

VGC News

No. 144 - Summer 2015



We Remember 
Dr. August Raspert – Part II...

Australian Swallow 
Remembering a little gem...

The Arvin Legacy 
Raul Blacksten highlights Arvin's place in history...
and much, much more...



PIN BOARD

The VGC welcomes the following new members :

5492	Mads Kuiper	Germany	5502	Michael Kelly	USA
5493	Rolf Scharwaechter	Germany	5503	Gary Newbrook	UK
5494	Heinz Hausmann	Germany	1375	John Brookes	UK
5495	Hans Martin Spindler	Germany	5504	Corrado Piantanida	Italy
5496	Thomas Eisenlohr	Germany	5505	Scott Irvin	UK
5497	Ian Noble	USA	5506	Alexander Rose	UK
5498	Ian Masson	UK	5507	Chris Scutt	UK
5499	Henk Stubbe	Netherlands	5508	Heinrich Berchtold	Switzerland
5500	Bert Kluienberg	Netherlands	5509	Bill Anderson	UK
5501	Dr. Christoph Ladurner	Italy			



Ok, so where's the accelerator dad?
Ben Zahn taking the Habicht out for
a 'spin'...

Photo: Christoph Zahn



A few 1st's for 9 year old
Charles Stephenson! 1st
Flight at the Mynd, 1st flight
in an open cockpit glider
and wait for it, 1st Bungee
launch...yee ha! All thanks
to Roger Andrews, who is
clearly a consummately
experienced T21 driver,
judging by the attire!
Photo Bruce Stephenson



...and they're off!
Apparently the flight
was 'sick'...kids speak for
awesome!
Photo Bruce Stephenson



The apple of dad's eye! The lovely
Alma Zimmer gets kitted up to fly dads
beautiful Ka2.
Photo Patrick Zimmer

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.

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Front cover: Its a final farewell for the VGC's Chairman, Jan Forster (R), who along with the MGC's, Dave Crowson, are about to be launched into the wild blue yonder! **Photo: Graham Saw**
Backcover: Shooting for the moon...the Oxford GC's T21.
Photo: Krzyztof Kreis



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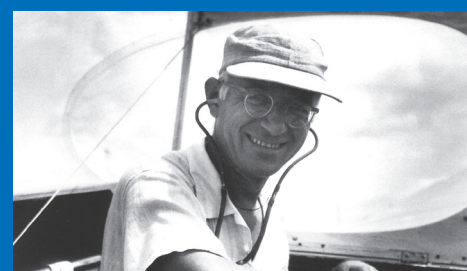
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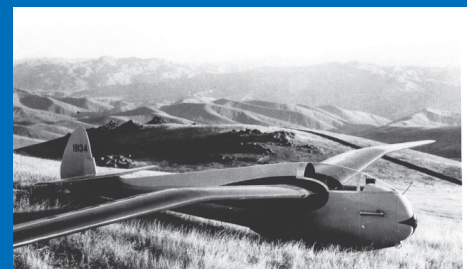
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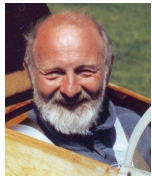
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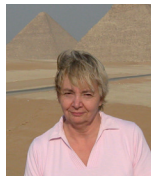


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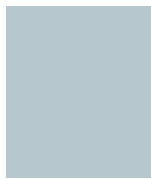
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Nick Newton - VGC President

From the President's Corner



As this is my last contribution to the VGC News as President, I would like to take the opportunity, once more, to thank everyone who has contributed so much to my time in Office.

I am particularly indebted to Jan Forster as our Chairman who has guided us through such exciting times with such a sure hand! The highlight of my presidency was surely the publication of the VGC 40th Anniversary Book which commemorated everything that the VGC has stood for since its inception.

The leading force behind this venture was Jan and I believe that it has exceeded all expectations! It's costs have now been recovered and proud owners can enjoy the fact that they have such a wonderful book on their shelves which encapsulates the very spirit of the Vintage glider club.

I would also like to thank personally Bruce Stephenson for his collaboration with our Publisher, Klaus Fey in producing the excellent 'Front of House' VGC Newsletter. It is an enormous undertaking to plan and bring to fruition each issue, contacting many of us for our reports and putting up with our last minute presentations in good humour. The magazine is, I believe, the most important advertisement for our VGC and is read by many people who are then inspired to join the Club as members. Thank you Bruce and long may you continue to find it such a fulfilling exercise.

Other members of the Board (I still think of it as a friendly 'committee') are too numerous to mention individually) but I am particularly grateful to Christine Whittaker for taking on the work of VGC Secretary and all that that entails, as well as her husband Ray whose untiring efforts have kept our membership numbers up to scratch and ensured that we received the funding that enables us to function as a Club. Sue Brooke has typified the ideal board member by cheerfully, willingly and expertly putting our finances back on a sound footing at last. Of course we are all very much looking forward to the forthcoming Rallies at Venlo and Terlet and the International Rally Secretary, Klaus Schickling plays a very important role in ensuring that these events are planned and executed so successfully. We have a large team of volunteers and as I said earlier, it is not possible to mention everyone. Please however look at the page at the front of this issue of the VGC News and look at the list of Officers of the VGC including members of the International Council, who all play a vital role in the success of our Club. We are very grateful to each one of them. Finally, I would like to thank all the many Gliding Clubs that have put on such an effort to enable us to hold the magnificent Rallies that have marked my Presidency. Numerically we are probably the largest gliding club in the world, but we don't actually have our own gliding site! Instead we are indebted to those Clubs who have put their names forward to host our Rallies. The work involved in holding one of our International Rallies is enormous and we are forever grateful for those who undertake this for us. The wonderful memories of these events and the friendships made, stay with us forever.

I have been very honoured to have been able to serve you as your President and I feel very humbled by all the assistance that so many have given to make our Club such a success.

Thank you one and all and long may the VGC continue to flourish with your support!

Nick Newton
President

Jan Forster - VGC Chairman

Chairman's address



Last post from the current Chairman!

As you will remember, for some years now I have been saying that it would be a wise decision to limit the time that an individual holds office on the Board. Two terms of three years or a total of six years would appear to be the ideal maximum period of service and this was agreed by the Board.

Last year, however, our President and I both agreed to stay for one more year as there were no suitable applicants coming forward to take over our posts. This last year has now flown by and

the point has been reached when we must both step down from our respective roles. This means that this report will be my last as Chairman.

I must make it clear that I am not stepping down for the wrong reasons. I have thoroughly enjoyed working as our Club's Chairman. I have received wonderful support from you all. It has been a great privilege to be a Chairman of our Club of friendly people who love to fly their 'Oldies!' People we have known for so long have become real friends, so it is with a certain sense of sadness that it is now time to step down as Chairman.

Over the last few years we, the Board, have tried hard to find a replacement without success. I appreciate that this hobby of ours is something that we do for relaxation and this is entirely understandable. But the running of the Vintage Glider Club is a job that has to be undertaken to ensure the future of our Club!

Up until May this year, the Board has continued to try hard to find a replacement Chairman without success. However I am

now very happy and relieved to be able to report that Peter Boulton, one of our adopted board members, has come forward and is willing to stand for Chairman. The Board believes that Peter is the right person to take over this role and will give him their full support. Peter is relatively new to the Board and will bring with him fresh ideas for the future of our Club. We are very grateful to Peter for putting himself forward. In addition, with the stepping back of our President Nick Newton at the International meeting in Terlet, we lose the right character for this job too. After Chris Wills, Nick was just the right person to fill the big gap that we had.

Chairman-Report - der Letzte!

Wie Ihr Euch erinnern werdet, habe ich bereits vor Jahren vorgeschlagen, dass die Zugehörigkeit zum Vorstand auf sechs Jahre begrenzt sein sollte. Sechs Jahre bzw. zwei mal drei Jahre sind eine ideale Zeitspanne, so sieht es auch der übrige Vorstand. Dennoch haben unser Präsident und ich im vorigen Jahr zugestimmt, noch ein weiteres Jahr zu bleiben, da keine Nachfolger gefunden werden konnten bzw. sich zur Verfügung stellten. Das vergangene Jahr ist an uns vorbei geflogen und der Zeitpunkt ist erreicht, an dem wir zurücktreten. Dies ist somit das letzte Mal, dass ich den Chairman-Report schreibe. Um eines klar zu stellen: Ich habe es genossen, Chairman unseres Clubs zu sein. Ich habe von allen viel Unterstützung und Zustimmung erhalten. Es war ein großes Privileg, Chairman eines Clubs voller freundlicher Menschen zu sein, die so gerne in ihren "Oldies" fliegen. Wir sind über die Zeit alle gute Freunde geworden und es erfüllt mich sehrwohl mit Trauer, dass es nun Zeit ist, zurückzutreten. Die letzten Jahre hat sich der Vorstand vergeblich bemüht, einen Nachfolger zu finden. Ich sehe ein, dass wir alle dies als ein Hobby ansehen, etwas, das wir zur Entspannung tun. Der Fortbestand unseres Clubs hängt aber von einem funktionierenden Vorstand ab! Bis Mai diesen Jahres hat der Vorstand stetig versucht, einen Nachfolger zu finden.

Nick is a person who projects the right spirit and friendship, promoted by Chris, in a very self-confident and passionate way. Thanks a lot, Nick and also to his wife, Inge the 'First Lady' who supported him so well during his term as President. I hope to see many of you at Venlo for the Rendezvous meeting and Terlet for the International Rally. Both teams are working very hard to make their meetings 'one of the best Rallies ever'. It only remains for you to take part and we look forward to welcoming you here.

Wie dem auch sei, ich bin nun sehr froh und erleichtert, dass Peter Boulton sich angeboten hat, den Job als Chairman zu übernehmen. Peter unterstützt uns seit einiger Zeit und steht zur Wahl als neues Vorstandsmitglied. Der Vorstand ist überzeugt, dass Peter der richtige Partner ist und wird ihn mit aller Kraft unterstützen. Peter ist relativ neu im Vorstand und wird neue Ideen in die Vorstandsarbeit einbringen. Wir sind sehr dankbar, dass Peter sich zur Verfügung gestellt hat. Im Zuge des Rücktritts unseres Präsidenten Nick Newton während der Internationalen Rallye in Terlet verlieren wir eine Persönlichkeit. Nach Chris Wills war Nick genau der Richtige, um das große Loch zu füllen, das Chris' Tod hinterlassen hatte. Nick hat Geist und Freundschaft im Sinne von Chris weitergeführt; und dies in seiner ureigenen selbstsicheren und leidenschaftlichen Art. Vielen Dank an Nick und seine Frau Inge, unsere "First Lady", die ihn die ganze Zeit unterstützte. Ich hoffe, viele von Euch beim Rendezvous in Venlo und bei der Internationalen Rallye in Terlet zu sehen. Beide Teams arbeiten hart daran, diese Treffen wieder zu einem der Besten werden zu lassen. Es liegt nun an Euch, teilzunehmen. Wir freuen uns darauf, Euch willkommen zu heißen.

Jan Forster

Bruce Stephenson - Editor

Editor's Comment



Well it's another issue of VGC News folks and for this issue, I am going to go a little off piste, in as much I feel that the club has a duty to publically mark the retirement of two very key members. Standing on the slopes of the magical Mynd during our VGC National Rally recently, I was yet again reminded of the clubs ethos of friendship and a love for our cherished gliders being a common overriding factor that is both evident and extends beyond ordinary club

members. But there is a lot of unseen work that goes on behind the scenes to make this all happen and Terlet marks a turning point in our club's history.

Gone will be President and Chairman, both of whom have given years of dedicated service to the club. Nick, our soon to be, ex-President, had a difficult task indeed after Chris passed away, however rose splendidly to the challenge and proved to be a perfect candidate to help steer the club into a new era. And then there is Jan. What can we say? Jan has been there for the club, thick and thin, for longer than I can remember. He has served on the club's Board and Committee in some form for as longer than I have been a club member. He has, without fail, made the yearly pilgrimages across the Channel to attend our Board meetings, largely at his own cost, not only in monetary terms, but in time as

well. People like Jan and Nick will be hard to replace and I wanted to publically mark and express my personal gratitude towards what they have given to our fantastic club!

But there are capable people out there, some of which are willing to step forward to take the club into the future as the club becomes ever more involved and recognised at an International level. There are some real challenges on the horizon, some of which will help shape and form the future for the club, challenging the Board and the future direction of the club, especially as our gliding fleets age.

