's cradle format that could encourage some pilots to give X-country, or even competition flying a go for the first time as another option? I believe so.

Would Vintage Kiwi run another? Why not, if enough interest was shown. However, time will tell as they say. But what I do know, is that we have eight pilots who took up this challenge who still smile when talking about their week at the Vintage Kiwi Enterprise 'Contest'.

Text: Roger Brown

Photos: Ray Burns

Roger Brown

# The Great Vintage Kiwi Taumarunui Rally



*On route to the V.K. Rally at Taumarunui with a road-side stop for Devonshire tea, Colonial style!*

**H**aving discussed many times the possibility of holding a VK rally at Taumarunui for a few years now, the Vintage Kiwi team thought it was now time - and just go ahead and do it. And so we did!

The King-Country topography is not known for its flat paddocks and benign landscape, it is made up of steep high rising hills and narrow valley floors to large areas of high rolling wasteland which makes up a major part of New Zealand's North Island Volcanic plateau. No one had operated gliders/ sailplanes from Taumarunui for some 45 years past, so for the Vintage Kiwi supporters that were going, it was going to be an adventure into the unknown and were about to live up to the V.K. motto of 'Come Join The Adventure'. To the west we have Mt. Egmont, to the

east Lake Taupo, and to the South East there are the three big mountains, Mt. Tongariro, Ngauruhoe, and Ruapehu. Taumarunui airfield itself is situated in a valley floor on the edge of town and is the home of the local aero club whose club house and facilities were kindly loaned to us during our stay. The grass airfield is 650ft above sea level and is some 3100ft long with a single runway vector of 01/19. Certainly more than ample space and length for the mighty Wilga tow plane that we were to be using, but in the blink of an eye all of our Vintage Kiwi planning was to be sorely tested.

The Wilga had aero towed a Grob Twin Astir to Taumarunui the day before, returning back to its home base at Inglewood with a return trip planned the following day towing an ASW15, then commencing

ing its towing duties for the Vintage Kiwi week. For some reason they found the aircraft would not climb above 3000ft on the initial trip and after leaving the glider the return trip over the same rather inhospitable land scape, found the engine was well down on power. An initial diagnostic once safely back on the ground found a cylinder was 'out' and further investigation found the con-rod in that cylinder had failed. Obviously the Wilga was U.S. with less than a day out from the start of our rally with everyone due to arrive the following day. To compound matters, the oil companies had removed the AvGas bunker from the airfield a few years earlier due to low vol-

## RALLY REPORTS



*The Ka6 CR and one of the Darts await the days flying. Other sailplanes types that attended included the Std Libelle, Open Libelle, ASW15, KA8, and a Grob Twin-Astir, ASK21, DG101, Briegleb-BG12-16, SH.Discus and Grob G109.*



*Just a small bunch of the happy Rally goers who attended.*

umes being sold. The local, but very small aero-club members now have to fly off site to another airfield to fuel up. The Wilga support crew were to bring (a 3hr road trip!), a 'mini-tanker' to support the Wilga, but with that option now gone, we all decided to go to a plan 'B' instead, and use a Recreation Light aircraft that can run on 91 car fuel (Mogas).

One was available from Auckland and after a few frantic phone calls, a deal was made with its owner to fly it down so it could be used for the week. Luckily all of the gliders were of sufficient weight (no real heavies) and were able to be successfully launched, but we had to make sure that we operated with in its performance parameters as there was no real 'give or take' as one can do with the more powerful tow planes. This meant no out-of-wind take offs, and using every piece of the runway, the dive-brakes were certainly closed and locked!

The aircraft was a Fox Bat A22LS, powered by a 100hp Rotax. It did the job giving the combination around 400-500 feet per minute climb rate. The airfield ground temperature was around 28-30 degrees centigrade, and virtually no wind for the whole week. It proved utterly reliable and gave us no real concerns.

The Rally turned out to be a great success with some 14 gliders and a single seat Jodel arriving to discover the areas hidden secrets. Intimidating?... a little, exciting?... yes, scenic wise? ...amazingly so. What a week it turned out to be!

The weather gods were very kind and gave us six days of pristine hot, dry weather, with a cloud-base as high as 8000ft (QNH). The thermals were amazingly strong as one would have expected, but a number of climbs really had you blinking as the vario hit its stop trying to bend the needle! Vintage Kiwi operates a syndicated KA8, which is somewhat getting a reputation of achieving some really good performance flights. The week before at a Regional contest, Vintage Kiwi member Rae Kerr did a thermal X-country flight of some 315 kms. 'Elle', as she is affectionately known, did not disappoint when, with Russell Jones in command, flew all the way to Mount Ngauruhoe and back. I have to say, he was flying over some very rough volcanic waste land using a lake 'sea breeze' from Lake Taupo to achieve the flight.

A late model SH Ventus that had flown down from Auckland on an extended X-country could not believe his eyes as he flashed past the KA8 on his way to the same mountain turn point! 'Thought it

was the Wright Brothers' was ensuing comment! All in all, everyone certainly stretched their own limits investigating this rather unique area to achieve some really great individual flights.

Taumarunui is a famous railway town, not very big, but very hospitable. A local service club opened its doors to Vintage Kiwi, which then became an easy after hours H.Q. for us all. Although the restaurant only serves on specific days, they made an exception for us one Tuesday night for a 'Rally Dinner'. Cheap food, cheap beer and great company really set the tone for the rest of the week.

Breakfast in the club house was another favourite pre-flying ritual for some, with plenty of bacon and eggs which was an energising and social way to start your day, I have to say.

Shall we return? Apparently we are, according to the unanimous vote of the attendees! Mark it into your Soaring Calendars for January 2017.

Vintage Kiwi Correspondent

*Unless otherwise stated, all photos Roger Brown*



*The Taumarunui Aero Club's lovely little club house that was our base for the week*



*It may not be particularly 'Vintage' in the traditional sense, however the local terrain is highlighted in this stunning shot from the Glyn Jackson in his 'Classic Class Ventus' on tow behind the Foxbat, which coped admirably!*

*Photo: Glyn Jackson*

# THE DIAMANT

Daniel Steffen

## The Diamant - 50 years of a shining diamond...



The prototype HBV Diamant HB-743 over Lake Constance.  
Source: Archiv Thomas Bircher

About fifty years ago, a tremendous push of innovation hit the scene in sailplanes manufacturing, GRP (Glass Reinforced Plastic) became the new wonder material, with Switzerland at the forefront of its development. At the Institute of aircraft statics at the Swiss Technical University (ETH), Jürg van Voornveld, Thomas Bircher and Ruedi Hauser, step by step, developed a high performance sailplane.

Since 1946, the Swiss chemical company CIBA, had produced the epoxy ARALDIT. Originally thought of as a glue, it's fantastic possibilities opened up in combination with glass-fibre. Positive points of GRP are as follows: economical utilisation of the material in building skins, high resistance against fracture, low weight, high surface quality and simple manufacturing techniques. Negatives at that time were the high cost of the material, unknown heat-resistance and the lack of experience concerning aging and fatigue qualities.

### Ka-Bi-Vo

During 1954-56, ETH students under the guidance of Prof. Dr. Manfred Rauscher, had carried out preliminary tests with GRP. In 1957-58 they built a fin for a Ka-6, followed by the development and building of a complete fuselage and control surfaces. Combined with the conventional wooden wings of the Ka-6 (HB-640), and the Academic Flight Group (AFG), the glider, Ka-Bi-Vo (Kaiser-Bircher-



Brake parachute landing of the HBV Diamant HB-762 on the airfield Bad Ragaz on 4th September 2005. Photo: Martin Zahner

Voornveld), was born. Jürg van Voornfeld departed Birrfeld airfield on the 21<sup>st</sup> of September 1962 for its maiden flight. For aerodynamic reasons, the cross-section of the fuselage was kept as small as possible. This resulted in an extremely reclined position of the pilot, which necessitated a side-stick on the right-hand side of the cockpit. The T-tail configuration of the control surfaces led to the future, and gave extra protection for out-landings. After extensive test flights, Hernan Posnarski took the fuselage to the USA. Completed with other Ka-6 wings, the experimental was named the 'White Knight' and is today owned by Doug Fronius, who is a VGC Member.

### Hü-Bi-Vo

The Ka-Bi-Vo had convinced the members of the AFG Zürich of GRP's viability, so they decided to promote the development and building of a prototype glider. Swissair supported the project by providing the control parts, whilst in view of possible serial production, the Flug und Fahrzeugwerke AG in Altenrhein (FFA) at Lake Constance, provided for the assembly of the prototype. The development of the wings and especially the building of the negative moulds, were overseen by ETH-engineers. The craftsman Eugen Aeberli, who had manufactured the metal positive forms for the Ka-Bi-Vo fuselage, pointed the engineers to the slender glass-fibre wings of Wolfgang Hütter's turbine propelled glider, the H-301TS [see Issue 140]. The transport of the moulds to Zürich failed due to the exorbitant Swiss customs duties for 'aircraft parts', which led to ETH asking Eugen Hänle to build three pairs of wings using these moulds. The project was renamed as the Hü-Bi-Vo (Hütter-Bircher-Voornveld), with most of the construction parameters being taken over from the Ka-Bi-Vo.



This photo shows the long brakes and the all-moving tailplane of the HBV Diamant. Photo: Martin Zahner

# THE DIAMANT



Prometheus 1, HB-2020, takes off from Olten-Gheid on the 12th August, 1972. One can only imagine the noise! Photo: Erich Gandet



Designer Thomas Bircher (left) and owner Peter Hanhart in front of the HBV Diamant HB-762. Photo: Daniel Steffen

### Glasflügel Hütter H 301 Libelle

Eugen Aeberli had lost patience waiting for the Hü-Bi-Vo. Together with Eugen Hänle, they then sketched the fuselage (where Hütter's handwriting is clearly visible).\*

On March 7, 1964 Eugen Aeberli flew the prototype H-301 Libelle on its maiden flight (H-301 V-1, HB-742, which is still airworthy today).

### HBV Diamant

Six months after the first flight of the H-301 Libelle, Hü-Bi-Vo HB-743 was also ready for its first flight. The maiden flight was on September 5, 1964. Results for the pilot, Thomas Bircher, almost ended in disaster however, when during the aertow, the first turn saw the ailerons locking up. After releasing from the towplane, the nightmare was over however, with the problem being diagnosed with the automatic connections fouling under bending and tension loads.

With the test program developing successfully, on September 13, 1964, the CEO of FFA, Claudio Caroni, turned up in a big black car, and stated: 'Bircher, your plastic glider project is impossible'. "We never could never take it over". But then spotting HB-743 shining in the sun, he became very enthusiastic. His secretary notes that an order of ten pairs of wings of the H-301 Libelle is to be placed at Hänle. Meanwhile, Rene Comte proposes to rename the Hü-Bi-Vo, to the 'HBV Diamant' for marketing reasons.

### FFA Diamant 16,5 and 18

To become independent of Hänle, FFA developed their own wings with 16,5 and 18 meters span, responding to the requirement of many glider pilots for more wing area. A planned Standard Class version of 15 meters was abandoned, however 13 examples of 15m Hänle-Hütter flapped wing versions were sold, but equipped with flaps, did not meet the requirements of the Standard Class rules\*\*. The fuselage also saw modifications with the, not so popular side-stick being replaced by a more conventional one. The rudder was also enlarged, whilst the fuselage became a few centimetres narrower.

### Propaganda by Playboy

The statement by Arthur T. Babiarcz that the FFA Diamant is the only glider to find worldwide fame in Playboy, to date however, has not been confirmed by the author! Certainly in some issues of AeroRevue, not only the elegant lines of the Diamant are to be admired, but there are also some fine lines of some heat-resistant ladies! For sure the weight of the Diamant cannot compete with the feminine models shown, and with an empty weight of 300 kg, the Diamant was anything but light.

### Flight successes

Between 1966 and 1970, FFA built over eighty Diamants in three versions, but presumably without economic success,



This photo shows the extreme reclined position of the pilot. Photo: Archiv Thomas Bircher



The young designer, Thomas Bircher, later became a VGC-Member. Photo: Archiv Thomas Bircher

# THE DIAMANT



Salacious adverts from adverts appeared in AeroRevue in 1967, promoting the heat properties, contours, and light weight of the Diamant.  
 Source: AeroRevue 3/1967, 4/1967, 5/1967

as in 1971 they turned to serial production of the motorised AS 202 BRAVO. The Diamant proved to be successful in competitions however, with Rene Comte flying a distance of 698.5 km (then a Swiss record) in a Diamant 16,5 in the USA on July 11, 1967. In the world championships in 1968, in Lezno, Poland, Ruedi Seiler (CH) and Alf Schubert (A) were placed third and fourth in the open class, both flying Diamant 18's.

**The Prometheus 1**

Autonomy in the late sixties was on everybody's mind. As a disciple of the 68 Bewegung movement \*\*\* Thomas Bircher drew some political parallels, interpreting it as an independence from the normal constraints (and bureaucracies) of launching gliders! As a pilot of military jets and DC-8's, he was convinced of the efficiency of jets, leading to a borrowed Diamant 18 becoming powered by an Eclair Micro-turbo jet power plant. Named the Prometheus 1, the maiden flight of HB-2020 took place on July 26, 1971, which by luck, was by aero-tow, as the jet engine stopped running shortly after becoming airborne! The drawback of the jet was the noise, and later led to the HB-2020 being converted back to a pure glider, and was redesignated as the HB-202.

**Diamant today**

Thomas Bircher planned several activities for the 50-year anniversary, but he unexpectedly passed away on the 3rd

of February, 2012. In Switzerland, HB-762 (HBV Diamant), HB-916 and HB-917 (both Diamant 18's) and HB-940 (Diamant 16,5) are still registered as airworthy, with some 40 more on foreign registers, as follows: Germany 6, Austria 2, France 1, England 5, Poland 1, USA 21, Canada 2, Argentinian 1, Australia 3.

**Notes to text:**

- \* Taken from the memoirs of Thomas Bircher. As the fuselage of the HBV Diamant (which was based on the Ka-Bi-Vo fuselage) was designed before the fuselage of the Libelle H 301, Bircher states that Eugen Aeberli did not have the patience to wait on the HBV Diamant, and therefore asked Eugen Hänle to design the fuselage of the Libelle.
- \*\* In the spring 2014 the author witnessed a former draft of a FFA design plan (Drei-Seiten-Ansicht) of an unflapped 15m FFA Diamant. It is not known why this 'Standard Class' version was never built?
- \*\*\* Borne out of a student protest movement at the University Sorbonne (Paris) in May 1968, the 68 Bewegung was a West German protest movement which was largely a reaction against perceived authoritarianism. Demanding more democracy and autonomy, much of the groups protests centred around the then growing unpopularity of the Vietnam War.