Recently we have seen some real concerns being raised over the integrity of some of our aging wooden fleets, of which there is

some very real potential implications at higher governing levels. This is something that we here at the VGC aim to be part of in how we both approach potential issues and influence any future outcomes, hopefully to our members benefit. On a more mundane level, there is of course the question on just how the club evolves in the future in terms of keeping membership numbers up, especially in light of a significantly aging plastic fleet, balanced against dwindling wooden fleet. How the club rises to meet these and other future challenges, is up to us all, so support your club and ask not of what your club can do for you, but what can you do for it!

Bruce

The VGC is looking for a volunteer Webmaster!

We are still looking for a volunteer 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). The website is a key component to the club, one in which promotes the club on an international stage, so if you can help, please contact the VGC Secretary on: secretary@vintagegliderclub.org

New proposed ruling!

Out with the old and in with the new?

VGC Chairman, Jan Forster, writes that the F.A.I. (Fédération Aéronautique Internationale), has recently ruled that traditional Barograph traces will no longer be considered towards the issue of F.A.I. badges. They propose that in future only electronic flight recording devices will be accepted, thus ending nearly 100 years of tradition!

The VGC feel that this proposal goes against the spirit of vintage gliding. As such, we feel that we should lodge our protest at this decision in order to continue to promote our members to lodge F.A.I. badges in vintage gliders, supported by the continued choice to log flights in the traditional manner using period logging devices, as has been in the past.

We hope to bring you further news on the matter soon.

VGC small grants proposal

For many years now, the VGC has often faced situations whereby club members have approached the VGC Board requesting the clubs support for significant vintage gliding related projects.

With the creation of several projects which are in line with the clubs aims and objectives in the recent past, the VGC Board finds itself with an increasingly difficult choice. This often results in the club not having the tools in which with to be able to clearly define what is a worthy project in line with VGC member support and what is not. Furthermore the issue has been complicated by the VGC's rich cultural and geographical membership makeup, much of which has large discrepancies in numbers (and therefore income in terms of membership), from one country to another. One such recent example is the bid to see the Scott Viking return to the UK to become part of the GHC collection at Lasham.

However once again there is no transparent set of guidelines set out that have been agreed by both the Board and the membership in order to effectively address such requests by members.

In order to have a clear and transparent set of general guidelines, the VGC Board has recently produced a set of guidelines that will be presented for voting upon at the next VGC AGM at Terlet. The proposed guidelines will broadly outline the terms in which applications will need to meet in order to be considered for small funding grants.

If passed by the membership, all successful funding will be subject to the surplus funds above and beyond the clubs normal running costs and will be considered strictly by Board approval.

For those not attending the AGM, a copy of the proposed guidelines can be requested by writing to the VGC Secretary, Christine Whittaker.



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David Williams
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archivist@vintagegliderclub.org

VGC Archives

For many years the Vintage Glider Club Archive has been quietly growing and developing behind the scenes of the main activities of our club. From small beginnings in someone's spare room, to a basement of a university, to eventually moving to Bicester, there has been at least four moves that have taken place to increase the space needed to store plan chests, racks for boxes and the many rolls of paperwork also stored there. Various Archivists have also been involved starting with Laurie Woodage, Peter Hardman, David Underwood and now me, David Williams. So, where are we now and what do we have squirrelled away? Let's start with the plans held there.

The majority of the plans are from Slingsby's own collection, donated to us as they no longer manufacture gliders. These are proving very useful to owners of aircraft that are having a major or even a small repair that needs doing. The usual suspects are to be found there, T21, T31, T42, T49 etc. There are also a large number of plans that still need to be catalogued. These are still rolled up, they are slowly being unrolled and conserved ready to be placed in the plan chests where they will be better looked after. Elliott's of Newbury are also represented, EON, 460, 463, Olympia etc. A full list of these plans is being put together and will be placed on the Vintage Glider Club website for all to see.

Pilot's notes, maintenance manuals and British Gliding Association Test Group results for various aircraft are also to be found. These are very useful for new and current owners of Vintage gliders giving all the information that is required to fly your aircraft safely, weights, speeds, flying characteristics etc.

There are a large number of photographs and slides, well over 2000. These are being scanned, digitalised and catalogued; as well as the large number of videos, DVDs and cine film, eventually these will also be placed on the website.

A microfiche system is also in place, the contents of this include plans and technical notes for a large number of different aircraft



Just a selection of the archived artefacts within the archive.

Photo David Williams



Some of the plans drawers we have. Many drawings still need to be filed and is an ongoing task.

Photo David Williams

All the contents of the Archive are being cross referenced for ease of access and to save time searching, all of the time at the moment is of course being used to cross reference the items in the first place.

The current plan is to divide the Archive into two research sections, one section for aircraft that are still with us and the other section for the aircraft that have been consigned to history. Both sections are very important to the Vintage Gliding Movement, look at the questions being asked on a well-known social website and the requests for information that we have on various aircraft is also increasing. It is keeping me very busy.

All the above information is available to members and non-members of the Vintage Gliding Club, there is a very reasonable charge levied for information, copies of plans and copies of photographs provided from the Archive. These charges are to help cover the running cost of the Archive and can be found in the Archive section of the Vintage Glider Club website.

Keep looking on the website as I will be updating our progress as often as I can.

And now a small request from me. I have had a few people asking for information. On our files we have the requested information, however on closer inspection often they are out on loan. Over the years a number of members have been loaned items and files from the Archive for their own research. To save me chasing you all up, if you have finished your research, can you contact me to arrange for the return of these items as they can be of greater benefit to all our members to share.

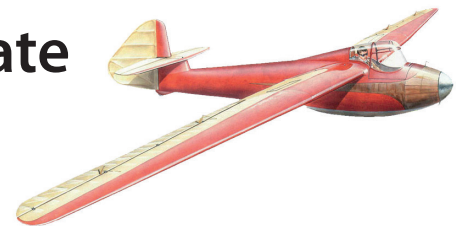
If anyone has any questions about the archive then please contact me at;

vgcarchive@vintagegliderclub.org

Hope to meet up with you all sometime in the near future.

David Williams

Stop Press! Scott Viking update



Thanks to VGC members and supporters of the GHC, we can proudly announce that due to your generosity and the undaunted efforts of Bob van Aalst, the target of 8,200 Euro's to bring the Scott Viking 1 back to the Gliding Heritage Centre here in the UK, has been met! Assuming all the pledged monies are collected in time, a handover ceremony will be planned

to take place at the International Rally in Terlet around the 1st of August. The GHC would like to extend their heartfelt thanks to both Bob and all those that contributed in bringing this icon back to the UK.

VGC Annual Dinner

2015. 3 - 4 Oct. 2015

Just as a final reminder folks, this year's Annual Dinner will be held at the Lasham Gliding Centre, home of the GHC! Don't miss this unique opportunity to enjoy a sumptuous meal with sumptuous company at a fantastic location. Not only are the Lasham Vintage Group staging the meal, they are arranging a special vintage flying weekend too! So why not bring your pride and joy and end the season on a real high! To secure your place, please contact the VGC Secretary, Christine Whittaker.



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




Gere Tischler

AERO 2015

Zum sechsten Mal in Folge konnte sich der VGC auf der AERO in Friedrichshafen einem breiten Publikum präsentieren.

Durch die nur alle zwei Jahre stattfindende Präsenz der Segelflugzeughersteller kommen auch die reinen Segelflieger nur in diesem Zyklus nach Friedrichshafen.

2015 war wieder ein Segelfliegerjahr, was uns veranlasste, das Thema Nurflügel-Segelflugzeuge als Standthema aufzugreifen. Dank der Unterstützung von Bernd Ewald sowie Dr. Klaus Hufnagel und Martin Stenger war es möglich, den demnächst fliegenden Nachbau der Horten IV auszustellen.

Die nicht weniger seltene AV22 brachte Joseph Bocciarelli aus Frankreich, die AV36 wurde von Edwin Drieszen aus Goch nach Friedrichshafen gebracht.

Wie erwartet, war die Horten IV der absolute Publikumsmagnet und wurde entsprechend umlagert. In den Gesprächen mit den Besuchern wurde uns bewusst, wie stark das Publikumsinteresse an diesem Projekt ist. Es wird von vielen Luftfahrtbegeisterten aller Gattungen seit Beginn verfolgt und somit war die Möglichkeit,

dieses außergewöhnliche Segelflugzeug live zu sehen, der absolute Traum vieler.

Auch die am Nebestand beheimatete OUV (Oskar-Ursinus-Vereinigung) profitierte bezüglich Besucherzahlen von der Horten IV wie mir von Franz Friedel berichtet wurde.

Auf die permanenten Fragen, wie wohl der Pilot in das Flugzeug kommt sowie dort platziert ist, haben wir uns spontan zu zyklischen Vorführungen entschlossen. Da die Horten noch finanzielle Zuwendung bis zur Fertigstellung benötigt, haben wir die Vorführung mit einem Spendenaufruf verbunden. Der gespendete Betrag von über EUR 600,00 wird mit einem persönlichen Dank an Bernd Ewald übergeben.

Die AV22 sowie die AV36 wurden ebenfalls bewundert und von



Gere im siebten Himmel!

Gere Tischler has clearly died and gone to heaven!

unserer Standbesetzung den interessierten Messebesuchern ausführlich erklärt.

Dass die AERO eine internationale Messe ist, wurde bei den vielen Fachgesprächen mit Besuchern aus 27 Nationen deutlich. Neben den europäischen sind Länder wie USA, Hong Kong, Südkorea, Malta, Japan, Israel, Neuseeland, Argentinien, Indien und Iran zu nennen. Der VGC konnte somit erneut der großen weiten Welt näher gebracht werden.

Unser Messestand war auch für unsere Mitglieder ein willkommener Anlaufpunkt für Fachgespräche oder einfach nur zum Ausruhen und Genießen. An unserem kleinen VGC-Sales

Stand konnten sich unsere Mitglieder mit den neuesten Utensilien eindecken. Ein weiterer Anlaufpunkt war der Stand des Segelflugmuseums Wasserkuppe in Halle 1 auf dem einige denkmalgeschützte Segelflugzeuge angeschaut werden konnten.

Unser nächster Messeauftritt vom 20.04.2016 – 23.04.2016 ist bereits in Planung ... seid gespannt.

Zum Abschluss gilt mein ganz besonderer Dank allen ehrenamtlichen Helfern, welche auf Ihre Kosten zum Gelingen unseres Messeauftrittes beigetragen haben.

Gere

For the sixth consecutive year, the VGC was again proud to be part of AERO in Friedrichshafen, with this year's theme being flying wing gliders. Thanks to the support of Bernd Ewald, Dr. Klaus Hufnagel and Martin Stenger, we were able to present the soon to be flying replica of the Horten IV.

No less rare was the AV22 brought from France by Joseph Bocciarelli, whilst an AV36 was brought from Goch by Edwin Drieszen.

As expected, the Horten IV was an absolute crowd-pleaser and we were besieged by questions by interested people, demonstrating to us just how strong the public interest in this project, many of whom dream to see it in the air. The most common question asked was, just how comfortable the prone position of the pilot was, which lead to regular demonstrations! As Franz Friedel told me, the O.U.V. (Oskar Ursinus Association), housed on the next level up from us, even benefitted from the appearance of the Horten!

Since the Horten project requires financial support for its completion, we made an appeal for donations, with over EUR 600 being raised, which will be presented with our thanks to Bernd Ewald.

The AV22 and AV36 were also much admired and explained in detail by our VGC booth crew to interested visitors.

AERO's international appeal is evident with some 27 nations visiting our booth, which in addition to European countries, included visitors from the USA, Hong Kong, South Korea, Malta, Japan, Israel, New Zealand, Argentina, India and Iran, all of which helped to bring the VGC to closer a wider world. Our booth was a welcome port of call for technical discussions or just to relax and enjoy for our members, whilst our small VGC sales stand gave the opportunity for people to stock up on our latest merchandise.

Also worth mentioning was the Wasserkuppe Museum display in Hall 1, which displayed gliders that were listed as technical 'flying monuments'.

Finally, may I extend my thanks to all the volunteers that contributed both their time and money to make yet another successful VGC display and with next year's event set for 20-23 April 2016 is already in the pipeline ... stay tuned.

To conclude I extend my special thanks to all VGC volunteers who contributed both their time and money to the success of our trade fair presence.



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Neal Pfeiffer

Workshop Flyer

In our last issue we started a discussion on wood gliders and glue. We are continuing to research this topic and there will be more to come when we have had time to digest the information we are collecting from a number of sources.

I will endeavor to coordinate articles of interest on a regular basis, but not necessarily in every issue; sometimes work schedules interfere. Topics being considered include:

- references for vintage glider construction and maintenance,

- maintenance and inspection procedures,
- engineering documentation and how it can be utilised to repair and maintain our gliders,
- repairs and the use of correct materials,
- fabric systems,
- and as mentioned earlier, glues.

For this issue, we have an article that provides a simple, yet effective, means to check the integrity of joints in our gliders. It works well for composite aircraft,



whether synthetic composites like fiberglass or carbon, or nature's composite, wood. The author, Harry Clayton, is an expert in the field of aircraft structural testing. He has over 30 years of testing experience at Beech Aircraft and NIAR, the National Institute for Aviation Research at Wichita State University.

Neal Pfeiffer

Harry Clayton

The 'Tap' Inspection

Many people ask how to inspect the glue joints in their aircraft to make sure they are good. The closest to a 100% inspection is to disassemble every joint. This is a little radical unless you are already doing repairs or have serious questions. There are other methods of inspection that, while not 100%, are reasonably accurate. I will divide this article into two types of inspection: first a brief mention about when you can access the glue joint and then a detailed discussion of when you cannot access the glue joint.

If you have access to the glue joint and have some overlap of structural members you can apply moderate pressure to the joint in peel (force perpendicular to the glue joint). This is the most common method of inspecting rib gussets. To inspect gussets that are beyond your reach you can use a bent welding rod. Remember you are trying to find any looseness, not break the plywood. For joints that you cannot apply force to (or as a secondary inspection) you can take a shim and attempt to insert it into the joint. Use a brass or stainless shim 0.01 to 0.005 inch thick. If there is glue squeeze out, it can be removed with a pick to allow access to the joint. Note that you can only inspect the edge of the joint that you can access. The full width of a joint and any adjacent joints will need alternate inspection.

These methods are used in BGA Inspection 042072004 issue 3 and BGA Inspection 047022006 issue 1 (see www.glidering.co.uk)

For joints that bond plywood to structure, the best inspection is the tap test. Tap testing is a tried and true method of inspection that at one extreme uses a sledge hammer to 'tap' concrete structures and listen for defects. We are at the other extreme with thin soft (fragile) structures. As a rule-of-thumb, the lighter the structure, the lighter the tap hammer. Also on a thin structure, you want a tap hammer that can 'bounce' on the surface (this will be explained later). On a thick composite structure, a heavier hammer is used with a single tap. This is the method many NDI (Non Destructive Inspection) inspectors use because they were taught to inspect thick composite structures and have little or no experience with thin structure. I make

this observation from having worked with many certified NDI inspectors. The newer inspectors are often unfamiliar with thin structure methods and after a short demonstration change their methods when inspecting thin structures.

Prior to starting to describe tap testing we need a warning. Some glue is shock sensitive. Thus you do not want to be using the 'heavy' shop hammer and thumping on your wing. About 40 years ago I worked in an aircraft repair shop to learn woodwork. We had a Howard DGA wing that needed internal repair and the shop owner took a small hammer and briskly thumped the skin along each glue joint and then very easily removed the skin. The glue was urea and there were no glue issues. So as you practice, please remember to be gentle.

First look at Figure 1. This is a typical inspection hammer for light structures and a good starting point. For our task, a light aluminum head is recommended. If you are going to inspect thicker structures (say a BG-12) you may wish to have a brass head fabricated. Also you do not want excessively stiff wire in the handle (the heavier the head the heavier the wire). I have several hammers with different handles and use the one that 'bounces' best for the task at hand. A drawing of a tap test hammer is included as Figure 2 if you want to make one.

Now that you have a hammer, find a piece of thick (3/4 inch) plywood or bench top for practice. Hold the handle lightly and tap the surface in such a manner that the hammer bounces. This is a single tap followed by the bounce. Use the ball end of the hammer. The fine point is used to refine the extent of damage (like delamination in a composite structure). You want it to 'buzz' on the surface. When you get that working, practice drawing the hammer along while it is buzzing.

Now you are asking how this performs an inspection. You will be listening for changes in the sound the tap hammer makes. There are two very distinct cases you will be listening for. The first and most easily detected is an open joint; tap on your wing (or other surface) in the open bay between ribs. You will note a very dull tone. Now tap over structure (the spar cap is a good place to start). You will notice the hammer bounces more briskly and the



Fig 1: Tap Hammer in use. Note the Light Grip.
Photo: Harry Clayton

tone will be brisk and firm. Now tap beside structure and move over the structure and note the change in tone. What you are doing is learning what good and bad sounds like. Now go along a rib (or spar) using the technique of drawing the hammer along while it 'buzzes' on the surface. If you hear a change in the sound to the dull sound you heard between ribs, you have found an open joint.

Now to the bad news. You will seldom find a distinct open joint. You are more likely to find a joint that is physically tight but not firmly glued. This is the second and harder case to detect. In this case you will not hear a distinct change in tone from bright to dead. Instead you will hear a change in frequency. Very carefully go along your structure and listen for this change. If you hear a change, ask yourself if there is any reason the stiffness of the article will change. In some cases you can hear where the rib bracing stiffens the structure and you do not want to condemn an area just because it is between braces! At this point you want to use the lightest tap you can. Heavier tapping can in some cases cause a tight unglued joint to sound like a good joint. I recommend starting as lightly as you can and then getting firmer in you tapping. The 1 to 2 mm birch plywood in many gliders is very easy to inspect using a light tap, as the plywood gets thicker or softer (gaboon or fir) you will need to tap more firmly.

In the above descriptions I have been recommending that the hammer 'buzz' on the surface. This is because it is much easier to hear a change in a consistent note than it is to remember what the last thump sounded like. The down side is that you will not always be able to use this technique. As the plywood skin gets thicker you will need to use a heavier tap. When that is the case, you should strive to tap consistently and preferably at a constant rhythm to make hearing changes easier.

Now many of you will be asking 'Does this really work?' I first learned this inspection

CLUB NEWS/UPCOMING EVENTS

method while performing the fatigue testing of the Starship and I use it regularly in my work performing inspection of fatigue test articles. I then started using this method to inspect wood aircraft and asked myself the same question. The answer is 'yes'. Using the method of inspection I have found issues in several structures. The best test was a K8 wing I own that was poorly repaired, thus I wanted to remove several sections of leading edge. First I tap tested the area in question marking my findings and then performed a disassembly inspection. I was very pleased with the correlation of tap finding to bad joints. Please note that like most inspection methods, the tap test will not find everything. But by doing a thorough inspection and repairing what you do find, you can make your aircraft safer. Disclaimer: I have learned from my job that no method of inspection will find every-

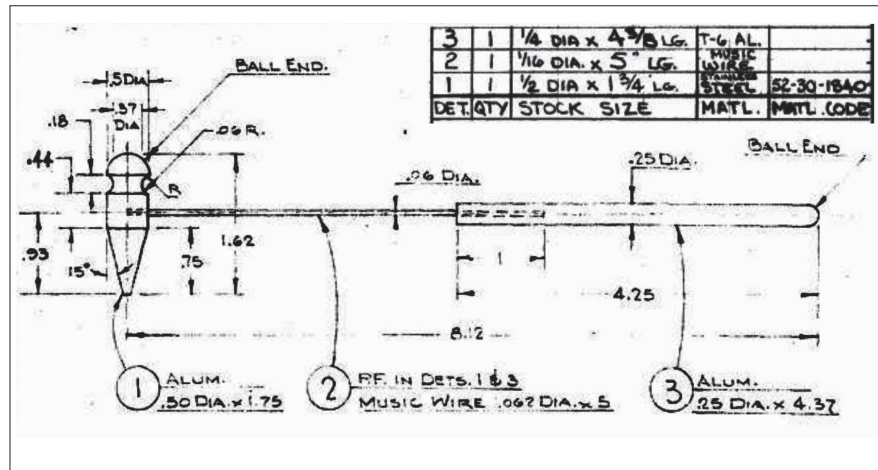


Fig 2

thing. When you finish any inspection the only thing you know is what you found, you do not know what you did not find. So, try to find everything you can.

We would like to thank both Harry Clayton and Bungee Cord for the reproduction of this article.

2015 Vintage Rally Dates

25/06/2015 - 03/07/2015	Oldtimer Gliding Meeting	Poland
03/07/2015 - 05/07/2015	3rd Vintage/Classic Regatta	USA
20/07/2015 - 26/07/2015	VGC Rendezvous 2015	Netherlands
27/07/2015 - 06/08/2015	43rd VGC International Rally 2015	Netherlands
07/08/2015 - 16/08/2015	1st Oldtimer Pribina Star	Slovakia
13/08/2015 - 16/08/2015	Rossitten Vintage Flying	Russia
15/08/2015 - 23/08/2015	Czech National Rally of POTK	Czech Republic
28/08/2015 - 30/08/2015	19. Kleines Segelflugzeug-Oldtimertreffen	Germany
29/08/2015 - 05/09/2015	Slingsby Rally & Vintage Meet	UK
29/08/2015 - 31/08/2015	Experimental Soaring Association Western Workshop/ Vintage Sailplane Meet	USA
19/09/2015 - 20/09/2015	12th VGC Season Closing	Germany
24/09/2015 - 27/09/2015	Great Plains Vintage/Classic Regatta	USA
25/09/2015 - 28/09/2015	Autumn hill slope gliding above Rana	Czech Republic
03/10/2015 - 04/10/2015	VGC Annual Dinner and Flying Weekend	UK

UPCOMING EVENTS

Marcel Hogenhuis

2015 Rendezvous... Venlo, a brief history

The 2015 VGC Rendez-Vous will be held on Venlo airfield. Today's friendly soaring site on the Dutch-German border is home to the Venlose Zweefvliegclub who will be hosting the event. For visitors interested in history and there is bound to be one or two amongst our members, Venlo is a very

special location indeed. A pre-war military and civilian field and impressive Luftwaffe base and later an American airfield during the Second World War, the site has a rich history as one of the oldest in The Netherlands, much of which is still visible for those who know what to look for.

In the first years after the Great World War the area was in use as a weapons range and general practise area. A flat part of the so-called Grote Heide (Great Heath) was used as a satellite field for the Luchtvaartafdeling (LVA), today's Dutch air force. Its military role however was limited, due to the close proximity to the Germany border. Local people knew Venlo airfield mostly from the passenger rides given by KLM during summer carnivals. The growing threat of war however meant that the airfield was barricaded in May 1940 to prevent further use.

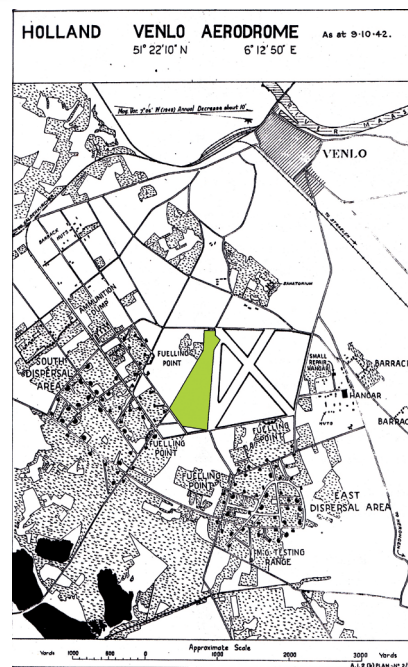
Luftwaffe base

After the Dutch capitulation later that month it took the Luftgaukommando Holland until October 1940 to decide and convert the small emergency landing ground of Venlo (as it had now become known) into a fully fledged airbase. It was part of a larger scheme of German air defences. Venlo was a strategically important location, due to its close proximity to the Ruhr industrial area.

In close cooperation with Dutch authorities, companies and contractors, the Germans were able to convert the small field into an 1,800 hectares complex in just months. In March 1941, even before it had been fully finished, the field became operational in order to defend the Ruhr from the increasing number of British air raids. Fliegerhorst Venlo, as it was officially known, was unique in that it is the only base in Europe crossing the border into another country.