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Text: Daniel Steffen  
 Translation: Hans Peter



The cover of AeroRevue issue No. 4/1965 shows the prototype over the FFA production buildings at Altenrhein.  
 Source: AeroRevue 4/1965

Dave Raspet

# Biography of Dr. August Raspet

Part I

*Dr. August 'Gus' Raspet (24 August 1913 – 27 April 1960) was one of the most influential contributors to the science of aeronautics, and was instrumental in contributing to flight efficiency and design in both sailplanes and powered aircraft. From an early age he was an avid bird-watcher, and as an inspiration, brought many of his observations to his aeronautical research. His contributions to the field*

*of flight and science are many, having published a large number of scholarly articles on subjects including, the bio-physics of bird flight, human-powered flight, powered aircraft and gliding, with much of his research into sailplane performance analysis being directly related to his research into powered flight. Much respected in the field of aeronautics, he was also a leading figure in OSTIV.*



The White Valley Glider Club with Gus Raspet on the extreme left

August 'Gus' Raspet was the leader in the advancements of sailplane performance during the 1940 and 50s. He developed numerous sailplane drag reduction techniques and his most famous contribution to the science of sailplane performance was his collaboration with Dick Johnson to raise the performance of the RJ-5 from less than 30 to 1, as designed by Harland Ross, to the first sailplane with a measured performance in excess of 40 to 1. One excellent measure of any technical leader is the people who consider him a mentor. Among

those who regarded Gus as their mentor were Dick Johnson, Paul MacCready and Bruce Carmichael.

August 'Gus' Raspet was born in 1913, the third son of Slovenian immigrants. His father was a mine engineer in western Pennsylvania. Gus and his two older brothers, Rudy and Robert, spent much time in their father's workshop helping their father and pursuing their own interests. As with so many young people of the time, Lindbergh's solo flight across the Atlantic inspired Gus and his siblings, and they built a glider with a group of friends.

Gus went to Carnegie Institute of Technology and graduated in 1935. Family lore has it that Gus' education was paid for from the proceeds of his grandmother's bootlegging. Vic Saudek, another future Soaring Hall of Fame member, was a classmate at Carnegie Tech and went on to manage the Sierra Wave project in the early 1950s. After College Gus joined the Geological Survey in Silver Springs, Maryland and spent a great deal of his time in the field. One unique aspect of the fieldwork for the Geological Survey was that often they needed to measure parameters for which there were no instruments available; hence they had to design and build their own equipment. His PhD dissertation at the University of Maryland was on the development of a scientific magnetometer for geological applications.

There are three characteristics of Gus Raspet that dominate any discussion of his accomplishments:

He was intensely dedicated to the scientific method. He only believed the results of well-run experiments, hence, his strong interest in perfecting sailplane performance measurement and his disdain for calculated performance.

He sought the big breakthroughs, not the incremental improvements. He was comfortable accepting the associated high risk of failure and often said finding out what doesn't work is almost as good as finding out what does work.

He was an extrovert who enjoyed the company of like-minded people. The people he liked were accepted as part of his family and he was always bringing people to his home unannounced for his wife to feed. The inverse of this dedication to those he liked was his intense dislike of bureaucrats and others he considered impediments to scientific progress.

Gus' first scientific effort in soaring was based on the fact that thermals are reported to be hot air rising. He reasoned that if he used a very accurate thermocouple he could determine the presence of a thermal and sense the best portions of the thermal. His 'thermal sniffers' were tested by Lewin Barringer, but did not provide information useful to the pilot. He sought the big breakthrough, did not succeed, but he learnt what did not work. During WWII he became interested in ridge flow and searched for a method to visualise the flow. He studied the surface tension of various liquids and developed a bubble solution that provided long-lived bubbles that could be used for flow



## WE REMEMBER



*Dr. Raspet in the cockpit of the Kirby Kite with a camera mounted to photograph Vultures in flight*



*The modified Tiny Mite with increased wingspan, turtle deck removed and extensive smoothing and sealing*

visualisation. He patented his mixture and it was sold by Macy's department store for a while, but the patent was too easy to break by just varying the proportions of the components slightly and his competitive advantage disappeared.

Gus served as technical editor of Soaring Magazine during WWII and arranged a two-day technical conference at the Polytechnic Institute of Brooklyn in 1944. When the war ended, the Air Force was interested in flying through thunderstorms to measure what went on in the clouds. The plan was for a sailplane to find the thunderstorms and then for P-61s to fly through and measure the air currents in the storm clouds. The SSA owned some sailplanes, which Gus planned to use for this research. The SSA Board of Directors decided they needed a technical committee to supervise his work. Gus felt he didn't need their help and formed his own non-profit institute, the Aerophysics Institute, which contracted directly for the sailplane portion of the work. Paul Tuntland flew 30-35 flights into the thunderstorms around Orlando, Florida, in an instrumented Pratt-Reed.

After the thunderstorm project, the Aerophysics Institute contracted with the Office of Naval Research to study flow over ridges, a phenomena similar to wind flow over aircraft carriers. Again, Paul Tuntland did the flying, this time they used Gus' Kirby Kite [this was Amy Johnson's old Kite 1 that Fred Slingsby gifted to her in the late 1930's. Ed], as the research platform.

Gus was very interested in the 1947 Nationals held at Wichita Falls Texas, the first outside Elmira. He flew the Kite and completed all his Silver C except the du-

ration. His log book shows two flights over 4 ½ hours but no 5 hour flights. The Kite was so uncomfortable he could not stand the 5 hours. After Wichita Falls, he had a continuing effort to improve the comfort of the Kite including installing a formed metal seat that was used for tractors.

In 1948 Mississippi State College (now Mississippi State University), became interested in promoting research beyond the strong agricultural research already underway there. They hired Dr. Harold Finch as Dean of Engineering. Dr. Finch was raised in Germany and his parents had fled the Nazi's before the war. Dr. Finch's brother, Bernald, was a prominent sailplane pilot in pre-war Germany and was later killed in a Me-323 accident. Dr. Finch knew of Germany's strong technical universities based on sailplane design and research, and sought to emulate that technique at Mississippi State. He offered Gus the opportunity to head such an effort in Mississippi. At the time, in addition to his work with the Aerophysics Institute, Gus was working for an aerospace firm on Long Island with an excellent salary. The Mississippi State effort offered less than half of his salary but, as he said, the work in Mississippi looked like more fun so he and his family moved to Mississippi.

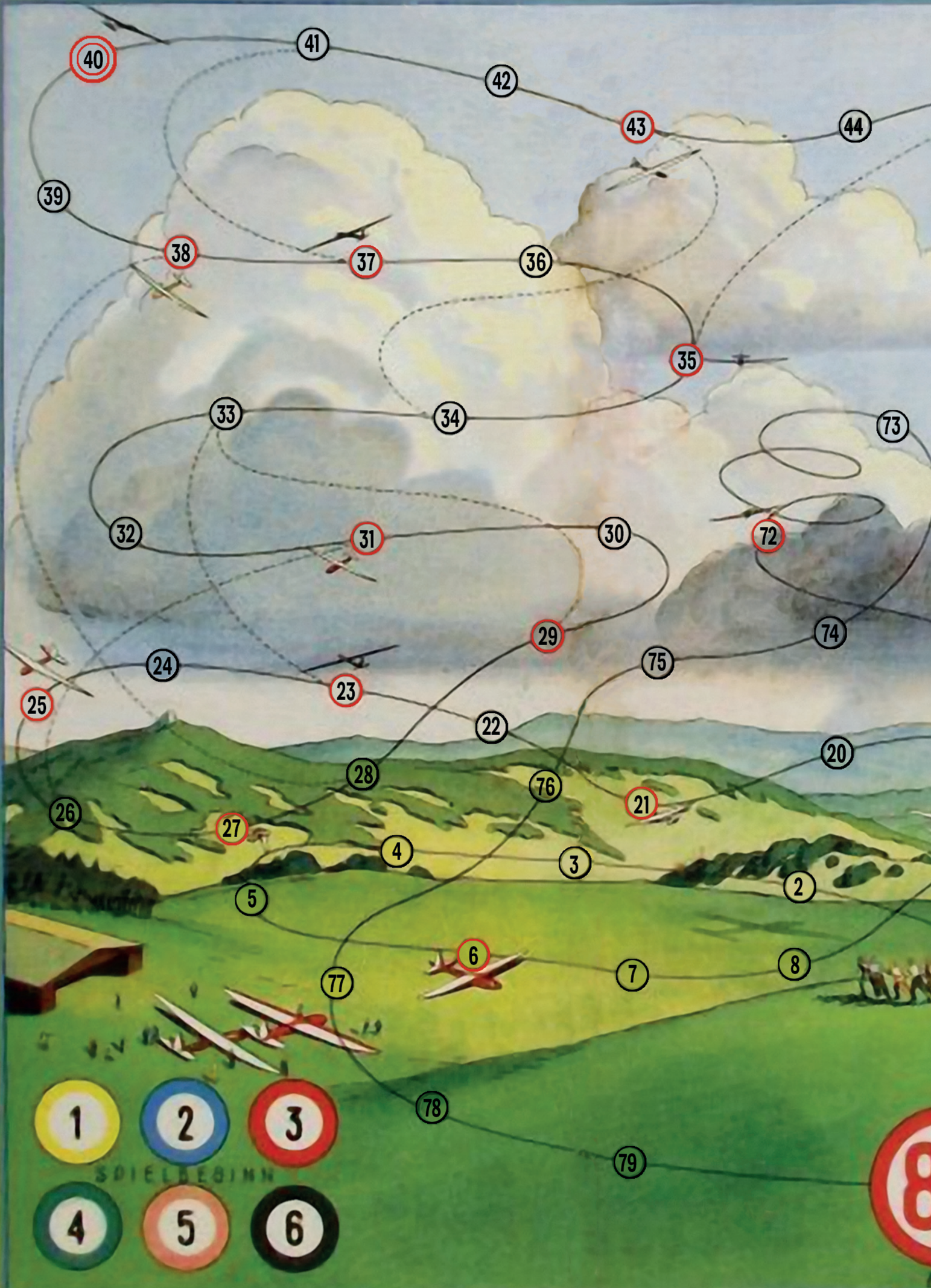
At first the University supplied funding for the research. Efforts begun into meteorological research with three flat-topped L-K's that had instrumentation installed in place of the rear seat. In addition, bird flight research begun by studying the local vultures. That investigation showed the vultures had a L/D of about 23, much better than many sailplanes

of the era. Their drag performance was much better than that of a turbulent flat plate, a level well beyond the state of the art for sailplanes and aircraft at the time. By the 1970's this bird flight research was the most referenced of Gus' many publications.

In the fall of 1949 Dick Johnson enrolled as a student at Mississippi State. He and Ray Parker began a drag reduction effort on an Irv Culver designed midget sailplane, the Tiny Mite. With Gus' advice and guidance, they increased the span, smoothed the surfaces and sealed the gaps. They took the Tiny Mite to a high-wing configuration and installed a bubble canopy. The result was the first aircraft with drag performance better than a turbulent flat plate.

The Tiny Mite effort was just one of many performance efforts pursued. The LK-10A benefited from the drag reduction efforts Gus championed. Removing the turtle deck of the L-K and installing a bubble canopy or canopies, known as 'flat-topping', improved the L/D from 22 to 26. Many other techniques were used for performance improvement including sealing of aileron and tail surface gaps. Other techniques include reducing aileron span that eliminated gap drag for the sections cut off. Increasing the differential deflection of the reduced span ailerons often resulted in better roll rates by reducing adverse yaw. Some of these drag reduction techniques were used on the Weihe that Paul MacCready flew in the 1950 Internationals and resulted in a measured seven percent L/D improvement.

All photos via Dave Raspet  
...to be continued.



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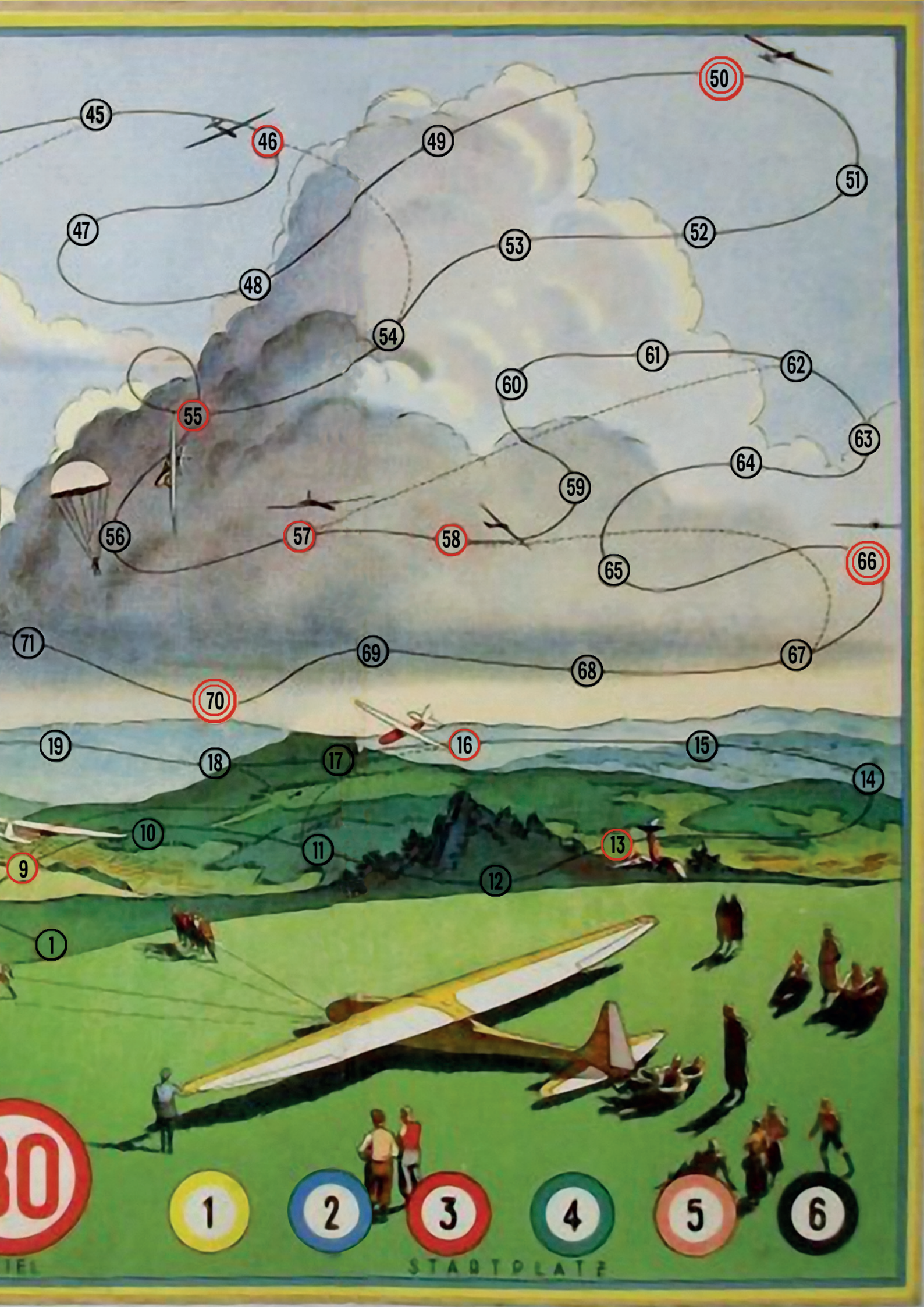
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STARTPLATZ

Gábor Fekecs

# A fortunate incident

The Story of the Two-seater Zögling in Australia



Bonomi Allievo B. Source: Vincenzo Pedrielli

*Years ago, after some encouragement by the Historic Group of the Vintage Glider Club, I started to write an article on the flying life of László Almásy. The reason was that after the movie, 'The English Patient', had been released, quite considerable excitement was raised within international aviation circles about who this person really was and what he had done in aviation. The result of the research was two articles titled: Overview of László Almásy's flying life and Gliding in Egypt - Early years.*

*As the life history became quite long, a shortened version was only recently published in two parts in the VGC News (both articles in their original form can be read on my website <http://gliders-fega.x3.hu>). In these writings, the name of Hermes Celio appears in relation to the activity of Almásy in Egypt, as the builder of a two-seater Zögling.*

*In the course of research related to an entirely different topic, at the beginning of 2014, and quite by chance, I came across the name of Hermes Celio, as well as a two-seater primary designated the Celio-4 in the collection of an Australian museum, - the Powerhouse Museum in Sydney. With the help of the Curator of the museum and other Australian historians, I was able to define that the two Hermes Celios' were one and the same person. Through the Curator and my other connections, I was able to collect all the information presented here.*

In the May 1940 issue of the Hungarian aviation magazine, Magyar Szárnyak (Hungarian Wings), an article written by László Almásy had been published. The author told the story, illustrated with pictures, of a tandem two-seater school glider which was developed in 1939 by the staff of the gliding school at Alamaza airfield in Egypt, which lay in the vicinity of Cairo. The gliding school had been established in 1936 by Almásy for the Royal Flying Club of Egypt, where Almásy was the manager. The aim of the school was to enhance the quality, as well as the efficiency of the instruction. Of this development work the central figure was the then CFI of the school, an engineer named Hermes Celio, who was a member of the Greek colony in Egypt. Instruction at the school was made utilising winch launching, with among other types, an Italian school glider, the Bonomi Allievo B, being employed.

This type was very similar to the first version of the Stamer-Lippisch Zögling developed in 1926, which featured four tubes running from the central area of the wing, and lower apex of the rear keel, to the two end points of the horizontal stabilizer (see fig 1). Later models however, differed with the rear portion of the fuselage of this glider featuring a more conventional flat triangular structure.

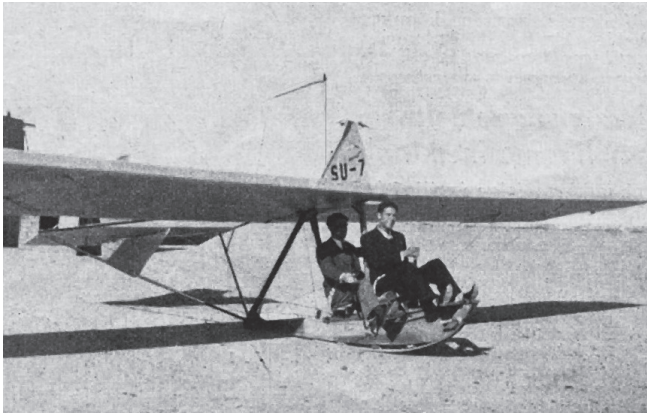
The Bonomi factory designer, the Italian, Camillo Silva, having used the Stamer-Lippisch Zögling as his starting point, created the Bonomi Allievo A and B types in 1929. The two types differed only in that they were stressed differently. The A version was used for qualifying for the 'A' badge and the B version up to the 'B' badge.

The rear portion of the fuselage of both types was a welded steel-tube structure. The wings, along with the forward parts of the fuselage, was made of wood. The wings were covered with fabric, whilst the wing bracing wires were connected to the centrally located A-frame above the wing.

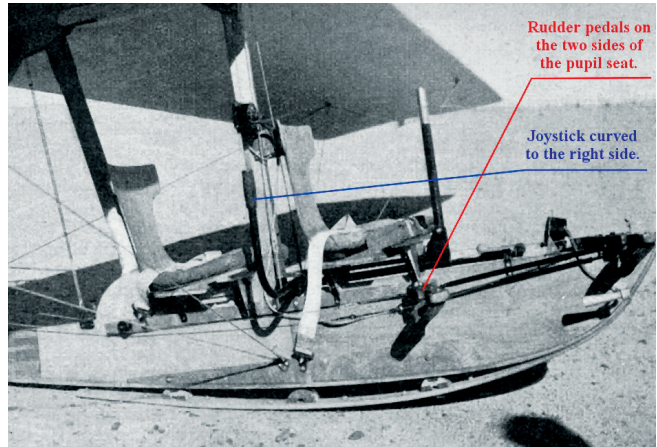
Almásy, his CFI, Celio, along with his assistant instructors, frequently deliberated on how the efficiency of the instruction could be enhanced. The pupils of the school were intermediate students, with Almásy being of the opinion that using dual-control methods, the instruction period could have been shortened and the pupils could acquire a more reliable knowledge. On a couple of occasions he had squeezed himself in behind a pupil amongst the wing supporting beams of a Bonomi, and learned that with some strengthening, the glider might be suitable for dual-control instruction. The relatively low weight of all the instructors working there made it possible for only a slight increase in the permissible load of the glider. (The original permissible load of 100 kg was increased to only 130 kg). The details of the modification were developed by the staff collectively, whereas the actual modification was carried out by Hermes Celio. One of the Bonomi Allievo B's was modified with a stronger tube structure for the rear of the fuselage and the wingspan was increased to 11m. The wing bracing wires were strengthened, from 4 mm wires, to 6 mm, and the arrangement of the wing supporting beams were modified to accommodate the instructor's seat. The forward part of the fuselage was also modified, with a rubber-sprung skid, replacing the original fixed skid.

As the basic aim was a dual-control arrangement, a solution had to be found for fitting the back seat with adequate controls. This was solved in a very ingenious way. The joystick of the instructor, whose seat was located among the wing support beams, was offset to one side of the longitudinal plane, forming a curved tube protruding to the right hand side of the glider. The rudder pedals for the

## FEATURE ARTICLE A FORTUNATE INCIDENT



Two-seater Zögling developed in Egypt, 1939. Source: Magyar Szárnyak, May, 1940

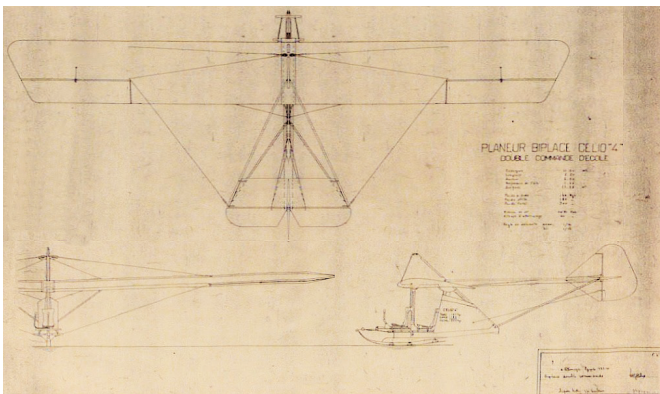


Two-seater Zögling. Seat arrangement. Source: Magyar Szárnyak, May, 1940.

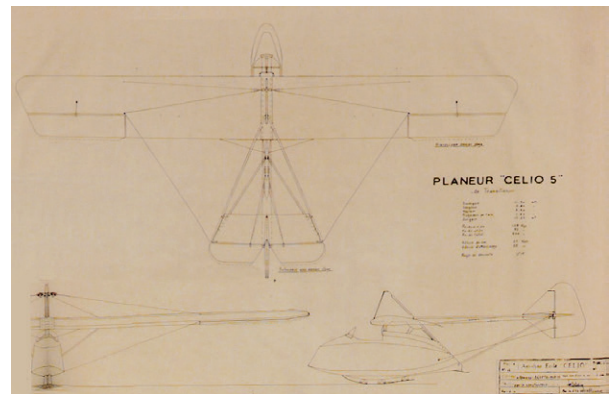
instructor were located on either side of the pupil's seat. The modified glider was tested successfully and a CofA was issued by the Egyptian authorities. The glider was successfully used by the glider school for basic instruction. As far as we know no further examples were produced, although the fate of the school and the activity of Hermes Celio after 1940 is unknown. Almásy had to leave Egypt after WWII broke out, but Celio remained there. We know that, as a pilot, he was flying Hurricanes and Beaufighters during the desert war. After the war Hermes Celio immigrated to Australia. He wanted to create a new life for himself there, with gliding in

mind. He contacted the Southern Cross Gliding Club, which had been founded before the war in Sydney, as he wanted to work for them as a gliding instructor. He proposed to build a tandem two-seater school glider for the Club, but his offer was rejected. He then contacted the Sydney section of the Air League. The Air League had been founded in 1934 with the aim to instruct glider pilots, with many sections based at different locations within the country. In Sydney his offer was accepted. He built the glider in a rented flat above a butcher shop in very poor circumstances, so much so, that even the necessary electric power was stolen from the power lines running above the house!

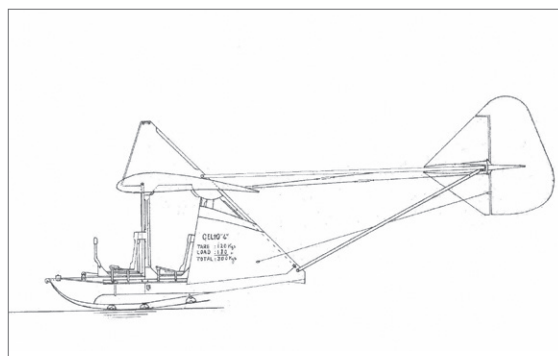
He concealed his misdeed by fitting a kind of child's kite on the line to conceal the wires. As he assumed that the glider would be bought by other sections of the Air League, he made moulds and master patterns for the wing ribs and for other items. The first Celio-4 was delivered in 1956 and was used for instruction by the Club. The glider was christened as 'Pride of our Joy'. Instruction took place only at weekends, whilst on the other side of the airfield, car racing enthusiasts frequently held meetings. Unfortunately the Air League did not take out an insurance policy (in spite of their promises to do so), and when a careless racer run over one of the wings,



Celio-4 3-view drawing. Source: Powerhouse Museum, Sydney.

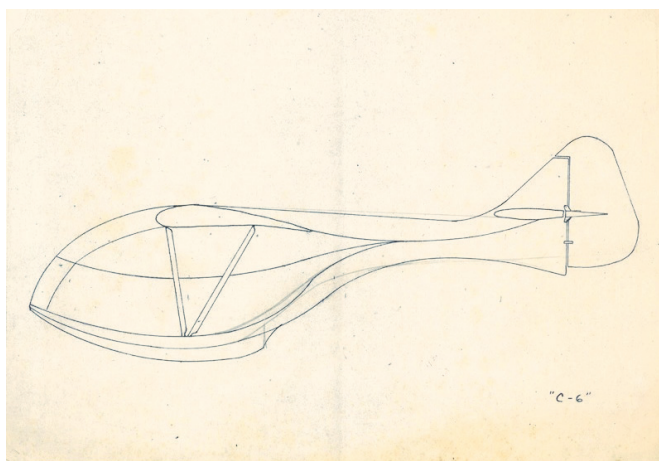


Celio-5 3-view drawing. Source: Powerhouse Museum, Sydney.



Celio-4 side drawing (enhanced by the author). Source: Powerhouse Museum, Sydney.

**FEATURE ARTICLE A FORTUNATE INCIDENT**



Celio-6 sketch. Source: Powerhouse Museum, Sydney.

Year 1957							Total Gliding brought forward		Total time carried forward	
Social No. of flight	Date	Glider Type	Place of Launch	Type	Crew Capacity	Time in Air	H	M	Remarks	
1	14-9	"Celio-4"	A.M.S. Alamaza	W	RS.Bcs.	1-50			Passenger joy ride	
2	21-7	"	Supplied Alamaza	V	Front	1-28			First seat, control initiation	
3	"	"	"	W	P2	1-30			Aerial Control-Direction & gliding	
4	2-11	"	"	W	P2	1-55			Climb, manoeuvre, gliding & turn satisfactorily	
5	10-11	"	"	W	P2	1-24			Climb, manoeuvre, gliding, speed & turn - regular	
6	"	"	"	W	P2	1-15			Turns with full irregular	
7	10-11	"	"	W	P2	1-20			Turns with some approach	
8	23-11	"	"	W	P2	1-30			Turns with irregular control - speed good	
9	17-12	"	"	W	P2	2-10			Turns in pattern, relax during approach, missing landing	
10	"	"	"	W	P2	1-30			Climb stops - first ok, normal reaction on landing	
1957							15:08			
1958										
11	1-2	"	"	W	P2	0-55			Recovering - good	
12	17-2	"	"	W	P2	0-58			Cable break - good on turn, first ok with	
							17:44		good pair of progress, well soon for some	
									total	
Total time carried forward									Total time Single-Seaters	
									No. of flights	
									Total time P.1 Multi-Seaters	
									No. of flights	
									Total time P.2 Multi-Seaters	
									No. of flights	

From Geoff Hudson's logbook. Source: Communication with Geoff Hudson.

Celio was unable to repair it, lacking the necessary funds. He quarrelled with the Club and as a result he did not get orders for his glider, not to mention, ending up with the damaged prototype as well. The drawings of the Celio-4 were prepared in Egypt at Alamaza airfield in 1939-40, that is, after the modification of the Bonomi Allievo B. Celio also designed a version with a nacelle and a further developed version, the Celio-5.

This also had a nacelle and its drawings according to the surviving drawings, were also made in Egypt. He was also thinking about a Celio-6 as well, however, only a side-view of this glider has so far been found.

After the failure of his endeavour, Hermes Celio donated the remains of the Celio-4, its moulds and all survived drawings to the Powerhouse Museum in Sydney.

Hermes Celio finally found his place in Australia as an engineer full of ideas and as an inventor, his career is marked with a series of patents.

Scrutinising the 3-view drawing of the Celio-4, it appears to have only slight differences that exist between the two-seater Zögling and the Celio-4. The two gliders were nearly identical. The discernible differences are the contours of the elevator and the rudder on the Celio-4 are curved, with the fuselage just behind the instructor seat being covered with fabric. However on the fuselage detailed drawing of the Celio-4, the above mentioned contours are identical with those of the two-seater Zögling. It is also evident from this drawing that the Celio-4 had a small structure fitted that resembled the rear part of a nacelle, which was covered with fabric. Such a structure was not present on the two-seater Zögling.

On the drawings, the following writing can be read: Alamaza, Egypt, 1939-40.

Unfortunately no pictures of the Celio-4, nor it's moulds, are available in the Powerhouse Museum and it is impossible to obtain new photos of the glider and the drawings, due to their storage location. However when the drawings had been donated, pictures were taken from the general arrangement drawings and these are published on the website of the Museum. I was able to make copies of these, with some enhancements.

Because of the poor quality of the pictures of the drawings, compounded by the fact that only parts of the 3-view drawings were scanned, not all the data on the Celio-4 is available. However the following data has been derived from studying the pictures and using proportioning:

Wingspan	11,40 m (estimated)
Length	5,68 m (estimated)
Height	2,20 m (estimated)
Length of chord	1,60 m
Wing area	17,25 m <sup>2</sup>
Wing loading (1 person)	11,6 kg/m <sup>2</sup>
Wing loading (2 persons)	17,39 kg/m <sup>2</sup>
Empty mass	120 kg
Max take off mass	300 kg
Gliding speed	60-80 km/h
Landing speed	40 km/h
L/D with 1 person	14
L/D with 2 persons	12

As the Celio-4 and the two-seater Zögling from 1939 are nearly identical, the data shown above cannot be greatly different from those of the Zögling described by Almásy.