The nightfighters arrive

Fliegerhorst Venlo became the home of I/NJG 1, the first true nightfighter unit of the Luftwaffe. In 1941 and early 1942 the unit was still dependent on search lights to find its opponents. In Spring 1942 however, radar guidance became available, followed by on-board radar in 1942. This greatly increased effectiveness and RAF losses were mounting as the unit gained valuable experience with the equipment, despite RAF efforts to disrupt activities at German airfields.



The current airfield at Venlo overlaid on a 1942 map of the German airbase. The entire surroundings of today's field is part of the old base.

Battle of the Ruhr

The RAF started a major bomber offensive against the Ruhr area in March 1943. This placed Venlo in the heart of the action. I/NJG 1's number of nighttime bomber claims jumped dramatically, not least because of further improvements to radar coverage and reinforcements from other experienced squadrons. Much to the relief of the RAF bomber crews things ground to a halt in late July of 1943, when the RAF started using window to jam German radar. At the same time, daytime raids of the American 8th Air Force meant that the Germans now had to be on their toes 24/7.

Out of the comfort zone

Trying to adapt to the new situation, I/NJG 1 turned to daytime operations as well. After only two missions this was stopped due to serious losses of pilots and aircraft. Clearly the unit was out of its comfort zone during daylight. This newly found sense of vulnerability led to a major rethink of the airfield. From August 1943, until Autumn 1944, hundreds of forced labourers were engaged in improving and repairing the airfield.

Changing tactics

It was not until late 1943 that the unit re-found itself. New tactics and SN-2 onboard radar increased the number of aircraft the nightfighter pilots were able to shoot down. They were aided by the establish-



The current airfield, looking to the south. The old concrete runways' cross can be seen left of the field.

UPCOMING EVENTS

ment of two Luftbeobachtungsstaffeln at Venlo, whose task it was to provide better insight into aerial tactics for the German command. Less successful was the arrival of dayfighter unit IV.JG 3 at Venlo in January 1944.

Modern aircraft

Venlo was at the forefront of German defences. This meant I/NJG 1 was equipped with the very latest of aircraft. In January 1944 the arrival of the potent Heinkel He219 meant that even the fast RAF Mosquitos were no longer immune to nightfighters. In June 1944 the unit scored its 500th kill.

It wasn't just the He219 that was remarkable at the Fliegerhorst in 1944. A new unit arrived in March; Erpr.Kdo.410 was aimed specifically at testing the cutting edge Messerschmidt Me410 in its role as a nightfighter. Even the revolutionary rocket-driven Me163 was put into action from July against bomber raids. Both were unsuccessful at Venlo.

V-weapons

Even V-Weapons were employed in the defence of the Reich. In July 1944 III/KG 3 arrived. This unit flew Heinkel He111 bombers that were equipped to launch V-1 flying bombs in-flight. Over 400 of these are estimated to have been launched at England by the unit.

It was probably the arrival of modern aircraft and the V-Weapons that made Venlo airfield an important target for Allied bombers. The US 9th AF 'visited' on February 25th, 1944, followed by the 8th on August 15th and the RAF on September 3rd. It was the latter bomb raid that inflicted such damage that the airfield was effectively put out of action. The Allied landings



The pilot of this Fokker-built Baby IIb is waiting to launch, Venlo in the 1950s.

in Operation Market Garden on September 17 marked the final end of the Fliegerhorst. German forces once again barricaded the field and left for Germany.

Allied use

Venlo was liberated on March the 1st, 1945. The American repaired the airfield and named it Y-55, a temporary base of operations. The 363rd Tactical Reconnaissance Group and the 373rd Fighter Group of the 9th USAAF used it for close air support in the crossing of the Rhine. Around May it was home to several disbanding USAAF Bomb Groups.

The gliders arrive

The Allied use was short-lived. The Americans left and the base was stripped for useable materials to rebuild the local area, which had suffered heavy damage during the war. A local lobby to reactivate the field as a commercial airfield was the invi-

tation the Venlose Zweefvliegclub needed to start its gliding operations up again. The club had started as the Venlose Aeroclub in July 1932 and had built its first gliders (two ESG's) itself, operating them from the heath at Well from 1936 to 1939. Their move to Venlo airfield was crowned with the first post-war national gliding championships in 1948.

Club prospered

While the larger part of the former Luftwaffe base slowly crumbled, the club slowly grew, from its freshly rebuilt German hangar. It built the first Dutch two-drum winch and started the national Junior championships, which it has run for 43 years now. In member Baer Selen Jr. the club had the first Dutch world champion in their midst, winning in 1978 and in 1991. Latest achievement is the first 1,000 kilometer triangle flight flown from The Netherlands, by Robert Werts and Bart Geurts in 2014.

All photos via Marcel Hogenhuis

Wenlock 2016

Its on again folks...if you enjoyed this years VGC National, then you'll love Wenlock 2016!

The Midland Gliding Club is proud to be the only club in the world to host an Olympian Gliding Competition in association with the Wenlock Olympian Society. Much Wenlock Games was the forerunner of the modern Olympic Games. The competition is open to all wooden and fabric covered gliders and tasks are set to give all

of them a chance of winning a Gold, Silver or Bronze Olympian medal as well as daily prizes. There is always a chance of ridge tasks, wave and of course bungee launching, as well as winch and aerotow. We offer on-site accommodation, camping and caravan facilities, professional catering and a bar full of prize winning local ales! For more details, visit the website at www.olympiangliding.co.uk or call 01588 650206 for details.

Wenlock Olympian Gliding Games

2nd July to 8th July 2016

Midland Gliding Club
Long Mynd, Shropshire





UPCOMING EVENTS

Jim Short

2016 International Vintage Sailplane Meet

9-16 July 2016

IVSM Hospitality Planning Continues!



IVSM 2009, Schweizer SGS 1-21 taking off at Harris Hill with HHSC junior member, Bridget Murphy, running the wing. Photo: via Peter Smith, US National Soaring Museum.

A little more than a year ahead, planning for IVSM 2016 continues.

The famous Harris Hill soaring site in Elmira, NY, dates from the early 1930's and is often referred to as the American Wasserkuppe. For many decades the soaring club operating Harris Hill has been the Harris Hill Soaring Corporation (HHSC) that today includes substantial club operations, regional soaring competitions, scenic passenger rides and every four years, the American International Vintage Sailplane Meet.

Ed Funk, President of the HHSC has written this special invitation for all visitors and attendees. 'Plans for IVSM 2016 at Harris Hill are being pulled together and speaking for the Harris Hill Soaring Corporation members, I want to in advance,

welcome all who will be attending next year's event. We will have sufficient tow capacity to handle a large crowd. Our Junior Members will be out in force to run the line and provide launch options from our Flight Center and we will have more than enough tie-down locations for those who bring their own aircraft. In the past we have had several IVSM members return to Harris Hill to fly their personal aircraft in the years following meets and we at all times extend that invitation to anyone who wants to fly with us. Our goal is to make next year's event a memorable one for all who attend and we look forward to seeing you in 2016.'

Jeff Stringer, who handles our vintage drawing sales for the VSA, has agreed to spearhead the on-site hospitality function to make sure everyone, especially

those from outside of North America, have their concerns addressed in the best manner possible. Rusty Lowry will be the pilot operational liaison. Bill Bate-sole (well-known to VGC members in Europe) will be spearheading the International Night festivities.

Those who are considering bringing a sailplane into the US, please contact Jim Short (simajim121@gmail.com), especially those who may wish to consider using the opportunity to sell their sailplane in the US after the meet. General questions about IVSM 2016 can be directed to:

petersmith@soaringmuseum.org

Jim Short
President, Vintage Sailplane Association, May 2015

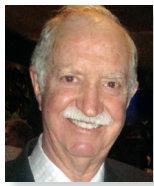
RALLY REPORTS



Cabriolet: The Central Coast Club ASK-13 sporting the Cabriolet canopy.
Photo: Dave Goldsmith



From the Pilot's seat. Dave Goldsmith



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David Goldsmith

Hunter Valley Rally Report

This year's Hunter Valley Easter Rally was rather subdued mainly due to the forecast marginal weather conditions, providing little incentive for travellers to make the journey to Warkworth, near Singleton in the Hunter Valley, NSW. The vintage gliders attending were Peter Rundle's SF-27M, the Mangrove Mountain Gliding Club's ASK-13 VH-GPU and syndicate K7 VH-GPG brought by Rob Moffat, John McCorquodale and Graeme Martin and Dave and Jenne Goldsmith's K6E VH-GEA.

Easter Friday morning was overcast with rain forecast, but the Mangrove Mountains boys rigged their club ASK-13 and surprised everyone by producing a pristine yellow two-holer canopy for it's first trial. There was no shortage of volunteers. The weather conditions restricted the length of flights, so many pilots enjoyed some open cockpit flying before the rain started. The canopy proved to be very popular, having little effect on soaring performance and with effective windcreens controlling the airflow. Pilots were

queueing up to 'have a go'. All gave it a big 'thumbs up', especially one tall pilot who measures in at 6 ft 7 inches! Built using the plans specified in the Schleicher Technical Note, number 15, the canopy was fabricated by Peter Rundle, with assistance from Rob Moffat.

The weather forecast was for more rain over the weekend, so flying was curtailed until Monday brought some fine weather. Flights of over two hours were made by a number of pilots with heights over 6,000 feet, however thunderstorms mid-afternoon brought an early end to the day. The rainy weather remained for Tuesday and Wednesday. Thursday and Friday were nice days, with climbs to over 5,000 feet on Thursday and over 4,000 feet on Friday. However our nemesis, the rainy weather, again reared it's head for the weekend, so the rally was effectively brought to a close on Friday evening.

The Hunter Valley Gliding Club are to be thanked for again running their Easter Vintage Rally. The law of averages suggests that we will see great weather next year!

Chris Scutt

Haddenham 2015

It would have been a shame if no flying had taken place at the Haddenham Vintage Rally this year as we celebrated the 50th Anniversary since the formation of the Upward Bound Trust in 1965. Fortunately, despite the weather forecasts, there was some flyable weather on the Saturday and Monday.

Most people arrived on the Saturday to a fairly uninspiring sky but at least it was

good enough to fly. Nick Newton, kept CFI, Mike Clark, on his toes during his check flights on Saturday, whilst Gary Newbrook flew the Grunau Baby for the second time this year, which he clearly enjoyed. Sunday's weather was declared a 'rest day' due to the showers and associated strong and gusty winds, so it was a good time for kite flying and socialising. A barbecue in the evening kept everyone's spirits up with



The UBT...inspiring youth, inspiring weather! (One way of keeping warm I guess?). Photo: Chris Scutt

the addition this year of a special UBT 50th birthday cake, which had a photo of the

RALLY REPORTS



*Just a small sample of the Haddenham lineup.
Photo: David Underwood*



*Nick Newton trying on the Kite 1 prototype!
Photo: David Underwood*



*The Grunau Baby lovingly rebuilt some years ago by Peter Underwood, now based at Haddenham.
Photo: David Underwood*

UBT's T31 training glider printed on the icing. Monday saw a flurry of activity as the most promising weather of the Bank Holiday weekend arrived. Peter Underwood created a lot of interest by bringing along his prototype Kite 1 that is currently undergoing restoration. Peter's craftsmanship shone in the hazy sunshine and was there for everyone to see during rigging. It looked almost ready to fly once it was put together, the bare wood just needs covering! Gary had a good flight in the club Ka6cr (2 hours, 14 minutes), whilst John Castle managed some soaring in his dis-

tinctive yellow V-tail SB56 on a couple of flights (13 minutes and 1 hour, 24 minutes). Tom Edwards flew his red and yellow Ka8b on a couple of flights (9 minutes and 1 hour, 15 minutes). Chris Scutt did some soaring in his yellow Ka6e for 52 minutes and almost landed out when the notorious blue, known as the 'Haddenham Hole', came along and siphoned his height away. We also welcomed George Hunter, from Booker GC, who came to learn how to winch launch and he enjoyed the experience. It was nice to reunite with former members from across the years, including Dave and Ginnie Perkins, who had a few

flights. Luke Roberts flew his immaculate Ka6e for 35 minutes and our youngest solo pilot, Oliver Dudley-Heidkamp, was unstoppable with soaring flights in the club Ka8. Peter Concannon soared the Kite 1 for 13 minutes and Mike Clark had a go in the SB56. Andrew Perkins ended the day with some enthusiastic flying in a Ka6e. The usual thanks go to all of the members who helped ensure the success of this event; particular thanks go to Gary Newbrook, Angus Galbraith, Jim Laurenson, Gayle Pearce, Patrick Watkinson and Mike Clark for their organising efforts. Hope to see you next year at the next rally!