Comparing the data with those of the Bonomi Allievo B, it can be seen that the wingspan, the length, the wing area, and both the empty and the takeoff masses, are greater. Increasing the wingspan, strengthening the back part of the fuselage and modifying the keel (as well as the skid), 40 kg was added to the mass of the glider. This gave the Celio-4 a useful load of 180 kg, compared to the 130 kg of the two-seater Zögling.

With the help of Space Technology and Aviation Curator of the Powerhouse Museum, Kerrie Dougherty, I was able to contact a glider pilot now living in the UK, who in those times, started his gliding career in Sydney at the Air League. He started his basic training on the Celio-4 in 1957 whilst in Australia.

According to his recollections, the glider was fitted with a turn and slip indicator, in addition to an airspeed indicator and an altimeter, and was a pleasantly controllable glider. The highest altitude which they were able to reach by winch launching was 300m, from which height, a maximum flight of two minutes was achieved.

**Sources:**

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- Fekcs, Gábor: Overview of László Almásy's flying life. www.gliders-fega.x3.hu
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- Internet: www.powerhousemuseum.com
- Communication: Dougherty, Kerrie. Curator, Powerhouse Museum, Sydney
- Geoff Hudson, London

Christian Hülsheger

**Short history of**

# Scheibe Bergfalke II/55,

**Werk-Nr. 244, D-6413**



*Segelfliegergruppe Siemens at München-Riem in 1957 (note the unusual canopy). (Unknown).*

*Photo via Mr Limmer of the archives of the Segelfliegergruppe Siemens, München (SFG).*

**O**ur beautiful vintage Bergfalke now sits in the hangar waiting to be flown, right next to our favorite vintage airplane, a Klemm 107, D-EFOH (which I have operated for the last 20 years). The Klemm has a complete history, with documentation starting with the release form of its altimeter in 1957, and ends with yesterday's flight. This is not the case with our Bergfalke however, which has considerable 'dark spots', especially during its time in Austria. Maybe a reader is able to bring some light into this darkness?

In 1957, or to be more precise, on the 8th of May, documentation starts with the 'Einstellbericht-Rohbauabnahme' (manufacturers certificate) of Scheibe-Flugzeugbau-GmbH, which at the time, was based at München-Riem. The first Owner of the Bergfalke was the Segelfliegergruppe Siemens, München (SFG).

The SFG bought the Bergfalke as a kit from Scheibe and had to build the tailplane themselves, and of course, had to cover and paint the aircraft too. On the 20th of May 1957 the aircraft was registered by the Bavarian 'Staatsministerium für Wirtschaft und Verkehr' as D-1442. On the 7th of July 1957 it made its maiden flight at Riem in the hands of Mr. Zeitter, whose flight-report ends with the following statement: The aircraft performed within requirements and is without question, cleared for flight op-

erations with the aeroclub. Operations with SFG ended on the 3rd of November 1957, when the glider was sold to Kufsteiner Segelflieger-Club (KSC) in Austria.

The scent of the Bergfalke's history from this point is now somehow lost. In October 1984, the Bergfalke was bought by Segelflugschule Zell am See and operated under the registration of OE-0413. Probably most of its more than 17.600 launches were flown there. During a rejected launch in 1988, the right wing was damaged and later repaired by Scheibe in 1989. After this repair the Bergfalke made only two more launches at the Zell and was sold in 1990 to a northern German syndicate, and re-registered as D-6413.

In 1994 the aircraft was sold to my home-base, Borkenberge (EDLB). After just nine launches the Bergfalke was at first suspended from the hangar-roof, then later ending up at the back of another shed where it was forgotten. It would still be there now if it had not been for a clever guy from the flying club

who had discovered that the club had been paying insurance for the derelict Bergfalke for all those years, and a decision was made to scrap the aging glider. Of course that was not an option for us and we purchased D-6413 to restore her back to flying condition.

Very much to our surprise the aircraft was in a pretty good condition and after the first inspection by our certified aircraft inspector (my co-pilot and co-owner Dieter), we started the project and 364 days later in October of 2013, we rigged the Bergfalke for the first time.

Luckily we encountered very few nasty surprises, which we had expected due to the aircraft's excessive use for training. We found only a just a few joints with any glue issues, two broken ribs and a very poor plywood skin area on the fuselage. Only one section of the left wing's leading edge was seriously damaged, but this too was easy to repair. The steel-tube fuselage was undamaged, so our welder concentrated on optimising some old repairs and reinforcing the fuselage around the tow hooks. I am always fascinated by the craftsmanship of these welders joining these thin tubes without melting them, to me their skill is a work of art!

The overhaul was carried out to standard working procedures, most of which you will know. In the end we saved ten kilograms, at least in comparison to the last weight and balance sheet, which was filled out in the last century! I do not know how accurate that was, but to us it seemed rather optimistic. We kept a constant eye on the weight during our work and used only the minimum amount of paint and no filler, which means we did not achieve a high-gloss surface, which would not be fitting to a 'workhorse' like the Bergfalke anyway.

We did however allow ourselves at least a



*Otto Tuscher (L) and Helmut Seitz (R) in the Bergfalke at München-Riem in 1957. (Unknown) Photo via Mr Limmer of the archives of the Segelfliegergruppe Siemens, München (SFG).*

## SCHEIBE BERGFALKE II/55



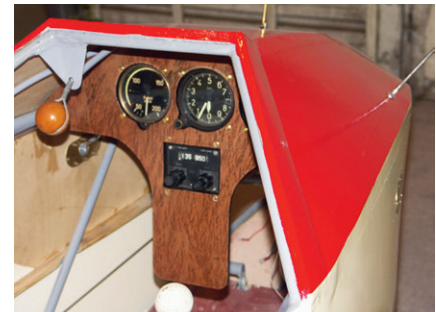
Borkenberge in October 2012. Left to right: myself, my friend Klaus Hibbeln, and VGC member Ingo Teegen. Photo: Christian Hülsheger



Between these photographs lay roughly 800 working-hours. Photo: Christian Hülsheger

little bit of luxury. We wanted to have burr-wood veneer on the instrument panels, so Dieter toured around all carpenters workshops to get the right veneer. As they all no longer really dealt with veneered wood any more, he met with limited success. During one of his burr-wood expeditions however, he was advised to visit a carpenter who is working on the interior of luxury yachts (and when I say yachts, I do not mean sailing boats!) who was located in the nearby city of Lüdinghausen. To make a long story short, the owner presented a premium veneer for our Bergfalke. His answer to our apprehensive question as to the price was that some East-Asian Sultan had already paid for it, so it was ours for free! After this excursion to the 'jet-set' world, we turned to the good old down-to-earth classic VW Käfer for the fixing strips for the artificial leather covering the sides of the skid. It turned out that the chrome trim of a 1967 VW Käfer fits the Bergfalke skid exactly! To our surprise the Bergfalke (and most, if not all of the Scheibe aircraft) are flying with an EASA-type-certificate and the re-

sulting paper-war was the source of considerable annoyance, until March of this year (I am sure that an individual maintenance program for such a highly sophisticated machine like a Bergfalke is an absolute necessity, after all how could it be operated safely without it!). All of this bureaucracy was forgotten on the 8th of March 2014 however, when I was able to carry out the first post-restoration flight under the watchful eyes of VGC member, and flight instructor, Ingo Tegen. After 20 years on the ground, the bird was flying again! My first impression was that this old glider is somehow like my grandma's Porsche farm tractor that I used to drive some 40 years ago; ponderous and slow, but oh so gorgeous! Now all that is left to say is a huge thank you to the following people: Corinna – the best wife of all, which after the second overhaul of an aircraft, is proven beyond doubt! Hannah and Meret – the best daughters anyone could wish for, always there when more than four hands were needed!



Front cockpit instrument panel sporting the new burr-wood veneer panel in January 2014. Photo: Christian Hülsheger

Dieter – for 'stepping on the brakes' to slow things down, which was sometimes necessary!  
Willi – the best certified aircraft inspector around!  
and Ingo – for his supervision on the first launch, not to mention his support prior to that as well!

# A RARE VINTAGE



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## FROM AROUND THE WORLD



### POTK - VGC Czech

*POTK - Plachtarsky Old-Timer Club of the Czech Republic was established in autumn 1991. Currently our club has more than 50 members with their own old-timer gliders, mostly of Czech design. This year will see the 22<sup>nd</sup> Czech national meeting of old-timer gliders. (This photo was taken at 2010 meeting at Prostějov). Photo via Tomas Mezera*

## Czech



Correspondent:  
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Contact:  
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### A summary of the Czech 2014 vintage gliding season

We have already had a very extensive Old-Timer gliding season in the Czech Republic in 2014. The season began on the second weekend of May, when Ulf Kern held a small Old-Timer meeting on the German airfield, Grossrückerswalde, where he started his gliding career some just 40 years ago! Due to the airfield being located in close proximity to the German-Czech border, there was a German FES Lehrmeister and a Ka 7, as well as a Czech LG-130 Kmotr and Hols de Teufel from Rana Aeroclub. The whole weekend was full of winch and aero tow flights for the full enjoyment of Ulf's invited friends.

The first week in July saw a small one-type competition of Sohaj gliders, which was held at Rana airfield. During this week, four days were suitable for gliding, with the best of the weather on the 3<sup>rd</sup> of July, when Ulf Kern flew 200km after 5 hours in the air, followed by Vaclav Cerny, 170km and Josef Mezera, 117km of cross-country flight distance. Some days were better

than others for thermal currents, in which participants spent the day using the ultra-light glider ULF-1 on the UL winch. This afforded everyone to experience a beautiful week with old timer gliders, despite the weather not cooperating for competition for these 50's gliders.

Problems with weather continued to be a problem with all our summer Old-Timer events. At Velke Porici airfield, the Aeroklub Hronov and POTK held the 13<sup>th</sup> Orlik Spring Showers competition of the Czech type, Orlik 16, 116 (and other types with similar performance). Held for the fourth time, the competition was the 2<sup>nd</sup> week of August, with 26 gliders consisting of; 17x VT-116, 3x VT-16, 2x M-35, M-28, Phoebus A, Foka and Cobra, with pilots from the Czech Republic, Germany and Poland. Immediately after the first briefing the weather improved and for the first discipline a 140.8km racing task via 3 turning points (which led above the hills), was chosen. Later on in the afternoon the weather started to deteriorate from west, so thermal currents restricted certain disciplines, resulting in only two competitors passed the finish line. The next day, Sunday, a speed task via 3 turning points and a minimum distance of 98km was chosen, however incoming thunderstorms saw only seven pilots completing the task.

The third task was flown on Wednesday after the thunderstorms had subsided, with 13 contestants able to complete this speed-task event. Unfortunately for the older gliders, this was the last day to compete due to the weather not holding out. Although the weather was below-

par, participants were able to take in the beautiful surroundings of northeast Bohemia with their friends and family. This year the rank of winners included; Jan Šindelář (Aeroklub Kunovice) taking 1<sup>st</sup> place, 2<sup>nd</sup> place going to Milan Svoboda (Aeroklub Chotěboř), and finally 3<sup>rd</sup> place belonging to Oldřich Slavíček (Aeroklub Hronov).

The following week was spent at the 21<sup>st</sup> Czech national Old-Timer meeting of POTK, at airfield Žamberk, not far away from airfield Velke Porici, where the previous mentioned competition was held. There were 20 vintage gliders including three SF27's, two Orlik 16's, four Orlik 116's, one Sohaj, one Kmotr, two Ka6's, one Ka7, Blanik, Krajaneck, Foka 4 and 5, Cobra and a Standard Austria from Central Europe Czech, Austria, Germany and Switzerland. Participants spent a very nice week flying and on sightseeing trips to nearby surroundings, or just appreciating the company of people with the same passion for life. Although the weather was variable, with showers and gusty winds, every day was spent flying and taking in the sights. The second weekend, on the Saturday, our gliders featured in flying and ground displays during an Open Day of Žamberk airfield, with the general public admiring their beauty. The meeting was led by Miroslav Štěpán, which was extremely satisfying, even though the weather was less than desirable.

In the first half of September, our vintage gliders were seen at two celebration events. On the 6<sup>th</sup> of September, saw the 80th Anniversary of flying at Prostějov airfield and the following week, on the 13<sup>th</sup>

## FROM AROUND THE WORLD

of September, saw the 90<sup>th</sup> Anniversary of flying at Brno Medlánky airfield. Aeroklub Medlánky even managed to assemble every type of glider manufactured at Czechoslovakia and Czech Republic (which were in airworthy condition) for the event. Both of these events had over-whelming public involvement due to both airfields being so close to the bigger cities.

The last event of our Old-Timer gliding season was small meeting in the last week-end of September, again at Rana airfield. There the glider pilots could fly many old-timer gliders, which have a home in the local hangars there. The weather was very favorable, and instead of very good thermal uplifts, pilots used Rana hill for ridge soaring. During these three days, there

were 72 aero tows, 64 winch launches and a total of 61 hours flown. I think that this event was a very good farewell to summer and the gliding season, and we look forward to the 2015 vintage gliding season in Czech Republic.

Text: Tomas Mezera

Photos: Marko Jeras, Zoran Miličić.

## Germany



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*Not every workshop can sport such an attractive young lady in their restoration team! Aurelia is about to go and do her 'Werkstattleiter' (Technical qualification) at the Hornberg soon, and is a welcome addition to the OSC workshop.*



*Repairs to damaged upper planking on the fuselage of the Rhön Bussard.*

### German Aeroclub awards Wasserkuppe Museum restoration team!

The three man crew of the Wasserkuppe Museum restoration workshop, Otto Becker, Peter Distler and Dag Peters, received the silver Daidalos-Medal from the German Aeroclub on December 5<sup>th</sup>. They were active in the reconstruction, restoration and preservation of historic aircraft. Since 1982 they have been working with much passion under the watchful eye and guidance of the famous VGC-member, Josef Kurz. Not only do they work in the OSC, they also completely rebuilt the Vampyr (started by our late member Bjarne Reier), the FSV X and the iconic rocket-powered 'Ente' of Alexander Lippisch. Congratulations also from the VGC!

*Die Drei von der Werkstatt, namentlich Otto Becker, Peter Distler und Dag Peters, wurde am 05.12.2014 vom DAeC mit der Silbernen Daidalosmedaille ausgezeichnet. Ihnen wird damit Dank ausgesprochen für die besonders herausragenden Verdienste um den Nachbau, die Restaurierung und den Erhalt historischer Fluggeräte. Schon seit 1982 arbeiten sie passioniert an alten Flugzeugen, damals angeleitet von unserem Josef Kurz. Neben der Arbeit im OSC haben sie den Vampyr, den Gleiter FSV X und die Lippisch Raketenente nachgebaut sowie unzählige Flugzeuge für die Ausstellung hergerichtet. Herzlichen Glückwunsch auch vom VGC!*

Peter Ocker

### More OSC news from our inside man, David Hall.

Progress on the Rhönbussard has been slow due to most of the qualified workshop personal not yet of retirement age, therefore our time is limited due to other commitments. In autumn the wings were recovered, and now (as of the weekend of the 14<sup>th</sup> February) we have escaped the carnival and devoted a long weekend to finishing the rudder, elevator and ailerons, which are now covered and look very nice. The D-section on both wings have been filled and sanded and are ready for the paint shop.

The fuselage preparations are almost finished and we are preparing to install the re-painted controls. We had hoped to have it all painted before its planned appearance at Aero/Fridrichshaven in April, however this is unlikely to be the case now.

Other work being done is fitting out a trailer for our Ka3 which will be completed soon. In the museum workshop nearby, a B4 has been prepared and painted for display outside the museum in spring, a sort of 'Gate Guardian' for the Wasserkuppe. Winter is still making its presence felt! It recently took me 2-3 hours to clear frozen snow from the rear entrance and club



*Winter is certainly with us! The control tower at the Kuppe sits marooned in a sea of snow!*

house of the OSC before I could enter. Clearly the Wasserkuppe is still in its 'Winter hibernation' mode, and at the time of writing, we have about 70cm of snow (and ice), not to mention a 2m snowdrift in front of our hangar door!

The water in the club house has been turned off and drained due to the severe frosts at 950m above sea level, so here's to hoping that spring will come soon!

David Hall

Photos: Knutt Eggestad



Poland



## FROM AROUND THE WORLD

# Netherlands



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Work progresses on the Venlo Prefect, PH-193.  
Photo Eric Munk



A non-Prefect theme for this one! Work on Johan van Dijk's Ka.3 is well underway, with most structural work finished. It is expected to fly soon.  
Photo: Johan van Dijk

### A 'Prefect' summer?

Winter time is here and this means most projects are on the backburner due to club maintenance commitments. However, not all work has ground to a halt. Slingsby Prefects especially seem to be going strong this winter.

The Hilversum Prefect (PH-194) is being brought back from a long sleep. It has not been flown for a considerable number of years, spending time in secure storage with owner Bob Persijn who saved the aircraft first time round in the late 1970s, early 1980s. He has been helped by local club members breathing life into the old bird again. The wings have been overhauled and recovered, and work on the fuselage has progressed steadily. It is due to fly later this year.

The Venlo Prefect (PH-193) is an example from the national museum collection at Lelystad, undergoing a rebuild to fly. It too has been grounded for some years now after a ground mishap saw major damage done to the lower front fuselage. It was decided to properly rebuild the entire cockpit area, with whole fuselage frames being replaced. If it keeps going at the current rate of progress, it too should see air under its wings looking better than ever. Well, at least it is better than it has looked in many years!

The Prefect at Lemelerveld (PH-196) has had a very unlucky year. It failed to show up at Lasham's VGC Rally in 2013 when the tow bar broke off due to fatigue on the outbound journey. The trailer was recovered and the thankfully undamaged aircraft was put away pending work on

the trailer. A recent countywide plague of mice saw the aircraft visited by the curious little nippers, and they managed to do a great deal of damage to both wings in the process. It is currently undergoing a major wing rebuild and it is hoped to have the aircraft servicable again for the VGC Rally at Terlet next Summer.

There is another two Prefects of the original eight still flying in The Netherlands: PH-192 at Soesterberg and PH-198 at Asperden, just across the German border. One more is in good hands in the UK. Two others were lost in accidents early on. The Dutch Type 30A Prefect batch was different from the stock ones in having stronger wing spars (apparently to ward off mice?) and some other minor mods required by the Dutch national aeroclub who bought them new in 1951.

# Poland



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The lovely nose of our Jaskółka. Photo: Philip Gray



Part of the proud team with their new baby.  
Photo Pawel Biarda

### The Jaskółka finally arrives at its new home!

Saluto!

This time just one topic, but it's an important one and a big thing for our small VGC society here in Torun, in the north of Poland! So why all the fuss? Well after two years, our main project has finally become a reality, and the one and only airworthy SZD -8 Jaskółka in Poland has safely arrived at our club here in Torun, where we plan to base it, long-term.

This legendary glider is the same Jaskółka once owned by Zbigniew Jezierski, who brought the glider back to Poland from Belgium, and was then restored at the Glider Factory at Jesow. Once a frequent visitor to many a VGC International, the glider is in

good shape and is awaiting some formal documentation issues, whilst we eagerly await Spring! [See Grzegorz's earlier report in issue 138. Ed.]

As the Jaskółka certification for type owners (SZD Jeżów), allows only aero-tows,

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launching the glider can only be made on airfields where towing-equipped aircraft are available.

We are expecting to take part in upcoming VGC meetings with the glider, besides we welcome all enthusiasts who fly old gliders, to visit us and see this legendary glider that featured so prominently at the World Gliding Championships at Leszno in 1958. For details, please feel free to contact me via my VGC news e-mail.

Grzegorz Kazuro



Ready for take-off! Photo: Pawel Biarda



The famous SZD Jaskółka logo. Photo: Philip Gray

## UK



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The Kite nose-cap takes shape, with the temporary jig in the foreground. Photo: David Underwood



HB-561 Rigged in March last year outside the Lasham Vintage workshop. Photo Mike Borrowdale

### UK News

Well not a lot to report for this issue, however Peter and David Underwood continue to make good progress on the prototype Kite project. Peter informs me that he has been pretty busy of late trying to get the nose-cap made up, and confided that it is one of the most difficult tasks he has carried out on the entire project! He is however making good progress, and it shouldn't be long before they are ready to begin the last stages of construction, in which we will keep you all updated with.

Also news in, this time from Mike Borrowdale, who is based at Lasham and along with a syndicate there, is carrying out a restoration on a Slingsby T34 SKY. The glider has been reportedly under restoration on a number of occasions in recent years. When the group purchased it, it was suffering from damage in both wings, one from a mouse infestation and the other from water incursion.

One wing has so far been restored, which lead to a trial rig in March last year, with the other parts of the glider still needing attention. This is the 'Swiss' Sky, HB-561, in which Hans Nietlispach flew from Berne to Béziers in 1955, a distance of 536K, which is still a Swiss record.

This part of the structural work is now almost complete, after 'only' 18 months so after covering the wings we'll be moving on to the fuselage. Syndicate partners



You could say that the field-mice were having a bit of a 'field day' judging by the amount of empty acorn nuts! Photo Mike Borrowdale

are Mike Borrowdale, Adrian Pearson and Paul Jackman, are all being kept in check by Richard Moyse and Gordon MacDonald.



The newly restored port wing. Photo Mike Borrowdale

And talking of Lasham, its now over to our regular report from Paul Haliday, updating you all on the progress of the Gliding Heritage Centre!

Bruce Stephenson

*Just slightly too late to go to press for the last Vintage News, we were absolutely delighted to be donated a Slingsby T30b Prefect, by Sir John Allison. This beautiful glider had belonged to Sir John since the early eighties, when he spotted a rather dusty old Prefect in the back of the hangar at RAF Bruggen. Having flown one of these in his early days of gliding at Coventry Gliding Club; he decided to buy it from the owners. To his great delight, it turned out to be the very Prefect that he first flew back in 1958. Expert glider restorer Peter*

## FROM AROUND THE WORLD



Sir John Allison's Slingsby T30b Prefect now residing with the collection at the GHC  
Photo Paul Haliday



The Foka fuselage showing its unique construction  
Photo Paul Haliday

Underwood renovated the Prefect in 1997, and as to be expected made an absolutely fabulous job of it.

Having not flown it for some time, Sir John decided to donate it to the Gliding Heritage Centre, so that it would continue to be flown. Gary Pullen took it up for rather chilly test flight in early December and we expect with the warmer weather coming soon that it will fly a lot more.

With Christmas now long gone, work has begun on this year's restoration projects; the Foka 4 is now in the process of being returned to flight. The fuselage has been largely stripped of paint and the rudder and elevator cables have been replaced. The construction of the Foka has been the subject of much discussion, clearly showing that this was very much the last generation of wooden glider to be made. The fuselage was built in a mould that was lined with filler, plywood strips soaked in a special chemical would then have been laid inside to make a monocoque fuselage half, the two halves would then be joined together with the fittings in between them. Replace the filler with gel coat, and the plywood with glass fibre soaked in resin, and you would have a modern glass glider. The Foka really does illustrate the transition from wood towards glass.

The Foka is not alone in the workshop; we are also restoring a Slingsby T38 Grasshopper to display status, though the controls will be fully functional. We hope to then mount the primary on its tripod during open days and to let visitors have a go. This sort of thing has proved to be very popular with the public, as we have found out in the past.

We have just been given an EoN Baby, that belonged to the Shoreham Aviation Society, this was the 4th EoN baby to be built out of 47, but it has not flown since 1971. This will be subjected to a very long-term restoration, which we would hope to carry



The newest addition to the GHC collection, the EoN Baby Photo Paul Haliday

out in the workshop of the forthcoming GHC museum, talking of which brings us nicely to the progress of the Heritage Lottery Fund bid.

The HLF sub committee, consisting of GHC members Tony Newbury, Glyn Bradney, Colin Simpson, Paul Jackman and Julian Ben David have been working tirelessly in preparing the bid for the development phase of the Gliding Heritage Centre museum. Working within the very strict guidelines put down by the Heritage Lottery Fund, they are now within sight of being able to place the bid by the deadline of early March. The last task has been to invite to tender for the project several architectural practices, for which HLF guidelines state that we must have a minimum of three tenders in response. Fortunately, now we have the three tenders required and it is a process of analysing the contents of each, before meeting with the respective architects to discuss the finer points before coming to a decision.

Once an architect has been chosen, the HLF sub committee will then go through the GHC bid with a fine toothcomb, finalising the language and financial details before submitting it online to the Heritage Lottery Fund. It will take around three months for us to hear back from the HLF, successful or otherwise. In that period,

these members will be able to take a well-earned rest and enjoy some flying, as the UK soaring season gets under way. If the HLF bid is successful, then things will get very busy!

Paul Haliday



Ray Whittaker, VGC Membership Secretary, is hard at work removing the paint from the Foka  
Photo Paul Haliday

# FROM AROUND THE WORLD

## USA



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### No VSA Coins at Massey

Our trip to Massey, Maryland, started the Monday before the regatta with our four plus hour drive to the Wabash Valley Soaring Association at Lawrenceville, Illinois to meet Paul Raybourn for the trip. The weather forecast was poor. We would be traveling to Maryland in rain and the long range forecast was for a rainy weekend. With this forecast we decided to leave Paul's Morelli M100S behind and to tow one of Rusty Lowry's ships to Massey. Arriving in southern Maryland after dark we were surprised to meet Amish buggies on the wet roads, but we made it to the land of super seafood after a long day's drive. It was sunny on Wednesday so we went to the Chesapeake Seaplane base. Paul has a seaplane rating and got current while I took my first lesson in a float plane. On Thursday we meet Nick Mirales at the St Mary's County Airport to fly the Schweizer 1-26. A problem arose when we couldn't find a tow rope, so Nick got out his Stearman N5S2 and we went sight-seeing. On Friday we got to the airport early to tow Rusty's Schweizer 1-23 to Massey when Nick offered me a ride to Massey in his Stearman. He didn't have to ask twice! It was overcast as we flew north up the Chesapeake Bay and when we were almost to Massey we flew over a larger airport and I noticed a large airplane taking the narrow runway. At a second glance we



Jack Williamson solo'ed the Massey Air Museums Schweizer 2-22 on Sunday afternoon.



Kristin Farry starts her first flight in her recently purchased Schweizer 1-26

noticed it had four engines, it was a B 17. When it took off it turned south. Landing at Massey we received the normal warm reception.

As soon as Rusty landed in his Pawnee tow plane, his Schweizer 2-33A started flying. There were training flights, rides, currency flights and area familiarisation flights. The ceiling continued to drop and by the time I took the last tow of the day, it was raining when I landed.

It rained all night and all day on Saturday but more ships arrived all day and a few were assembled inside hangers. Sunday arrived sunny and a good day of soaring was promised. More ships arrived and were assembled and then we had the wait to see who would launch first. The first to finally launch was C. B. Umphlette in his Schweizer 1-35 and when he stayed up a second tow plane was put in service to get everyone up. Nick Mirales was busy giving rides in his Stearman. On the final flight on Sunday Jack Williamson solo'ed the Massey Air Museum's Schweizer 2-22. This was the first solo I remember at a regatta. There were no Silver C coin flights. There were many one and two hour flights and C. B. Umphlette had a four plus hour flight. On Monday, Columbus Day, the rain came back.

Meanwhile, a new syndicate has been formed in the mid-western USA by Steve



Jerry Wild readies his Hutter

Leonard, Neal Pheiffer and Jim Short, who have purchased a Phönix, serial number 406, from Paul Gaines. The ship is now based at the Wabash Valley Soaring Association, Lawrenceville, Illinois, USA where it is flown regularly.

Other news just in is that the 'Planes of Fame Museum' has what is believed to be the Horton 4 tested by Dr. August Raspet of Mississippi State University hanging in its foreign aircraft hanger. They also have a Laister-Kauffmann TG-4A hanging in another display hanger. This museum at Chino, California, is one of the oldest and largest collections of mainly military aircraft in the USA.

Text: Lee Cowie  
Photos: Lee and Mary Cowie



After a two-plus hour flight, Jim Schafer prepares to dismantle his Hall Cherokee II for its ride back to Pennsylvania.



Syndicate members, Steve Leonard, Neal Pheiffer and Jim Short now own this stunning FS-24 Phönix.



The Horton IV, believed to be the one flown by Dr. Raspet.



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Vincenzo Pedrielli

# Model News

## RETROPLANE in 2015

Rallies of vintage glider models are increasing in many the parts of the world... Aerotow or slope soaring meetings, many are in unique places like the Dolomites, for example. One of the most important Rallies that I know

of, is the one organised every year by the French model builder, Vincent Besançon, who has created RETROPLANE.

RETROPLANE organise a meeting every year in a different region, or a different county. This year it will take place at the

Wasserkuppe, the mecca of world gliding. Due to take place during the weekend of the 18<sup>th</sup> and 19<sup>th</sup> July 2015, there will be participants coming from many European countries, many of whom will arrive few days earlier to share the slope with other model builders present and not belonging to RETROPLANE, with others even staying on a few days later.

RETROPLANE slope-soaring meetings are reserved for scale vintage glider models, representing wood and fabric, (or steel tubes and fabric) gliders designed prior to 1960. These meetings bring together both passionate model builders and sailplanes lovers alike.