Andrew Jarvis VGC National Rally 2015, Long Mynd



The Haddenham GB is bungee'd off for another flight into the unknown! Photo: Gary Newbrook



Ray Whittaker's Slingsby Swallow frames a typical scene during the week. Photo: Paul Haliday

It is a great pleasure to report on this, the very first National Rally of the Vintage Glider Club (VGC), to be held at the Long Mynd- the historic hilltop site of the Midland Gliding Club. The rally opened on a sunny Saturday 23rd May and closed on a rainy Sunday 1st

June....perfect! In fact we were very lucky with the weather and there was flying every day of the rally. A perfect venue for a vintage rally: the timeless, unchanging environment of the Long Mynd. Not a wind turbine or housing development to be seen anywhere and

of course the three access roads remain just as 'challenging'. Our vehicles have improved, but our trailers haven't! Two tyres were burst on the ascent and some clutches suffered grievously. Even the nagging anxiety about safe landing places was resolved when a huge grass field at the foot of the hill was beautifully cut, as though for our benefit. The sheer beauty of this unique hill-top site makes the effort of the journey worthwhile, where else would you see an 'airfield' strewn with brightly coloured vintage gliders, with fuselages belly-deep in heather? Counting the gliders at these rallies is never easy, some drop out with technical snags, while others arrive at short notice.

RALLY REPORTS



A fine study of the Haddenham Kite 1 which certainly clocked up some hours! Photo: Paul Haliday



A beauty to die for! Gary Newbrook captures the scene from the GB. Photo: Gary Newbrook



Just one of the many fine scale models present. This one a perfect scale replica of Graham Saw's lovely Petrel. Photo: Bruce Stephenson

The total entry list of gliders was nearly 30, including: Grunau Baby IIB, Kirby Kite 1, Sky, Oly2(four), Oly 463, (three), Bocian, Skylark4 (three). Capstan, Swallow, T21, K6 (six) and a K18.

There were romantic dreams of a downwind dash to the East Coast, but for a couple of days, just staying airborne was enough of a challenge. On the Thursday, after a strong cold front had passed overnight, the westerly wind strengthened and a classic Long Mynd day had clearly dawned. Out came the bungee ropes and by the evening, an amazing 56 bungee launches had been achieved.

Perhaps a few words on bungee launching would set the scene. This is the oldest method of glider launching and the Long Mynd is the only site in Europe still offering it; all you need is a very large hill, a great length of elastic rope, which is laid out in a V-shape with an Ottfur ring at the apex of the V and a few people who know EXACTLY what they are doing. Less clued-up people can man the ropes. Once the launching process has been started, (by stretching the rope), it cannot be stopped

except by the launch of the glider! The actual launch is exhilarating for the pilot and also great fun for the three or four people pulling on each end the elastic rope. Fun for the first half dozen launches, that is. By ten launches, the need for coffee and a slice of cake takes over!

One unforgettable bungee launch was that of the Slingsby Kite 1 (from Haddenham), all totally authentic in its WW2 camouflage, with a yellow/black diagonal striped underside. As the gull-winged beauty swished into the air, banking left, its pilot, Ian Walton, in period leather helmet and goggles, shouted a cheery 'thank you' to us, the launch crew. Just for a moment, time flashed back 75 years!

The Haddenham Kite was accompanied by an immaculate Grunau Baby, fully restored in Luftwaffe markings complete with tail-fin swastika. The two former enemies now flew serenely together, symbolising the international friendship which is a hallmark of the VGC.

The level of organisation provided by the Midland Gliding Club was superb. A wet weather programme (scarcely needed)

included a fiendish trailer reversing competition, expertly won by Jon Stiles. An oil painting masterclass was offered by Ian Walton.

Saturday 'teatime' saw a demonstration of expert flying with some magnificent medium and large scale model gliders, which seem to get better every year.

Special thanks must go to all the MGC organising team, led by an unflappable John Randall, also Ian Walton and to tireless CFI, Dave Crowson, for meticulous briefings and extremely accurate weather forecasts and of course, innumerable site checks and bungee checks. Thanks also to catering and domestic staff and also to Martin, the Man in the Office.

This was a marvellous event for both the Midland Gliding Club and also for the Vintage Glider Club; 'the largest gliding club in the world!'

The prize for best glider restoration went to the Grunau Baby (Gary Newbrook); runner-up was the Olympia2b of Terence Henderson.

Klaus Fey

Anfliegen im Altenbachtal

Am Ostufer des Mains und am Rande des Spessarts liegt Obernau. Der Segelflugplatz am kleinen Altenbach ist die Heimat des Flugsport-Clubs „Möve-1951“ Obernau/Main. Zum 2. Oldtimer-Anfliegen waren am ersten Maiwochenende die deutschen Mitglieder des Vintage Glider Clubs eingeladen.



Eine bunte Mischung von Oldtimern am Windenstart. Startklar: Kranich III aus Oberschleißheim
An eclectic mix of Oldtimers at the winch launch. Ready to go is the Kranich III from Oberschleißheim

RALLY REPORTS



Besuch eines Exoten: Stark Turbulent D1-R
An exotic visitor, Stark Turbulent D1-R



Sie3, Ka2, Ka8, Spatzen und Bergfalke

Nachdem bereits seit einigen Jahren im September ein Abfliegen stattfindet – von der sogenannten Süd-Mafia unter Leitung von Gere Tischler organisiert –, kam aus Obernau die Idee eines Anfliegens. Zum zweiten Mal hatten die Obernauer unter Leitung von Hermine und Klaus Schickling nun dieses Anfliegen organisiert. So gesellten sich zum normalen Vereinsflugbetrieb am ersten Maiwochenende 16 Teilnehmer mit 9 Oldtimerflugzeugen. Im Anhängen hatten sie je zwei L-Spatzen, Bergfalken und Ka 6CR, eine SF 26a, einen Kranich III und eine Sie 3.

Segelflug-Oldtimer gehören beim FSC Möve unbedingt dazu. Die eigenen Holzflieger werden gehegt und gepflegt und sehen blendend aus. Neben den vereinseigenen Flugzeugen sind am Flugplatz weitere Oldtimer, wie Ka2, Slingsby T21, Slingsby Prefect, DFS Habicht und Hütter 28, stationiert und bilden weitere Attraktionen für Vereinsmitglieder, Gäste und Passagiere.

Drei-Generationen-Projekte

Der DFS Habicht der Familie Zahn ist inzwischen in der Fliegerwelt bestens bekannt. Christoph Zahn aus der Enkelgeneration präsentiert ihn bei vielen Veranstaltungen im wunderschönen Kunstflug. Der Habicht entstand Ende der 1990er-Jahre als Drei-Generationen-Familienprojekt. Christophs Großvater Walter (†) und Vater Clemens, beide begeisterte Modellflieger und begnadete Handwerker, hatten die Idee, ein manntragendes Flugzeug zu bauen, und die Wahl fiel auf den DFS Habicht von Hans Jacobs. Nach drei Jahren und 5000 (!) Stunden Arbeit fand der Erstflug des Habichts der Familie Zahn im Jahr 2001 statt.

Hütter 28

Ein weiteres Drei-Generationen-Projekt konnten wir in Obernau bewundern. Hier hatte der 86-jährige Helmut Kullmann, der in seinem langen Fliegerleben bereits einige Flugzeuge gebaut hat, die Idee,

ein Segelflugzeug zu bauen. Seine Wahl fiel auf die Hütter 28, eine Konstruktion des Österreichers Walter Hütter, die ihren Erstflug im Jahr 1936 hatte. In 2 ½ Jahren baute Helmut Kullmann das Flugzeug „von null“ nach Plan auf. Herausgekommen ist ein Meisterstück handwerklicher Holzkunst. Mit 106 kg Leermasse gehört es zur Klasse der Ultraleichtsegelflugzeuge und wird auch als solches zugelassen. Beim VGC-Anfliegen erprobte Enkel Fridolin Sturm das Flugzeug ausgiebig in der Thermik. Fridolin studiert in Stuttgart Flugzeugbau, gute Voraussetzung, die Flugzeugbautradition der Familie und der Obernauer fortzuführen.

Am Samstag, dem 1. Mai, spielte auch das Wetter mit, und sowohl Obernauer als auch die angereisten Gäste konnten schöne Thermikflüge in der reizvollen Umgebung absolvieren. Die VGC-Mitglieder bedanken sich für ein ereignisreiches und angenehmes Wochenende bei einem gastfreundlichen Verein und kommen gerne wieder.



Oben / Above: DFS Habicht Photo: Britt Zahn
Unten / Below: Clemens, Walter (†) und Christoph Zahn Photo: Zahn family



Season-Opening Meeting in Obernau

For the second time, German VGC Members had been invited to join the season opening meeting in Obernau, near Aschaffenburg. From the 1st to 3rd of May 2015, 16 members, together with 9 vintage gliders, gathered, which included Scheibe Spatz, Bergfalken, Sie3, Ka6 CR and Kranich III. They joined the vintage gliders stationed at Obernau, like the Slingsby T21, Prefect, Ka2, DFS Habicht and others.

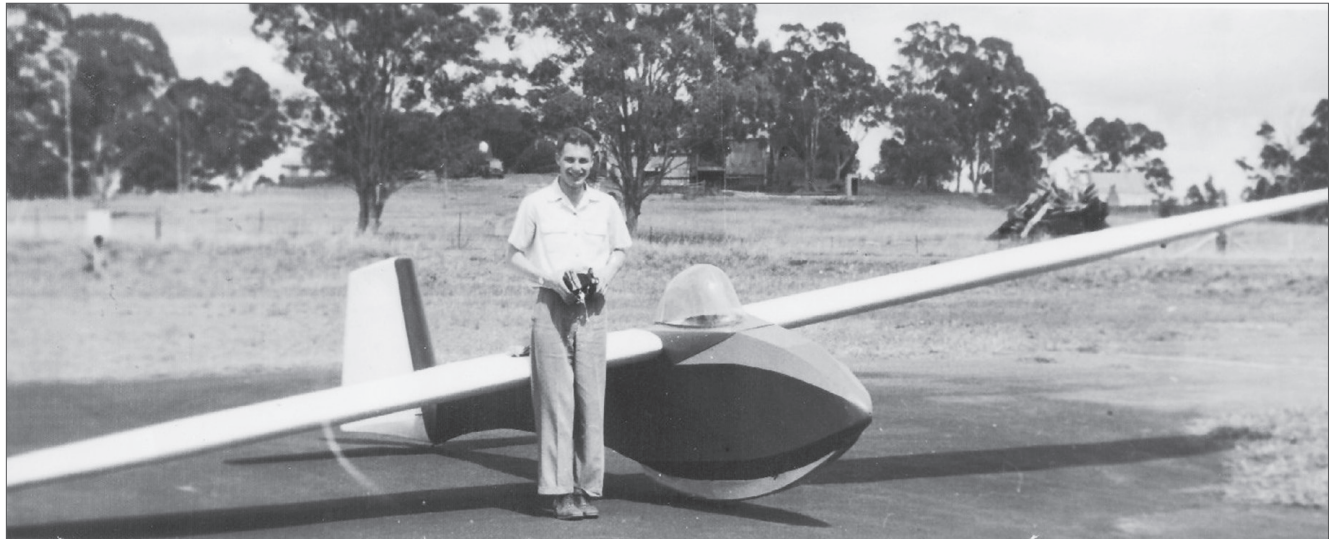
Obernau is the home of the Zahn Family and their famous Habicht, which was built by Christoph's grandfather and father, Walter (†) and Clemens. Another three generation project could be admired in Obernau. Helmut Kullmann, 86, built a Hütter 28 together with his son Klaus. During the meeting, grandson Fridolin demonstrated the beautiful glider's performance in thermals for hours.

The VGC members enjoyed the meeting and want to express their many thanks to Hermine and Klaus Schickling and the members of FC Möve Obernau for their great hospitality.



Oben / Above: Hütter 28, Klaus Kullmann, Helmut Kullman, Fridolin Sturm
Unten / Below: Cockpit Hütter 28





A beaming and very youthful looking Ron Sharp proudly posing with his lovely little Swallow in 1956. Photo: Ron Sharp

Ronald Sharp

with contributions by Margaret Sharp, Bruce Stephenson and Bernard Duckworth

The complete story of the Australian Swallow

There is a little known sailplane that has remained largely forgotten in the story of Australia's rich gliding heritage. It is a story typical of a country, through distance and high import costs, that had to develop a largely 'can do' spirit, which often saw the ordinary man pitting his skills against high cost commodities to achieve his goals.

During the late 1940's, Lou Pedricks and I rode our bikes to Doonside where we saw a Kite-2 being flown by Martin Warner, Mervyn Waghorn and others. This was my first contact with gliding.

At the Bankstown air show, soon after the war finished, the Sydney Soaring Club demonstrated their Slingsby Gull 1. I had my first flight in the Percival Proctor there, flown by Vic. Schuback, who later piloted me over Sydney in the Hornet Moth to take photos.

Urged on by Neil Cottee, whose father had owned a Moth Minor and flew models with us in Centennial Park, I started flying Tiger Moth's at RAC Mascot in December

1948, aged 19. We had to fly to Bankstown for circuits, where I soloed in VH-APG. I soon commenced gliding from Camden, in the Hinkler Soaring Club Grunau. Merv Waghorn demonstrated a shallow approach angle in Doc. Heydon's Tiger Moth at reduced throttle to show me how it would look in a glider. In the Club's Grunau, at Camden one day, Don Johnson was taken against his will in a Cu-Nim to 8000 ft., landing safely by good luck and his presence of mind in a paddock a few miles away.

Martin Warner, Mervyn Waghorn, Len Schultz and Selwyn Owen were upgrading the Silver Olympia by smoothing the airfoil in an attempt to get some laminar flow.

After helping with this I joined the Sydney Soaring Club. Fred Hoinville, knowing something of my past projects, challenged me to make a small glider, having read of two made in the USA, the Screamin Wiener and The Rigid Midget. I took the challenge. My first sketch included a passenger and was printed in A.G. [Australian Gliding]. This was soon altered to a solo glider. Merv. Waghorn told me how Martin had made the Kite by drawing it out on the floor, including stressing, empirically from his experience.

For a start I visited the Dept. of Aeronautical Engineering at Sydney Uni. and asked for coordinates for the 4415 and 4412 airfoils, as I was designing and building a sailplane. They said, 'You've done the degree course have you?' I said, 'no, I just made model aeroplanes'. They made some derogatory looks and said that I could get coordinates from the library. When, two years later I showed photos and said that I had been two hours at five thousand feet they had nothing much to say.

In designing and building the 33ft. Swallow Sailplane I was helped with suggestions in its basic stressing by Mervyn Waghorn who was the works manager at De-Havilland. Jack Davidson and others offered advice during construction. The fuselage was made on the front verandah and when brought into the lounge room from the weather, the family had to step over it for months. I was not popular. Geoff Badgery assisted in gluing the spar in his garage. The Swallow's wing was tested with a load of bricks at Reg Todhunter's Glidair factory.

I did two hops on the runway at Camden,

FEATURE ARTICLE – THE AUSTRALIAN SWALLOW



Now modified, the Swallow was renamed Swift. Pictured here at Mt Isa, note the enclosed canopy and airbrakes. Photo: Neil Hart via Bernard Duckworth

the first without canopy and then with canopy. The performance was noticeably better with the canopy. Some higher test flights followed, after which, Merv Waghorn test flew it for approval, with a tail chute attached. This wasn't needed as everything went as expected. He said that this was the last glider to be approved without full stressing. It was aerobatic, red and white.

The Swallow was designed to side-slip very steeply due to having a large rudder and a narrow fin post. Half the tail plane was elevator and the ailerons went all up with almost no down. The shoulder wing assisted this. On one occasion, those on the ground scattered, as if I had stalled at the threshold. It would fall at forty-five degrees on approach and then straighten quickly for a very short landing. This was not usually expected with conventional control surfaces and a high wing.

The purpose of the glider was to allow me to fly like a bird with the wings at shoulder level as though my arms were outstretched. This also allowed one to see what was coming in turns. I tried to improve the deficiencies that I had perceived in the Grunau. It was a small, fun glider that flew almost just by thinking about it. As would a bird.

By now I was a member of Sydney Soar-



The Swift landing at Mt Isa. Photo: Neil Hart via Bernard Duckworth

ing Club and the Skylark was on the way. Being poor and creative, the Swallow had achieved its purpose, so had to go. A group from Mount Isa Club bought it with trailer for 200 pounds. Some damage occurred on the way north. I was told that without flying it, work was started to repair and, in the process, improve it. Sometime later I received photos of it with a long streamlined canopy and other modifications. It had a nice new paint scheme. I was informed that very soon after all this work, someone put it into a tree and that was the last I heard of it.

I felt that modifying a simple effective design was unnecessary, as it was adequate as it was. Perhaps 'up-graded' it did not fly as easily as originally intended. There may be more information out there to complete the story.

Ron Sharp

Some more info on this fascinating little glider, both from recent personal contact with Ron and his wife Margaret and Australian Gliding magazine (Dec 1953 and Oct 1955).

Ron Sharp is a dark horse indeed. Completely self-taught, Ron's craftsmanship is superb, so much so, he was in fact awarded the contract to build the Grand Organ in one of the world's most iconic opera houses, 'The Sydney Opera House'. His wife Margaret in 2012 proudly wrote of his endeavors in a wonderfully charming and uplifting piece in which she had entitled, quite rightly:

It's official: I share my life with a genius! In saying this, I suppose you can accuse me of trumpet-blowing. Nonetheless, I'll continue.

When my eyes fell on the large-text sub-heading in The Sydney Morning Herald last Thursday that re-iterated this announcement, a mixture of emotions overtook me. Pride and respect figured prominently; because I'm only human. I'm more than happy to be the wife of such a man; Ron, my husband.

It seems not so well recognised; the mind-boggling fact that Ron is in fact, self-taught. To me at least, it's almost incomprehensible that the Grand Organ in the Sydney Opera House Concert Hall could be created by someone without formal qualifications; someone who had read up on Organ Building in the Mitchell Library and set to work making these instruments. Ultimately, he was chosen to bring the magnificent idea of this huge Grand Organ into fruition. Yes, it's true!

But then, this isn't the end of Ron's amazing abilities. Who else could design and make his own glider, at home, again without formal qualifications? And, in due course, get into it and fly like an eagle for two hours, a mile above the ground.

M.S.

The Swallow was designed primarily as a single seater, however at the time of publication during the glider's construction in the December 1953 edition of Australian Soaring magazine, the article makes mention for space for the 2nd seat being fitted over the CofG, which Ron fleetingly refers to above. Recent conversations with Ron confirmed that this proved to be unworkable however and the 2nd seat was never implemented.

The first test-flight was carried out at Camden on the 14th August, 1955 and as

FEATURE ARTICLE – THE AUSTRALIAN SWALLOW



Neil Hart about to test-fly the Swift.
Photo: Neil Hart via Bernard Duckworth

no tow-plane was available, utilised auto-towing for the tests. Extracts from October 1955 Australian Soaring reported the results on the tests, with the final flight after the initial hops to 30ft proving successful and with no adverse effects from the controls, proved to be stable in flight. The final flight that day was again from an auto-tow, however this time to 500ft.

On the 28th August 1955, more tests followed, again by auto-tow. On the first launch to 500ft, contact was made with a scratchy thermal and the Swallow began to climb. Half an hour later, cloud-base was reached, where Ron carried out some stall tests, before landing with a flight time of some 55 minutes. At the time of publication, full spin tests had yet to be carried out.

After Ron sold the Swallow on, the exact final days of the glider were unknown

to Ron, until recently my enquiries unearthed some new information that came to light when Bernard Duckworth kindly researched the Australian Museum archives and came up with this information on this unique Australian glider. Extensively modified, the Swallow was improved and became known as the Swift, as it entered its last chapter of what was to become, in past years, its largely forgotten story.

B.S.

Dear Bruce, There is an article by Ron Sharp about the Swallow in the Museum newsletter (No 30) September 2014. Ron says that after the Swallow went to Mt Isa it was modified and flown until 'someone put it into a tree'. Correspondence from Neil Hart to Allan Ash in December 1997 (now held in the Museum Archives) gives a bit more detail. Neil Hart told Allan Ash that after Ron Sharp sold the glider to Mt Isa, it apparently became known as the 'Swift': to quote from Neil Hart- 'Your [i.e. Allan Ash's] enquiry about the SWIFT... we bought it, ... from Ron Sharp in Sydney and member Noel Harper, trailed it back from that congested city without any problem.

The L.S.C. workshop on BSD hill saw it ensconced for half a year or more, with an overhaul and modification items taking a while to finish. Wing surfaces were filled and polished, various other streamlining minor points and I had a spare pair of D.F.S. scissor dive brakes, which I put into the wing structure. The cockpit canopy flat-top was fitted with a teardrop canopy 'Mustang' style, with barely head room to change your mind. However, it worked okay in flight.

I did the test flying. Test flights were uneventful and air handling quite lively, but predictable. After other group members had tried the aircraft, about a year later Maurie Bradney took it on his attempt for a Gold C distance, which he got fairly quickly, landing in the Northern Territory past Camooweal. His ground crew, with radio contact, dismantled and trailer-loaded the sailplane within an hour of the roadway landing.

Sometime later, Don Stewart tried the same distance and same route. He arrived back at the Gliderport by road, much to our consternation, some hours later. His thermal factory shut down about half-way to Camooweal, over rough country without clear patches. Don flat-stalled it into a bushy tree, climbed down to the ground and hitched back to town.

The damage was not repairable, so the framework was cannibalised for some parts to fly again in other aircraft.

Neither Ron Sharp's article nor Neil Hart's letter give any dates. Allan Ash refers to the Swallow on page 164 of his book, but gives no date for its transfer to Mt Isa. My guess is that it was flown there in the mid-1960's.

Bernard Duckworth

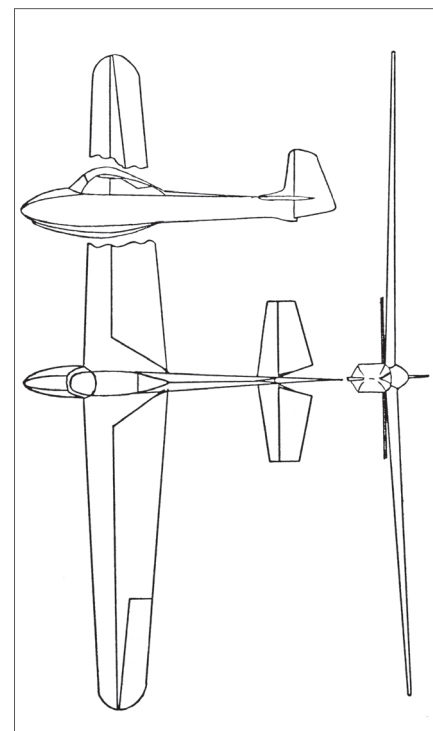
Special thanks go to David Goldsmith, Alan Ash, David Craddock and Silvia Sharman in the preparation of this article.

Wingspan	33ft 3in (10.14m)
Wing area	100sq.ft. (9.29sq.m.)
Aspect Ratio	11:1
Wing Loading	3.85lbs/sq ft (19.29kg/sq m)
Length	18ft, 6in (5.64m)
Empty weight	245lb (111.13kg)
AUW	395lb (179.17kg)
Stall speed	32mph (51.5kph)
Min sink (est)	3 to 3.25ft/s (.9 to .99 m/s)
Best glide (est)	20 to 22:1

The following results were recorded during the flight tests

Min sink	3.3ft/s (1.006m/s) at 45mph (72kph)
Best glide	21:1 at 50mph (80kph), reducing to 12:1 at 85mph (137kph)

All figures via David Craddock



Drawing: Australian Gliding Magazine, December 1953

WE REMEMBER

Dave Raspet

Biography of Dr. August Raspet

Part II

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.



RJ-5 at Elmira for the 1951 Nationals (note the lack of a fillet between the wing and fuselage, much effort went into developing one but none provided a performance increase.)