Vincent Besançon

# RETROPLANE

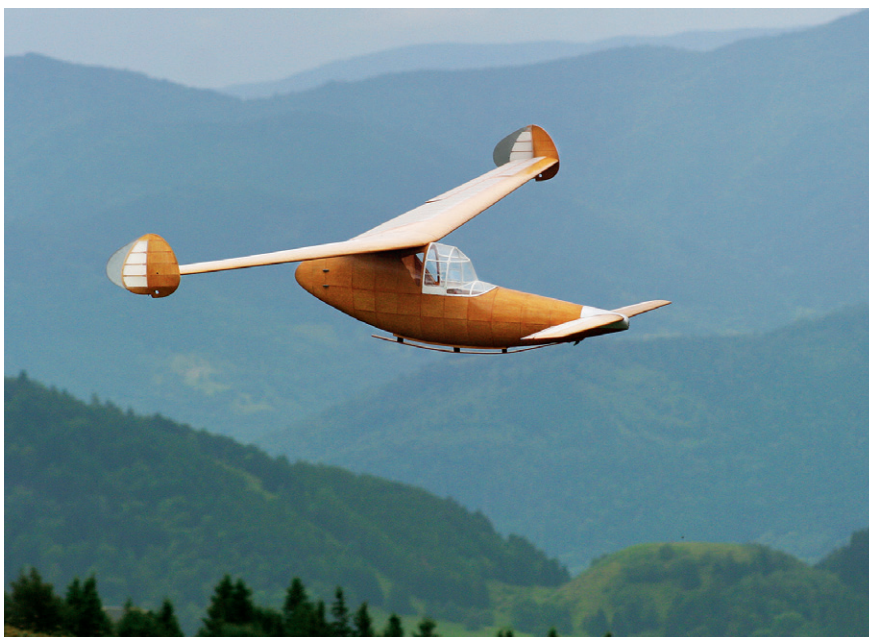
For those who do not know, RETROPLANE is a group of model builders, keen on reproducing scale models of vintage sailplanes. These European model builders communicate virtually all year long thru the forum of the RETROPLANE website and meet once a year in July on a slope flying site.

This annual meeting is not only for flying vintage glider models, but also for exchanging ideas and experiences and offering good moments of conviviality and friendship. The meetings are organised in a very informal way, without any responsible team which handles the event. It is just an appointment, as the logical continua-

tion of contacts throughout the rest of the year via the forum.

As every year the limit is 60 participants, representing more than a hundred models and a hundred people on the slope, including crews and fans. Some find it a pity to have to impose these restrictions, but it is essential for the smooth running of the meeting, the flying sites, parking, camping etc. That means we also prefer quality over quantity. It is mandatory, that to participate in RETROPLANE that you have built your model yourself.

The meeting criteria can be found at our website: [www.retroplane.net](http://www.retroplane.net)



The IS-5 1/3 scale Kaczka built by Petr Mikolasek (Czech Republic)

## Back to our soaring origins in 2015!

This year the RETROPLANE meeting will take place at the Wasserkuppe on the weekend of the 18<sup>th</sup> and 19<sup>th</sup> July, 2015. The Wasserkuppe, has always been the dream of all soaring pilots and a much admired landscape that over the years has enticed many an artist, who seek to capture the dramatic ever-changing moods of the mountain on canvas.

Located on a plateau, culminating at an altitude of 950m, it lies in the heart of the Rhön mountains. Those more intimate with the Wasserkuppe, simply refer to it as 'Waku', with this historic gliding site now more than a hundred years old and marking the start of gliding in Germany.

The Wasserkuppe is also known for its wonderful museum, the 'Deutsches Segel-

## MODEL NEWS



The traditional exhibition of a hundred fuselages all aligned on the Friday afternoon.



The 1911 Wright Glider built by Gert König (Austria)

flugmuseum', which is displaying famous and unique historical sailplanes, all beautifully restored, as well as a large number of models of all types and class, motors,

remote control equipment etc ... in fact it covers the whole history of the German modeling world. For more information, please visit our website.

Just to wet your appetite further, here are just a few photos taken by the author at RETROPLANE 2014 in Vosges.

# Vincenzo Pedrielli Luigi Teichfuss and his Supergrifo

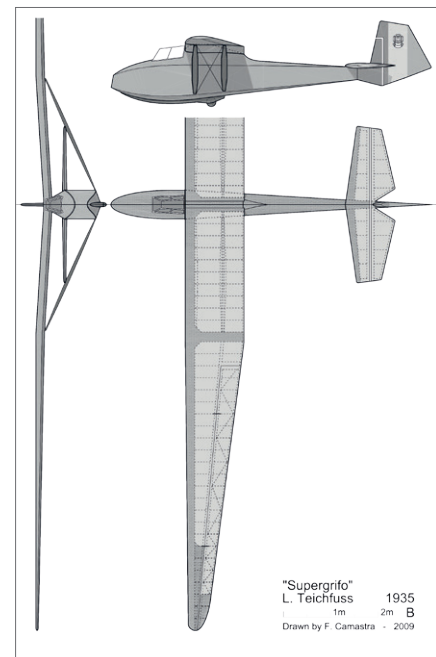
For this issue, I would like to introduce one of the best designs of Luigi Teichfuss; the Supergrifo, with 'grifo' standing for 'Grifon Vulture', one of the masters of soaring bird flight and the inspiration for Luigi Teichfuss to create a very efficient sailplane suitable for competition. It is also a great subject for a scale project!

The Supergrifo was designed and built by Luigi Teichfuss in 1935 in the workshop of the gliding school in Pavullo. The mono-spar wing, with a large span and a modest gull dihedral, had a rectangular centre-section, with tapered outer panels and rounded tips, braced with two pairs of wooden struts. The wooden framed fu-

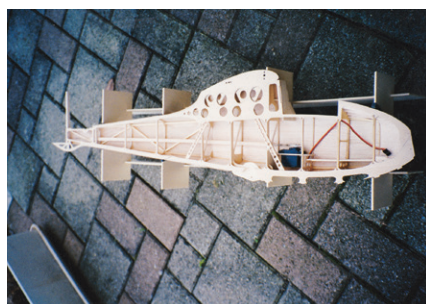
selage was of a hexagonal cross section, skinned with plywood and the cockpit was enclosed with a transparent canopy.

In 1938, during the 2nd National Gliding competition in Asiago, Adriano Mantelli landed in Vicenza after a flight of 3 hours and 39 minutes in the Supergrifo, winning the 'City of Vicenza' prize.

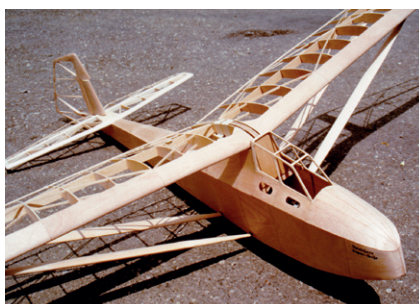
The Supergrifo disappeared with the end of WWII, along with most of the Italian gliders designed and built by Luigi Teichfuss. The only thing which remains of this sailplane is an original three view drawing in 1:40 scale and a couple of photographs. My Swiss friend Frederic Fischer [see Issue 141. Ed] and an expert on Luigi Teichfuss (I would say his best biographer), was very



3-View-Drawing of Supergrifo



The fuselage built in two halves



The Supergrifo ready to be covered with fabric

much attracted to this unique sailplane and decided to bring it back to life in 1:5 scale.

First of all Frederic had to decide which airfoil to use, as the original GÖ535 was not suitable for a model of such a small size. He went for a NACA airfoil and he cut and shaped the ribs employing the usual 'sandwich method' and assembled the two halves of the wing without any jig, just by building them separately. The leading edge was shaped out of balsa wood and two or three degrees of wash-out to improve the stall behaviour. After that the two wing halves were assembled

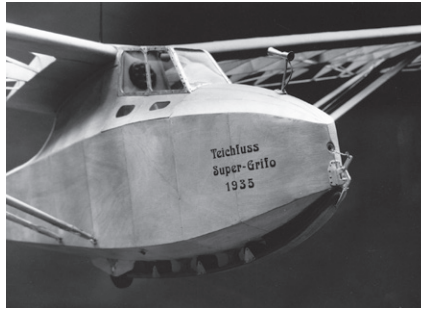


## MODEL NEWS



*A proud Frederic Fischer*

and connected with steel rods, after which Frederic started working on the fuselage. Again the 'two-halves' system was adopted to avoid distortion and misalignment. For this purpose, Frederic has developed his own technique for assembling the fuselage, which consists of cutting the longitudinal section of the fuselage from 1/16 birch plywood, laying it over the plan and then adding all formers made of 1/8 plywood, which are subsequently connected by 1/4 inch square spruce stringers. After that the fuselage was ready for skinning by using 1/32 birch plywood in the front part of the fuselage and with a 1/64 plywood at the rear. After the two halves were completed, Frederic glued them together, checking them carefully for perfect alignment and then glued a block of balsa to form the nose in accordance with the drawing, which had been pre-carved to house the battery pack. The canopy frame was built to fit the fuselage and cut from



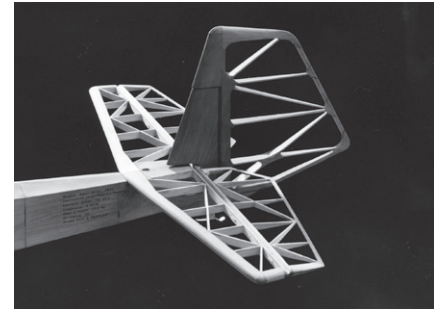
*The front view of Supergrifo model, showing the incredible detail*

3/32 birch plywood. Now with the fuselage largely complete, it was starting to look exactly like the drawing, and take on the appearance of the elegant and beautiful shape of the Supergrifo.

Oh, sorry Frederic, I almost forget the tail-plane, but actually there is not too much to say about this, except the well-known recommendations; make it both light and strong, easy to rig and to take apart.

And the very last part of the Supergrifo, the struts, which have been made with a 1/16 birch plywood core, sandwiched in two layers of balsa wood and shaped to reduce drag.

By now most of work was done and the results were there to be seen. However, two important matters still had to be considered. The first consideration was the radio installation, which is the most important personal decision of any model builder, as it is directly related to the flying success of the model. The second matter was the finish, which sometimes means Dope and Fabric to be 100% scale, however, you can use any thermal shrinking material, provided that the final appearance is the same the original full size sailplane.



*Supergrifo tail-plane*

For this, Frederic settled for the latter solution, as it is much quicker and allows you to be 'in the air' sooner than using the original method.

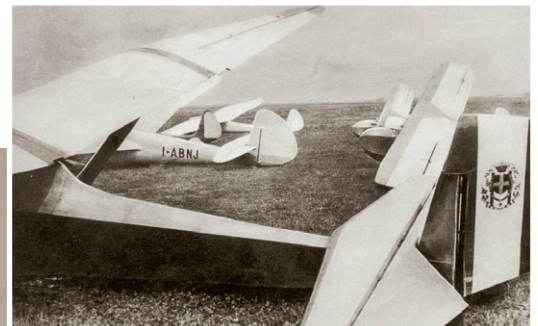
How about the colour scheme? A good question. Most of the people who saw the Supergrifo are no longer with us and the very few who are, have long forgotten! This is why it is so important to find some photographic material, but the only photo of Supergrifo is not enough to judge its colour scheme. Well in those days, two colours were much used, which were cream or silver and of the two, Frederic chose the first one. Actually who can prove to the contrary? Should anybody stand up and claim, 'no, it was not cream', 'it was silver or light blue', then both Frederic and myself would be very happy to meet that person, who will then solve our enigma. Maybe this person is still alive and possibly living in Pavullo?

It is only fitting that Frederic also wants to bring his Supergrifo to Pavullo to mark its 'birthplace' from the pencil of Luigi Teichfuss.

B&W photos Frederic Fischer  
Color and full size photos Vincenzo Pedrielli



*Finally in the air. The maiden flight*



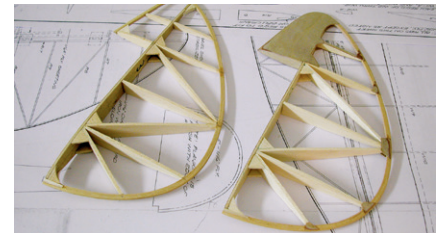
*Asiago 1938, the Supergrifo with other Italian sailplanes*



*The full size Supergrifo in flight over Pavullo in 1938*

Elia Passerini

# Bowlus Baby Albatross



As always with Elia, building starts with the tail-feathers

ever, and are as adopted in some full-size Baby Albatross'.

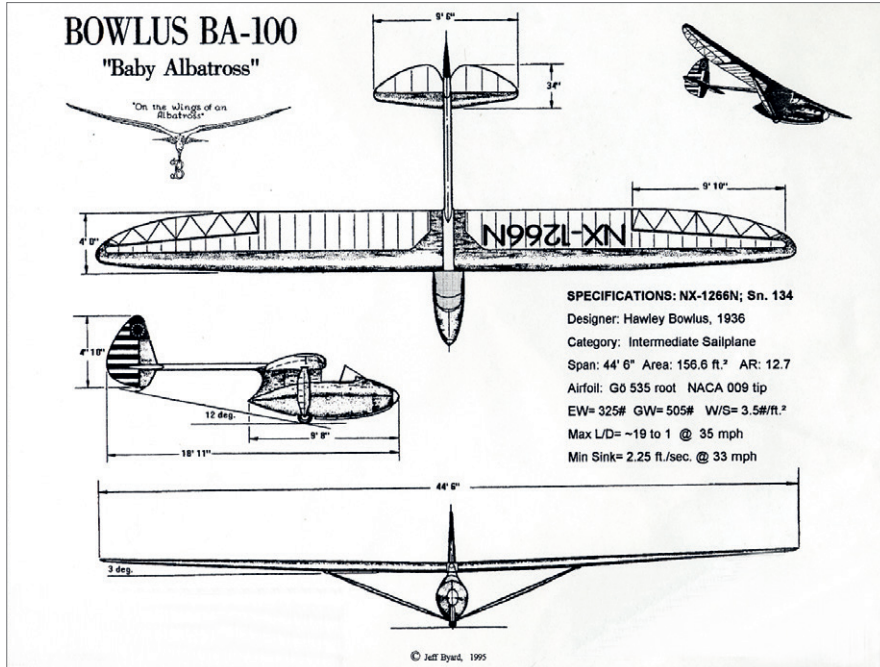
I placed the servos to control the tail-plane and rudder in the fuselage pod, which has a unique arrangement where the metal wing struts bolt directly onto the undercarriage wheel axle. I put the servos for the ailerons and the airbrakes inside the wings. After having completed the assembly, the model was finished in an epoxy paint that gave a good coverage, therefore helping to keep the finished weight down. After centering and checking that everything was in good working order, it was finally ready for the maiden flight.

A friend of mine, an experienced pilot, towed my Baby Albatross aloft for me. Once released from the towplane, it was a great pleasure to watch it flying smoothly, especially seeing the light passing through the fabric of the wing structure. Some turns in thermals, and then finally to a landing with the air brakes open. A very realistic and satisfactory flight and a great success... what a great choice!

Photos: Elia Passerini



Ready to fly, Elia is justly proud of his beautiful Baby Albatross



3-view drawing of the Baby albatross

The Some time ago I was building an ASW 24 and at the same time, was redesigning the Rhönbussard in 1:3 scale from the original drawings. This all changed, when by chance, I stumbled upon the mold of the Baby Albatross fuselage; it was an irresistible invitation to build this model with such a unique shape. Originally the model was to be built entirely of wood, with an aluminum tube to support the tail-plane, as on the original glider. By using a fiberglass fuselage however, it was evident that this would save a great deal of work. I then started looking for photographic documentation, which I found on the website of the National Soaring Museum, in Elmira, USA and soon I was ready to start work on this new, exciting project. I decided to go for a G0-539 airfoil for the

central section and a NACA 0009 section at the tips, allowing 2° of washout. I do not know why, but with all my models I always start with building the tail-plane and the rudder. For the wings, I cut the ribs from 3mm balsawood as per the drawing. The spars are pine and the D-Box is skinned with 0.4mm plywood. For the rib assembly I prepared a polystyrene mould, with which I was able to obtain the correct washout and dihedral. At the beginning, the assembly was fairly simple and smooth, but the real problems came later on when the wing halves were connected. The airbrakes, the space for the servos, the alignment of the ribs on the ailerons, the attachments of the struts, the pushrods, etc, caused me some anxiety. I particularly like the 'ribbed struts' how-



Elia Passerini and the model ready for covering



Crash test dummy? The intrepid pilot on board...



Finally in the air! A sight to behold...

Peter Dutfield

# The Airspeed Tern

Airspeed Ltd, York, England, 1931.



Back where the Tern belongs, in the air. Photo: Martin Chapman

The Airspeed Tern was designed by Mr Neville Shute Norway and Mr A. Hessell Tiltman, joint directors of Airspeed Limited. They had previously worked for Vickers on the design of the airship R100 under Barns Wallis. Neville Shute Norway was also a famous novelist and wrote, among many others, 'A Town like Alice'.

This aeroplane, with a wing span of 50 feet, was one of the earliest gliders with a cantilever wing, i.e. no struts. This of course reduced drag considerably and for a very short while, held the British records for height, duration and distance soaring. An important feature of the design was the ability to be able to rig the aeroplane

easily with the main controls connecting automatically.

It was advertised at £248.00 ex-works and made the point that it was possible for three men to erect or dismantle the machine completely in ten minutes.

## The Model

John Slater of The Wolves Model Aero Club, drew up and built the original model at a quarter scale. The wing used a Selig Donovan 7062 section, changing to a Clark-Y section at the tip, which proved very successful and performed extremely well. John had given me a copy of the plans at one fifth scale as Christmas present in 1995. At the time I was looking for a strong



The original painted Airspeed Tern about to launch during the late 1930's.

Photo: courtesy of Roger Reffell

knockabout model that I could fly in almost any conditions and this seemed to fit the bill perfectly.

I decided at the beginning that I needed to build strong and the main wing spars were made from spruce with ply webbing both sides along the full length of the wing. Part way through the building process I began to worry that the model was becoming too heavy, so I began to pay particular attention to cutting weight on the tail end, which proved to be a recipe for disaster later on.

The model first flew with very little trimming adjustment, on the Long Mynd in Shropshire in light westerly winds on 19th August 2008 and then again at The Leak and Moreland gathering a few days later, again in light winds.

On the third flying session in slightly stronger winds, the model suffered from catastrophic elevator flutter. This was caused by me attempting to keep the tail end weight down and not building a strong enough elevator linkage.

My first thought was 'it's a complete write off', but surprisingly the model was repaired quite quickly and fitted with a new and much stronger elevator linkage. Yet another lesson learned the hard way.

The Airspeed Tern is now flying very well and lives up to all expectations.



Peter proudly shows off his hard work.

Photo: Peter Dutfield



Oops!!! Never skimp on elevator control links.

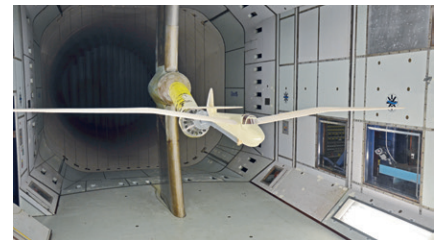
Photo: Peter Dutfield



Repairs are underway. Photo: Peter Dutfield

Chris Williams

# Stringent Testing



Minimoa in the 5 meter wind tunnel  
Photo: Malcolm Pembery

and represents the same Petrel in an earlier incarnation.

### In the workshop

Although the gliders of the 1960's will never have the cachet of their pre-war counterparts, they do nevertheless provide a rich seam for modellers to explore. The most frequently flown glider in my fleet is the Mu13e, built to one-quarter scale. This is a relatively small model by today's standards, but it is ideal for flying off the hill when the wind is light, and the lift less than dependable. It was inevitable, then, that one day, having built the first example in the Bergfalke range, that I would design and build the last, the Mk IV version. An Internet search revealed a version that had been retro-fitted with winglets, and add-on that no self-respecting modern airliner would be seen without. Also built to one-quarter scale, the Mk IV reveals itself to be quite noticeably larger than the early version, but has still turned out light enough at around 13lbs to be useful in those light conditions. At the time of writing, she is yet to be flown, but no doubt, it will stop raining soon...



Author's 1/4 scale Bergfalke IV nears completion



Author's 1/4 scale MU13E in action



Author's Petrel on the slope

I am sometimes asked by prospective builders what lengths I go to in order to test my designs before they are released for publication. They wonder if perhaps I just chuck them together and throw them off a convenient hill to see what happens. I give an amused smile, no, no, not at all, it's all done on a proper scientific basis. I then explain my methodology...

First, the basic 4D drawings and extrapolated aerodynamic data go off to NASA for virtual stress testing and rigorous analysis. (4D drawings? They're like 3D drawings, only they take longer and need more computer power, time being the extra dimension) After that, it gets a bit more prosaic, and consists of me sticking bits of wood together, scientifically, of course! Now it becomes time for some Real World testing, and where better to get the job done than at the 5 Metre wind tunnel at Farnborough. This is how the testing of my Minimoa design commenced, and although, for security reasons, such testing is usually carried out in the utmost secrecy, for the usual reasons of commercial sensitivity,

I have obtained rare permission from the powers-that-be to show an image of the Minimoa rigged up in the 5 Metre tunnel at Farnborough.

Throw it off a hill and see what happens...? Don't make me larf.

Of course, the foregoing is just a bit of a wind up; the builder of the model, Malcolm Pembery, just happens to work at Farnborough and obtained permission to rig her in the tunnel for the purposes of photography. Makes you think, though... if they fired it up, how long would it take for the wings to rip off...?

### Celebrating a minor dynasty

It is well known that Fred Slingsby based the design of his Type 13 Petrel on the Rhönadler, the former going on to become quite a favourite for modellers. Searching through my copious photo archives, I couldn't help but notice I have photos of both types in glorious action. The red Petrel, based on Graham Saw's iconic example is mine, as is the Rhönadler. The varnished ply version belongs to Dave Stokes,



Dave Stokes' Petrel in action at White Sheet Hill



Author's 1:3.5 scale Rhönadler

# THE BOOK NOOK

Peter Ocker

## LS-Segelflugzeuge

– von der LS 1 zur LS 11

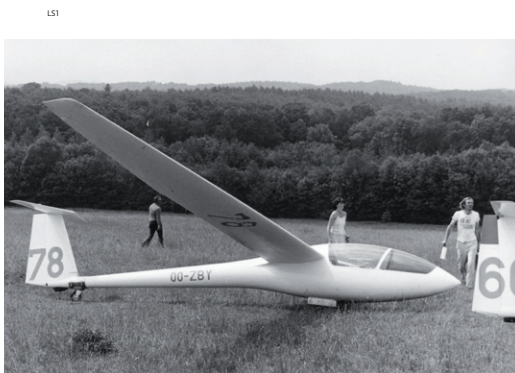
von Wolfgang Binz



**E**in längst überfälliges Buch ist erschienen: nachdem Peter F. Selinger die Geschichten von Schempp-Hirth und Schleicher aufgezeigt hat, fehlte noch die Geschichte von Wolf Lemke's LS-Maschinen, um die ehem. Nummer 3 der vier großen Kunststoff-Segelflugzeugbauer in Deutschland auch auf Papier zu verewigen. Wolfgang Binz hat sich intensiv mit dem Werdegang von Lemke ("L") und Schneider ("S"), der Tätigkeit bei der Akaflieg Darmstadt und den Übergang zu den eigenen Entwürfen befasst. Jeder gebaute Typ erhielt ein eigenes Kapitel! Dabei wechseln sich Bilder aus Produktion, Erprobung und Flugbetrieb ab, ob von früher oder von heute. Gekonnt schiebt der Autor immer wieder

Informationen, ob zum Firmengelände, zu Umsätzen, Preisentwicklungen oder beteiligten Personen, aber auch zu Detailentwicklungen wie Winglets oder Antriebe ein. Durch die Kapitel, also entlang der einzelnen Typen, zieht sich auch die Entwicklung des Unternehmens und die oftmals nicht einfache Zusammenarbeit. Beim Lesen blüht man mit der Firma auf, aber erkennt auch bald das nahende Ende mit vielen Überraschungen. Die Zeichnungen lieferte Martin Simons in der bekannten tollen Qualität. Auch wenn es (noch) kein VGC-taugliches Flugzeug enthält, die Zeit kommt - und für die "Tupperware-Flieger" unter Euch eine gekonnte Brücke zwischen Alt und Neu.

**Wolfgang Binz: LS-Segelflugzeuge – von der LS 1 zur LS 11.**  
**EQIP Werbung & Verlag, Bonn**  
**2014, 208 Seiten, 357 z.T. farbige Abb., ISBN 978-3-9814977-9-3, 45 €**

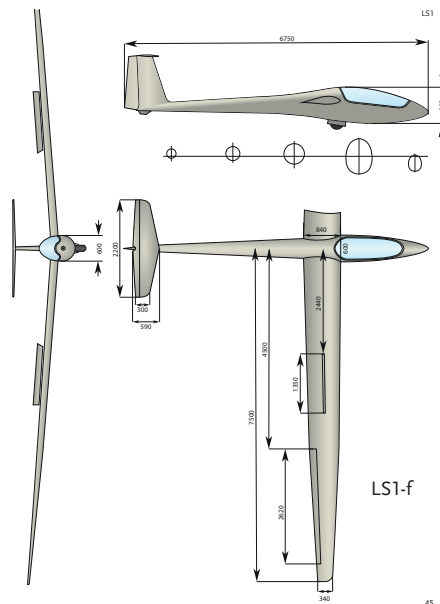


Die OO-ZBY von Henry Stauff mit modifizierter Nase  
 Foto: Peter Selinger

Der nächste Entwicklungsschritt fand am Leitwerk statt: Die erste Generation der G8K-Flugzeuge der Standardklasse hatte ein Leuchtgeräten übertragene Fendelblechleitwerk. Durch neue Leitwerkentwürfe von Paul Wismann waren nun aber gedrungene Höhenleitwerke ohne wesentliche Nachteile beim Vollantrieb möglich. Hier im Langzeitflug besteht mit dem neuen Profil ein kleiner Leistungsvorteil gegenüber einem Fendelblechleitwerk, der aber durch die ungenutzte Flächung mehr als ausgeglichen wird. Auch bei Rollrollen-Schneider sah man die Nachteile von Fendelblechleitwerken. So war der zulässige Schwerpunktbereich der LS1-e begrenzt, während ein gedrungenes Höhenleitwerk größere Schwerpunktschwankungen erlaubte. Auch ist ein gedrungenes Höhenleitwerk beim Start weniger anfällig auf Steuerfehler des Piloten, wenn z. B. beim Start voll gedrückt angebracht wird, ohne dass die Steuerung eine Fendelblechwerk gen rechts an, mit der möglichen Folge verheerender Fehlbau.

Auch erprobten viele Piloten das Fendelblechleitwerk der LS1 als sehr empfindlich. Der Piloten, die von der LS1 & Leitwerk, hat so selber eine Umstellung und gewöhnungsbedürftig.

Ein neuer Entwicklungsstadium von Rollrollen-Schneider war die im Jahr 1972 entstandene LS1-f mit der Werknummer 106 und dem Kennzeichen



Some of us may not avoid flying plastic, so if you are one of them, and are addicted to gliders of the four big German companies, this is one book that should not be missing on your shelf! It describes the rise and fall of Lemke-Schneider, starting with the people involved and their early work as students. It also describes each LS glider type in detail,

including specifics such as winglets, propulsion, prices, and other people involved etc. Each type of LS-glider has its own chapter, showing pictures from production, testing and flying, not only that, is supplemented by Martin Simons providing his fantastic 3-view-drawings for each type!

Although the book is in German, editor Klaus Fey sends an English summary of 24 pages with each book ordered abroad. With so many pictures alone, it makes a worthy addition to any enthusiasts bookshelf, so why not order yours today!

## NOSTALGIA ...

The heavens breathe so heavily – dull from dejection –  
Wings stretch impatiently, as if thirsty for the air,



Each tiny patch of blue gleams with the sun's reflection –  
Attracting the restless white birds... with its cheery glare...

Anna Magdalena Mróz

Translation by Graham Crawford



Teacher, glider enthusiast, aviation lover and poet, Anna Magdalena Mróz, lives in Warsaw in her native Poland. Many of her romantic and nostalgic poems are inspired by the classics of world poetry, with much of her inspirational work now having been translated into English. Anna is a member of both literary and aviation associations, and

has won many Polish and international poetry awards, recently becoming the first Polish poet to receive a diploma from the 'Society of Polish Fliers' and the 'Poet in Praise Aviation Medal' for her poetic works on aviation. Anna currently has her own dedicated poetry website, where you can view her other works at: [www.annamroz.net](http://www.annamroz.net)

## LETTER TO THE EDITOR

Peter Ocker

### From Russia with Love

Hi Bruce

Although this news is not from Russia directly, it is however, very much related to Russia! I was wondering if it would be of interest to our readers?

*Peter Ocker own's and flies one of only three airworthy A-15's in the world, has collected together some information and has it available for free to download at his website: [www.peterocker.de/aktuelles/antonov-a-15](http://www.peterocker.de/aktuelles/antonov-a-15)*

*Although this pdf-format is available only in German (for the moment), this aircraft-type documentation is supported with many pictures, both past and present. Not only has Peter researched the history of these rare glider's, he has supplemented his research with details such as championship participations and has compiled histories of all the surviving examples. Not*



*Peter Ocker's stunning all metal beauty, the A-15.*

*only that, you can also view postcards, stamps, models, medals and other interesting items related to this glider-type. Peter is also keen to share his collection of Antonov's colourful printed sales brochures, published to promote sales of A-15's when new.*

*This documentation is an excellent starting point for anyone intending to write*

*something about the history of the A-15, past and present.*

*If you have any further information on the type, or would like comment on his work, Peter is keen to hear from you. He is especially keen to make contacts in the East concerning this all-metal beauty.*

*Viele Grüße,  
Peter Ocker*

## LETTER TO THE EDITOR

Vince Cockett

Well here's a first and an interesting twist to VGC News to while away the last of those cold winter evenings before the flying season starts! Who said VGC News didn't keep you amused? Ed.

Dear Bruce

It is surprising what turns up when I search for documentation for my website. About a year ago a photo of a box lid from a 1930's game by Spears showed a painting of a Fafnir and that is all I knew about it until this week, when Dave Underwood sent me some information to where there was a complete German edition of the game. Unfortunately the small digital photos of the original board and instructions were of a small size and poor quality.

With a bit of computer magic and several hours work, I have reproduced the game for your interest. The only things missing are the original little gliders from the box, so you will have to use tiddly winks or similar to play the game. I have included the English rules translated by a friend, so why not give it a go?