TG-3 modified to provide access for the Flight Test Engineer to the lower surface of the wing

In December of 1949 Dick Johnson brought the partially complete RJ-5 to Mississippi State. Harland Ross had designed this sailplane for Dick Johnson and done about 2,200 hours of work towards its completion. The RJ-5 design was revolutionary with the first application of a laminar flow airfoil in the US. The airfoil selection was based on a recommendation from Dick Lyons. (It had a very high aspect ratio of 24:1 and a wing loading of 5.5 lb/sq ft). Immediately on arriving in Mississippi, seven significant changes were made to the design. Foremost was the change from mid-wing, to high wing. The angle of incidence was changed for a better high-speed performance and the horizontal tail was thinned and reduced in span. Initial testing showed an L/D of about 30. After winning the National Soaring contest in 1950, Dick undertook more changes to the RJ-5. A longer 'bunny-nosed' canopy

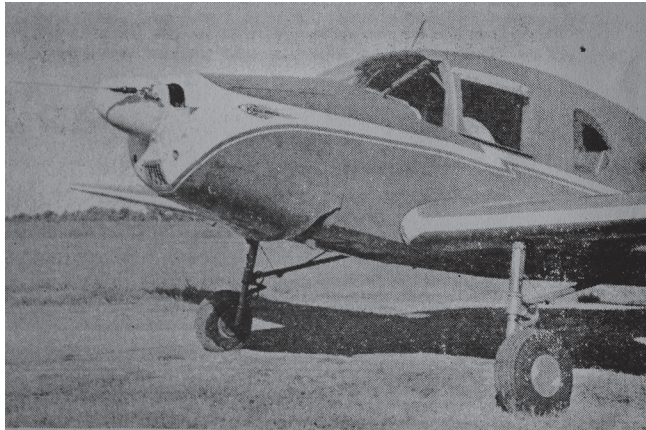
was installed and major efforts to smooth the wing were made. The result was an L/D of 37. In the summer of 1951 the RJ-5 won the Nationals at Elmira and later set a world distance record of 535sm flying from Odessa, Texas. Over the next winter, further wing smoothing and a new lower profile skid raised the L/D to over 40, the first such performance level in the world. The RJ-5 and the intense test and modify efforts at Mississippi State demonstrated the value of laminar airfoils and, more important, it demonstrated the very careful attention to surface conditions necessary to assure the wave free and smooth surfaces required for laminar flow. The world's sailplane designers followed the lead provided by the RJ-5 and revolutionised sailplane design to such an extent that Martin Simons in his book *Sailplanes 1945-1965*, divides the era into 'before and after' the RJ-5.

As the G.I. Bill ended, funding for universities decreased and Mississippi State stopped funding ongoing flight research. Fortunately, Gus could call on the people he had met in the Office of Naval Research and was awarded a contract to investigate suction boundary layer control. The contract was the first federal contract for Mississippi State beyond agriculture. The boundary layer control efforts were carried out on TG-3's. The TG-3 was selected because the passenger seat was right above the wing and provided the research engineer excellent access to the surface. The research did show that the

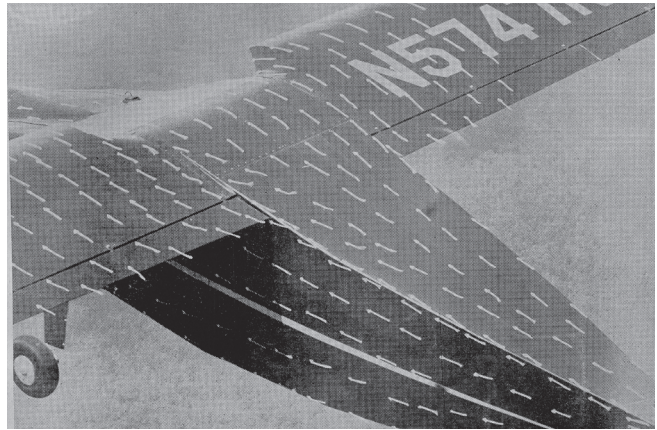


Dr. Raspet in the Test Engineer Position of a TG-3 with the stethoscope and probe for determining the transition from laminar to turbulent

WE REMEMBER



George Lambros' Bellanca modified for gliding trails with a tow line and release



Steve Wittman's Tailwind with tufts to show airflow patterns. (Note how the tufts align with the corners of the fuselage, showing a near optimum low drag design.)

air flow over the NACA 4416 airfoil could be maintained laminar to the trailing edge of the wing with properly placed lines of holes for suction rather than the 30% chord obtained without suction. Ray Parker demonstrated the aerodynamic benefits of the suction by landing the TG-3 with suction off, pulling the stick back to demonstrate the wing was done lifting, then turning on the suction and lifting the TG-3 back into the air at a much lower speed than when they landed. The investigation of the airflow on the TG-3 did include evaluating the lower surface that showed full laminar flow without suction.

Determining where the airflow transitioned from laminar to turbulent was critical to positioning the rows of holes necessary to provide the suction. Gus discovered that the noise difference between the two flow patterns could be heard and was about 35db. They used stethoscope earpieces with a probe on a wand to listen to the boundary layer on the wing. The wand could be moved around to evaluate the entire test section rather than relying on an instrument fixed on the wing.

One of the research projects Gus sponsored in the early 50's, was an investigation into the cooling drag of airplanes, initially with a Bellanca owned and flown by George Lambros [the induced drag in achieving even cooling across the engine with the use of cooling cowls, air-scoops etc, Ed]. The technique subtracted the drag of the Bellanca in gliding flight (with the cooling intakes sealed), from the drag of the Bellanca in powered flight. The measurements showed that the cooling drag absorbed some 10 horsepower across a broad range of speeds. Later measurements showed Steve Wittman's

Tailwind with a similar cooling drag of 10 horsepower at 160 mph.

A broad range of drag reduction techniques were used to reduce the drag of a L-17 Navion by smoothing the surfaces, adding fillets and removing drag sources such as antennas that were then installed in fiberglass wing tips. The result was a range increase from 570sm to 1010sm at 150 mph and 9,000'feet. Similar modifications to an L-23, including redesign of the nacelles resulted in reduced power required to cruise at 180mph from 410 horsepower to 310 horsepower.

Gus was active in the technical aspects of international soaring. He often traveled to Europe to absorb knowledge from the aerodynamicists there and to communicate to them the key parts of his expanding knowledge of the science of soaring. He served as Organisation Scientifique et Technique Internationale du Vol a Voile (OSTIV) Scientific Section Chairman.

Mississippi State had begun doing research on Glass-Reinforced Plastic (GRP) so he was extremely interested in the Phoenix sailplane that Hermann Nagel had developed in Germany using the first computer generated airfoils produced by Dr. Richard Eppler. [See Issue 138]. The Phoenix was the first sailplane to use GRP over a balsa core. Gus flew the prototype Phoenix in Germany and arranged for the Phoenix to be brought to Mis-

issippi State for testing. The test showed the excellent performance of Dr Eppler's airfoils and excellent drag performance of the superior GRP surfaces.

Many other sailplanes and airplanes were tested and modified as a result of efforts at Mississippi State. A Weihe, an Olympia, a Schweizer 1-23, Cassutt's racers, Schreder's HP-8, A. J. Smith's LO-150, but to name a few.

One of the research efforts that Gus led was the development of the Marvel aircraft. The Marvel was designed to meet the Army's need for a liaison aircraft with an excellent STOL performance. The Marvel design included unique landing gear for rough fields. It was a turbine-powered aircraft with a ducted propeller for increased static thrust. The structure was GRP. The wing was designed for suction boundary layer control and had unique wing warping to provide the equivalent of flaps deflection. The structure was manufactured by Parson Corporation. The aircraft did fly in 1963, by which time the Army's need for liaison STOL aircraft had been



The Marvel. The first GRP Turbine-powered aircraft flown in the U. S.

WE REMEMBER



Learstar in glide trials over the Pacific (note the feathered propellers).



The modified L-21 that Dr. Raspet was tragically killed flying

superseded by the continuing development of helicopters.

Gus consulted to Bill Lear on Lear's first effort in airframe development. Lear was modifying war surplus Lockheed Lode-stars into what he called the Learstar. Gus provided a wide range of drag reduction modifications for the Learstar. As part of the analyses, Gus needed gliding flight data to assess the cooling drag of the Learstar and he proposed to Lear's test pilot that he go out over the Pacific and feather both props. The pilot revolted and went to Mr. Lear with his complaint about what the 'crazy' scientist wanted him to do. Mr. Lear explained to the pilot that if he wanted continued employment, he had better do as he'd been asked. He did. Gus had many diverse interests in aviation. He studied the prone pilot position as a way to reduce cross-sectional area, hence drag. He was always fascinated by flying wings and sponsored a com-

prehensive drag reduction effort for the Horten IV at Mississippi State. The problem of man-powered flight caught his interest and the Mississippi State team developed a design using hollow prop blades to provide the suction for boundary layer control. This design was never built and missed the genius of Dr. Paul MacCready's very low speed, higher drag approach that succeeded so well with the Condor series of vehicles. One idea that intrigued Gus in the late 50s was the potential to apply the newly discovered solar cells to provide electrical power for sailplanes.

When the Experimental Aircraft Association (EAA) emerged in the early 50's, Gus began attending their annual fly-in and held a question and answer session with the members. The range of topics included drag reduction, aircraft configurations, stability and control, advanced materials and a host of other topics of interest to

the budding designers. The sessions ran well into the night. In recognition of his relationship with the EAA designers the EAA still awards 'The August Raspet Memorial Award' for outstanding contribution to the advancement of the design of light aircraft.

Gus lost his life on the 27th April 1960, while demonstrating the performance of a Piper L-21 modified for suction boundary layer control. With 125 hp compared to a Super Cub with 135 hp, the modified L-21 cleared a 50 foot obstacle in 278 feet while the Super Cub took 340 feet.

Throughout Dr. August 'Gus' Raspet's life, he held 25 patents and had 64 technical publications. His patents cover a broad range of topics and include one in 1943 on 'A Technique for Detecting Submarines by their Induced Magnetic Field' and well as many for instrumentation and aeronautical concepts.

All photos via Dave Raspet

A RARE VINTAGE



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



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

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National Rally

LONG MYND 2015



Bertie the Bocian is sent on his way.

Photo: Bruce Stephenson



Mynd sunset

Photo:

Bruce Stephenson

A Kite...and the
odd paraglider!

Photo:

Gary Newbrook



Gliding...a healthy sport for all ages!

Photo: Bruce Stephenson



Clearly flying a GB can be a frightening
experience!

Photo: Gary Newbrook

National Rally

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Launch point, a colourful place!

Photo: Bruce Stephenson



Models passing...Petrel and Skylark 3.

Photo: Bruce Stephenson

The salacious
lines of the
Slingsby Sky.
Photo: Paul Haliday



Haddenham GB framed against the
beauty of the Mynd.