Regards,  
Vince Cockett

**For the actual board game itself, please go to the centre pages of this edition**



### Special rules for **Ausziehen – Laufen – Los!**

(the traditional German shout for a bungee-start)

There are 6 'gliders' in different colours – they are placed on the numbers on the left (in the hangar). Please make a sheet of paper with a column for each glider to count and write down points. First the dice is rolled to see which glider starts first – yellow can start with the dice. If you roll a 1 or a 6 you are allowed to leave the hangar to the launching point but not before saying: "Glider 1 (or 2, etc.) is ready for take off" – if you forget to say 1 penalty point is noted. At the next dice-throw you must say: 'Ausziehen! – Laufen! – Los!' – if forgotten, 1 penalty point is subtracted (both penalties mentioned above valid for all players during the whole game). Unlike the famous game „Mensch-ärgere-Dich nicht" (Ludo) two or more gliders can share one field on the board.

#### The List of numbers:

- |  |   |
|--|---|
| 1 False start – back to hangar                                       | 43 Break out from a cloud with heavy sink – back to 34  |
| 6 Aborted sliding start – back to hangar and subtract 1 point        | 46 Climb in a storm-cloud – go to 54  |
| 9 Lift – go to 18  | 50 2 <sup>nd</sup> altitude award – again: next dice you must miss, but add 15 points                 |
| 13 Crash – back to hangar and subtract 5 points                      | 55 Storm-flight; glider spins, you must bail out by parachute – back to hangar and subtract 15 points |
| 16 Intermediate award for a good lap (1 point) but go back to 12     | 57 Storm-flight run – go to 62  |
| 21 Out landing – back to hangar and subtract 3 points                | 58 Storm-flight run – go to 67  |
| 23 Good lift – go to 33  | 66 Distance-award - again: next dice you must miss, but add 15 points                                 |
| 25 Distance-record, add 2 points                                     | 70 Distance-landing out – you can choose:   |
| 27 Crash – back to hangar and subtract 5 points                      | 1. you stop the game and get 10 points  |
| 29 In cloud – go to 33   | 2. you can start again (with a towing-plane) but you have to subtract 10 points                       |
| 31 Sink – back to 26   | 72 Lost in a cloud – miss a throw of the next dice  |
| 35 Cross country flight with help of lift in cumulus – go to 45      | 80 Finish   |
| 37 Good lift under cumulus cloud – go to 41                          |   |
| 38 Gusts at the shadow side of the cloud cause sinking – back to 28  |   |
| 40 Altitude award – next round dice you must miss, but add 15 points |   |

You need a direct hit with the dice to finish. If you are on (as example) 78 and hit a 5 you must 'fly 2 places forward' to the finish and then 'fly back 3 places' (77) until the next dice. The game has to be finished by all participants.

First finisher gets 30 points

Second finisher gets 20 points

Third finisher gets 10 points

**At the end of the game, calculate all plus and minus points to find the eventual winner (so they must be all written down during the game!)**

## GRAHAM LLEWELLYN FERRIER 5<sup>th</sup> June 1926 – 21<sup>st</sup> October 2014

Born in Cardiff, Wales, Graham was fascinated by aviation from an early age. His first brush with aviation came in July of 1933 when Grahams father took him to see Amy (Johnson) and Jim Mollison's De Havilland Rapide take off from Pendine Sands, in South Wales, for their around-the-world attempt (this ill-fated first leg being to fly to New York).

Soon developing a keen interest in aviation, Graham joined the Cardiff Model Aeroplane Club, where together with friends, flew many a rubber powered models that he had so laboriously constructed.



recall, 'it was 50 launches before I made a full 360 degree turn, and I was not a slow learner!'

In 1949, Graham along with some friends, travelled by motorbike to Fayence in the South of France to do as he referred to, as 'some real gliding', where Graham recalled, that their standard was considered so low, they were not able to graduate past the 2 seaters. (The next year, they again visited Fayence, however were still considered too inexperienced to be let loose on single seaters!).

In the intervening years of a happy marriage to Joyce (whom he first met in 1951), and an active career in the aerospace industry, (which includ-



Cardiff Model Aeroplane Club at Ely Racecourse. Graham is pictured on the extreme left of the picture

Suffering from poor eyesight, flying was, as Graham put it, 'was out of the question', and left school during the war, starting his working life as an apprentice design draftsman with the Bristol Aircraft Company in October 1943. As Graham was now in what was considered a reserve occupation, he served initially as a fire watchman, before joining the Home Guard

where he was part of a an anti-aircraft gun crew.

After his initial 'hands on' training on the workshop floor, the first aircraft Graham worked on was making frames for the Bristol Freighter after being transferred to the experimental shop for prototype aircraft.

He was then posted to the Drawing Office in 1946, his first task to assist in the design of parts for the Bristol 166 Buckmaster (a side-by-side, twin engined training aircraft). Graham was then moved to the newly formed Helicopter group, where he worked on the design of the rubber fuel tank for Britain's first helicopter, the Bristol 171, before moving onto the then newly formed Britannia group, tasked with designing an all new Prop-jet airliner, the Britannia, which eventually entered service with BOAC.

In 1948 the Company started a scheme for subsidised flying, either power or gliding and Graham, along with a co-worker, Tony Wilkey, joined the gliding club at nearby Lulsgate, who's flying operations had started in 1947 with just a single Slingsby Cadet, and a hired Beaverette tow car. Students were not permitted to take-off however, and were towed along the ground at insufficient speed so as to become airborne, whilst the hapless student struggled with the controls to keep the wings level. Once a level of competence was achieved, the student was only then permitted to do some low hops, before progressively increased hops in height.

So it was in this fashion that after some 21 launches, Graham was finally permitted to cast off the tow rope, and as he was to later

ed time in both Canada , where he worked for Canadair and in America, where he worked for Grumman), Graham re-joined his old company (later swallowed up by British Aerospace) where he worked on many high profile projects, including Concorde, before finally retiring in July 1988.

Still flying model gliders, in 1985 Graham had spotted a reference to the Vintage Glider Club in one of the model magazines, and soon joined the club. That same year he attended his first International Rally in Amlikon, Switzerland, where he met Austen and Mildred Wood. Austen at the time was part-owner of the Harbinger, and quickly offered Graham some flights in this lovely 2-seater, and as Graham puts it, 'I suppose I managed to get back some flying skill!'

With his retirement looming in 1988, Graham joined the Bristol Gliding Club and quickly arranged a week's gliding course starting the Monday morning following his last day of work! Re-soloing during the course, Graham became a regular part of the clubs 'Wednesday crowd', steadily building up his hours, gaining his Silver C.

Still a very active member of the VGC, Graham attended many of our Rallies, and was a regular Rally goer to our yearly Haddenham Rally, and continued to enjoy travelling Europe to our International Rallies in Germany, Holland, Belgium and France. In 1995 Graham took over the editorship of VGC News, and played his part in developing what was previously a largely low quality printed newsletter, and along with Margaret and David Shrimpton, elevated the club magazine to a whole new level.

Around 2000 Graham was diagnosed with glaucoma in one eye, and with some 250 hours now in his log book, reluctantly gave up gliding (it was at this time that Graham also gave up the editorship of VGC News for similar reasons).

A quiet man who commanded the utmost respect of friends and colleagues alike, although gliding formed an important part of Graham's life, it was not his first love however. That ac-



The gorgeous Harbinger. Graham in the front seat, with the late irrepressible Bob Sharman in the rear



## OBITUARY

colade, without doubt, went out to his wife Joyce, whom his love for was apparent to all that were around them. A dedicated family man, Joyce and Graham brought up two daughters, Helen and Susan, both of which were the apple of Graham's eye. (Sadly Joyce passed away just a few short months earlier to Graham's departure).

Graham was part of our clubs first generation, and drifted away from many of his gliding contacts in his later years. For those that knew Graham, will readily acknowledge that we have lost a loyal supporter and vol-



*Graham and Joyce in their later years.  
All photos via Helen Crew*

unteer, one who did more than most in giving something back to the club that had in turn given so much pleasure in return.

Perhaps it is fitting to end with a comment from our ex-Chairman, David Shrimpton, in a recent conversation about Graham, when he commented: 'oh Graham, he was always happiest touring around in their little campervan with Joyce at his side'.

*Bon Voyage Graham...  
BS.*

### RAY ASH 1927- 2014

Raymond David Ash was born in Parramatta, NSW, on the 30th June 1927, the second son of Richard George and Doris Unita Maud Ash. Ray was educated at Parramatta Primary School and then at Granville Technical College where he achieved outstanding results in all subjects.

Ray served an apprenticeship with an electrical firm in Sydney, qualifying as an electrician. He soon became a master electrician and went on to further education in electrical engineering. This eventually led to Ray's appointment as Head of the Apprentice Training School at Prospect County Council. He remained at the school until his retirement in 1987.

In 1946/47 Ray joined with his older brother Allan and a small group of teenage boys in building their first glider a single-seater, the 'Zogling', which means trainee.

They completed the Zogling in 1950 and then set about teaching themselves to fly the machine. There were no instructors so they had to read books on how to fly and managed to learn without too many mishaps or serious accidents. Imagine doing that today. Gradually Ray and his brother Allan moved on to flying gliders of better performance. Ray turned out to be one of the club's best pilots making longer and better flights than most members in the club. Ray's flying skills advanced quickly where he often made the best flight of the day. Ray and Allan bought a more advanced performance glider and did a lot of great flying including cross-country flights from Narromine.

Ray had a great gift for repairing things and when gliders were damaged Ray was called upon to make the repairs and always did a first class job.



*Ray Ash proudly stands by his last project the Salamandra.  
Photo: John McCorquodale*

Later in life Ray was approached to build an historic pre-war Polish glider from plans found in a building in Poland. Ray worked for eight years building the 'Salamandra'. To my knowledge there are only three of these gliders in existence, one in a museum in Poland, one that is flown by a gliding club in Poland and the one that Ray has built. The Salamandra has been donated by the family, to the Australian Gliding Museum at Bacchus Marsh in Victoria in accordance with Ray's wishes. The museum is keen to see the Salamandra flying early in 2015. Hopefully the family will

be there for this event to raise a glass to the magnificent work achieved by Ray.

Ray was an accomplished writer and contributed regularly to many gliding publications, both in Australia and Internationally. He was a long-time member of the Vintage Glider Club, Vintage Gliders Australia and the Australian Gliding Museum. In the weeks before his death he completed, A Family History – A Record of the Descendants of Elizabeth Eupham Graham 1772 – 1797, which the family will make available to interested parties. Ray was such a special person and was loved dearly. He was wonderful to have around and brought so much joy into the lives of his family and friends. He will be sadly missed. Vale Ray....

**Allan Ash**

*Post script: Readers may remember Ray's article that we recently published on the making of the Salamandra. From us all here at VGC News, may we extend our condolences to Ray's family, and I for one will miss his cheerful emails on the progress of the Salamandra. Godspeed Ray...*

## FOR SALE/LETTER TO THE EDITOR

### For Sale

#### Kranich

We offer you the rare opportunity to purchase our beautiful Focke-Wulf Kranich 3, D-6018. The glider is in a good condition, and always stored in a dry hangar. The fuselage was completely overhauled in 2009.



ARC valid until 2015-06-30.

Both instrument panels are equipped with WINTER altimeter, VVI, and ASI, in addition to a Becker radio, LX 400, and E-Vario ILEC SB 8.

Glider comes in a closed trailer built in 2006, which has been stored indoors in a dry shed during winter. See the VGC Yearbook 2013, p. 94, and Peter Ocker's books: Hans Jacobs – Pionierleben im Flugzeugbau, pp. 486-499.

€ 14800,--

Additional attachments like double cable for winch launch, hangar dolly, and automatic parachutes are separately available (negotiable).

Please contact:

Ralf Schnirch, Tel: +49 (0)7021 7298 377  
or email [ralf.schnirch@schempp-hirth.com](mailto:ralf.schnirch@schempp-hirth.com)

Or

Dr. Rolf Braun, Bergstraße 8/1, 73116 Wäschenbeuren  
07172-187764, Mobil: 0177-6922650  
or email [DrRolf.Braun@t-online.de](mailto:DrRolf.Braun@t-online.de)

### Wanted

Canopy cover for an SZD9 Bocian.

Failing that a full set of covers at a reasonable price.

Contact Peter Hardman on 07786 362360 or  
[wb924.ph@gmail.com](mailto:wb924.ph@gmail.com)

### For Sale

#### Grunau Baby 3.

BGA 1747

(ex D-8061)

£ 250 ONO.

Currently in dry storage near Dunstable.

For details contact Peter Underwood

e-mail: [peter.underwood1@btinternet.com](mailto:peter.underwood1@btinternet.com)



### For Sale

#### Ka8 parts

We have a selection of Ka8 parts for sale, which includes the following:

Stabilizer, Elevator (x2), Rudder, complete airbrake assembly (x2), Elevator control rod.

Of particular interest is a brand new Ka8 cockpit canopy, Mecaplex, priced at a sale price of 20% discount of the new price.

We also have a main wheel assembly, with a Dunlop tyre, (Aero 380.150-5), and also includes a tost brake and rim (p/n045950).

**All prices negotiable, so why not make us an offer.**

Contact:

Piet de Crom

06 -53619325

Or mail

[crom0009@planet.nl](mailto:crom0009@planet.nl)

**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 locate, why not advertise them here?**

**For non-members, fees apply.**

**Contact the editor at [editor@vgc-news.com](mailto:editor@vgc-news.com)**

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# SALES

### NEW LOGO



### TRADITIONAL LOGO



Please note: We can now supply a very wide range of styles, sizes and colour options both for men and ladies. Just ask!

Clothing with embroidered VGC Badge	Price £
Polar fleece	28.00
Bodywarmer	18.00
Sweatshirt	15.00
Polo shirt	14.00
Tee shirt	9.00
Tee shirt (white with large printed traditional logo)	6.00
Hoodie	16.00
Coveralls	38.00

VGC Bear	Price £
28 cm	10.00

(All items above priced for new style logo. For traditional logo garments, please contact VGC sales)

VGC stickers - traditional logo only for your trailer and car	Price £
Front glued for windscreens 80 mm diameter	1.60
Rear glued, 80 mm diameter	1.50
250 mm diameter	4.50
300 mm diameter	6.20

Mugs	Price £
White with traditional logo	4.00

Books and DVDs	Price £
The Vintage Glider Club – a celebration of 40 years preserving and flying historic gliders 1973 - 2013	40.00
DVD T21 information	13.00
DVD T31 information	13.00
DVD Olympia information	13.00

Due to Martin Simons 'Sailplanes' books now all being out of print we can currently only offer the magnificent VGC Yearbook.

**For the latest postage or shipping costs please contact:**  
[sales@vintagegliderclub.org](mailto:sales@vintagegliderclub.org)

Payments by Credit Card via the VGC Website in most currencies or for UK residents by Sterling cheque.  
 Go to the VGC Website 'Renew membership' page and pay using the 'Donate' button



# VINTAGE GLIDER CLUB 43rd International Rally

July 27th - August 6th 2015

Zweefvliegcentrum Terlet

[www.vgc2015.nl](http://www.vgc2015.nl)



VGC News

No. 143 - Spring 2015