Photo: Gary Newbrook

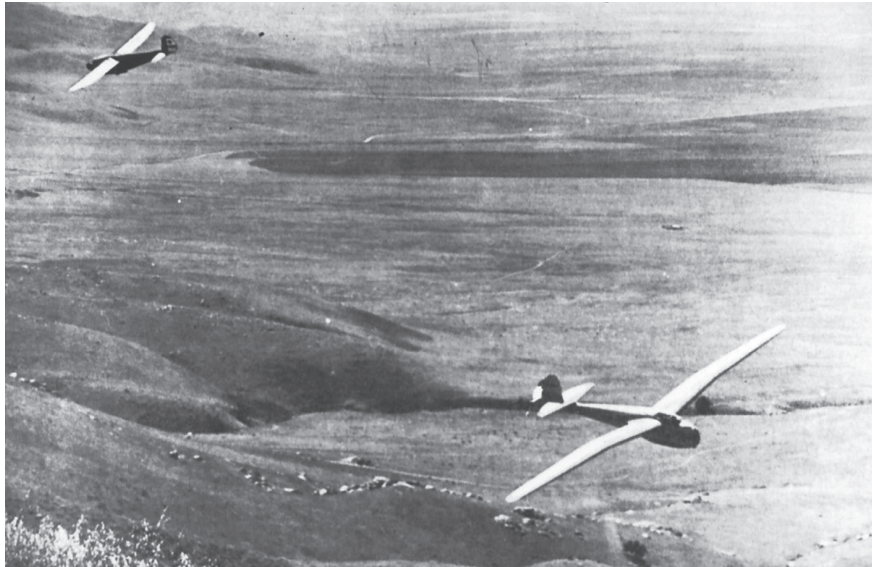


Model line-up! Photo: Mark Richards

THE ARVIN LEGACY

Raul Blacksten

The Arvin Legacy



The Baby Bomber and legendary Zanonias at Arvin. Photo Jim Campion

In the spring of 1930, a group of gliding enthusiasts from San Diego journeyed north to make a soaring expedition to the area around Lebec, California, on the border of Los Angeles and Kern Counties. The intention was to give a new glider pilot, Charles A. Lindbergh, a taste for soaring over the countryside. Maybe even soar up the coastal mountains as far as San Francisco, about 300 miles away. By today's standards, their craft was rather primitive, yet it was a honest sailplane known as a Bowlus Albatross. Basically, it was a fabric covered, wood frame, open cockpit craft with a cantilever wing sporting wingtip ailerons and a huge pendulum empennage. Still, the boundaries of motorless flight had been pushed back numerous times in similar gliders built and often flown by the creator of the Albatross, Wm. Hawley Bowlus. Bowlus, in turn, had come to the legendary Lindbergh's attention as the shop foreman who built Lindbergh's 1927 craft, the Spirit of St. Louis. One of the other Lebec expedition members would later create one of America's iconic sailplanes and have the distinction of creating the first 20:1, 30:1 and 40:1 sailplanes. While in the Navy and stationed in San Diego, Harland Ross had learned to fly at Bowlus' glider school on the recently christened Lindbergh Field. Ross also helped build Albatross sailplanes in Bowlus' factory. He must have learned enough at

Bowlus' knee that in 1930, he designed and build America's first 20:1 sailplane, the Ross Silver King.

The Lebec group did not manage to make it to San Francisco, but Lindbergh did eke out a five mile flight down the canyon to a nearby elementary school.

Seven years later, in 1937, Bowlus was living and working in San Fernando, had built America's first true sailplane and Lindbergh had moved on from gliders.

At the time, the only significant glider contests in the US were either in the Midwest or on the East Coast. Very few Western pilots could manage either the time nor expense to attend these eastern contests during the Great Depression. Therefore, the Westerners wanted their own big-time contest.

While scouting locations for the 1930 Lebec expedition, Bowlus and Lindbergh had flown all around the coastal mountains in northern Los Angeles and southern Kern counties. They even flew up the Tehachapi Mountains as far as Bakersfield, scouting locations.

Bowlus had found and made note of a promising site on the White Wolf Ranch section of the huge Tejon Ranch, at Arvin, near Bakersfield. In a bowl at the foot of the Tehachapi Mountain Range's Bear Mountain, it provided ideal conditions for gliding and soaring as was then practiced. Bowlus remembered the site in 1937 and

this location became known as the Arvin-Sierra Gliderport

From 1937 to 1941, the Arvin site became the legendary home for the Easter-time Western Mid-Winter Championship. The contests became so popular that up to 10,000 people attended the annual events. The owners of some of the major aircraft manufacturers attended. CBS Radio did a live, national broadcast which included transmitting from the airborne cockpit of at least one of the competitors.

The pilots who flew at Arvin included a group of the West's greatest glider pilots, as well as future designers and glider builders. Not only Bowlus and Ross, but Stan Hall, Stan Corcoran, Woody Brown, Johnny Robinson, Irv Culver, Frank Wolcott, Don Mitchell, Herman Stiglmeier, Robert Heidemann, Jay and Lucretia Buxton, Dick Esserey, Gus Briegleb and Volmer Jensen, to name just a few. Not only did these people fly there, but they brought and introduced innovative gliders, often of their own design and construction. Another Arvin alumnus to later become legendary included the young Canadian-born Dick Johnson, who had taught himself to fly.

The gliders that flew at Arvin often became legendary. The complete list is too large, but the Arvin gliders included at least six Bowlus designs (Albatross, Senior Albatross, Baby Albatross, Super Albatross, as well as a wooden and a metal two-place). Others included the Corcoran Cinema, Stiglmeier Stick, Brown Swift, Robinson Robin, Culver Screaming Weiner, Wolcott Plover, Buxton Slo-and-Lo and Transporter, Briegleb BG-6, Jensen VJ-10 and Stephens RS-1. The Johnson brothers, Dick and Dave, also brought one of the first three Schweizer SGS 2-8s (later better known as the TG-2).

Many records were set. Don Stevens set a glider looping record in a Baby Albatross. Woody Brown set altitude and distance records in both a Bowlus Baby and a Bowlus Super Albatross. Monumental cross-country flights took place when Brown and



Arvin gliderport looking to the south. Photo Bob Bailey

THE ARVIN LEGACY



Publicity stunt with Tejon cowboys towing a Bowlus Baby aloft at Arvin in 1941. Photo Harold Huber



Bowlus Super Albatross with Robert Heidemann. Photo F Kelsey



Doc Kelmperer and Henry Stiglmeier, at Arvin, 1941. Photo Harold Huber



The Aero ITI G-2. Photo Jim Campion

Johnny Robinson both flew, separately, from Arvin to Twentynine Palms. In 1936, Harland Ross was still working for Bowlus. A Hollywood movie actor named Harvey Stephens came to Ross to create for him a modern cross-country soaring machine. In Bowlus' shop during his spare time, Ross designed and built America's true iconic sailplane, the Stephens RS-1, later to be known as the Zanoia. This sailplane became the world's first measured 30:1 sailplane and flew many times at Arvin with at least three owners at the controls. Arvin became the nurturing ground for America's response to World War II. Many of those who flew at Arvin became sailors, soldiers and airmen. Some became instructors and glider pilots for the US Army Air Forces. The latter flew with distinction in every theater of the war. Still others helped design and build the warplanes which were so much of Southern California's contribution to the war. So many glider pilots worked for Douglas and Lockheed that one could wonder what they would have done without them? After the war, the sport of soaring was saved from stagnation and obscurity by these Arvin alumni. Men such as Don Mitchell, Stan Hall and Gus Briegleb came to the sport's rescue in the post-war years with inexpensive and innovative glider

kits. These became very popular and widely built. Johnny Robinson and Dick Johnson became not only multiple US Soaring Champions, Lilienthal Award recipients and record setters, but their expertise continues to effect aircraft design to this very day. In the late 1940's and early 1950's, Arvin alumni such as Harland Ross, Vic Saudek, Johnny Robinson and others, pushed back the atmospheric boundaries which had so baffled pilots up to that time. First explored by Bob Symons and Harland Ross at Bishop, in 1948, the upper air lost its mystery. The largely Arvin alumni staffed Sierra Wave Project in the winters of 1951 and 52, explored 'The Monster' and led, for the first time, to an understanding of what can go on above the clouds. Together in 1950, Harland Ross and Dick Johnson created the world's first 40:1 sailplane, the Ross-Johnson RJ-5, while the latter was a student at Mississippi State University. Johnson would eventually fly the RJ-5 to a 1951 World Distance Record of 535 miles. Irv Culver not only gave the Lockheed Skunk Works its name, but he had an influential hand in designing two of the fastest and highest flying aircraft in history; the Lockheed U-2 and SR-71 spyplanes. In fact, the self-educated Culver said that until his

retirement, he had helped design every aircraft that Lockheed ever built. In 2000, a group of Arvin alumni and others gathered at the site of the old gliderport to dedicate the National Soaring Museum's National Landmark of Soaring #10. This celebration was intended to memorialize the activities which took place there, as well as the contributions that the pilots and planes have made to American history in general and soaring history in particular. Today, in a world where Dick Butler has built a sailplane with a L/D of 70:1, it can be difficult to fathom what Concordia might owe to the likes of the Arvin pilots and builders. But really, where would Dick Butler and Gerhard Waibel have been without at least some of the work done by those who flew at Arvin? Where would they be without this foundation? It is, of course impossible to say, but one can dream. Still, it is fair to say that the Arvin meets, contestants and gliders that flew there shaped the world of aircraft design and helped win a war. Their influence is still being felt today and will be forever.

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Arvin Landmark of Soaring. Photo Jan Armstrong

Otto Bacher

Minimoa arises from the ashes

When I saw the first photos of the F-CROU, at the time in the shed off the Aeronautical Museum at Angers, I felt enthusiastic because it was obviously a Minimoa. But when my partner Christian Mathieu and I had brought the parts to Kirchheim for closer inspection, I understood why so many people offered me their matches and lighters!

Only one pilot fell in love with the fragments, which were fungus-blackened and suffering from wood rot. László Révy of Budaers, flyer and amateur restorer, realised at once that it would be worth sending the metal parts to a University institute for X-ray checks and the results were encouraging, proving still usable for airplanes. However, the structural components, i.e. spars, plywood torsion boxes, cantilever structure of the fuselage etc, would never again be usable in an airplane.

First because the casein-glued spar had come to pieces during the transport and then the fungus-covered plywood had dissolved into single sheets. Little wonder after a long period of storage on a clay floor of a private garage! Would it make sense, in these conditions, to even to make a start in restoring?

The push to carry on came from Christian. He discovered another pair of decaying Minimoa wings, that of F-CABL, whose fuselage was definitely lost. He persuaded the owner and collector, Renaudin, to let us have it so we would be working at two construction sites. Our aim was to take the usable parts from both gliders and put them together using as much new wood as necessary, thus transforming the remaining 'debris' into a museum exhibit for static display. Meanwhile file of F-CROU was transferred to the German LBA and the sailplane registered for the restitution of airworthiness. The file is voluminous, it claims that F-CROU had entered the final stage of production at the end of 1938 as N° 251 of Schempp-Hirth pro-

duction. After the war it was taken to France and like many German planes, was compensation for all the French aircraft which Germany had confiscated during the war. She first flew at Challes-Eaux as R91, F-CADA, with the internal serial number M2 printed on the tail (meaning the 2nd Minimoa out of 4). In



The sad beginnings...

1959 the Reims Aero-Club became the new owner; she was then became R6. After a severe damage to 40% of her airframe, she received a full overhaul, but was taken out of service in 1965 on account of the casein cement. Nobody cared however, to remove her from the national airplane register.



The daunting task of the original fuselage which proved to be too far gone.

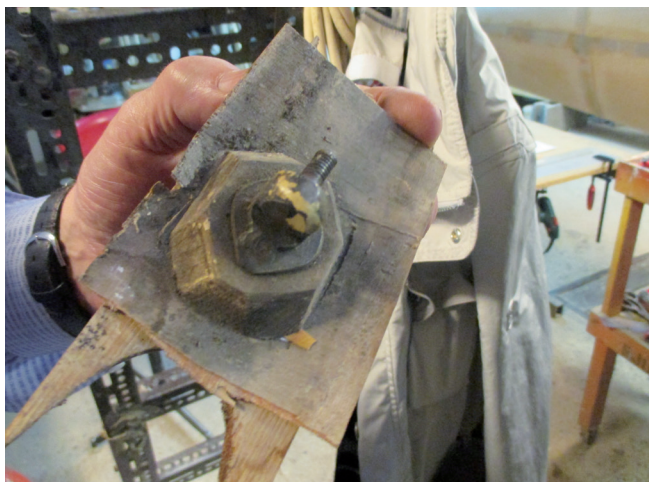


At least the tail section doesn't look too bad...



...until closer inspection

MINIMOA



There was one lucky find however, a perfectly sound reusable bolt



László mates up a new panel

This negligence however, made it easier for us to start the restoration, but beforehand we had to calm the strong feelings of a few French pilots, who had voiced their concerns for the alienation of a piece of national heritage.

The original registration number, D-14-280, could of course no longer be used, as was the case of F-CROU, but with the help of our technical inspector, Klaus Frisch, we got wind of the recent cancellation of the registration number D-1480. This could now serve to make the history of our plane more coherent with a more period registration.

All this sounds quite simple and easy done, but actually we needed many friends to help us, in particular the Flying Museum, Hahnweide (FMH) and the Hungarian translators Anna and Pál. Just try and give you an appreciation, all in a in a country whose languawge isn't part of their daily skills!

As I write, the fuselage has just passed the technical inspection and László is about to build aluminum templates for the spars, a demanding job since the spars must be bent in two planes. Most of the ribs are now finished and László has purchased the wood for the spars from Finland and not from Transylvania, as he had first intended. Now László's youngest son, Márton, is now a fully trained aircraft mechanic, so László has a competent adjutant!

In spite of the deplorable state of the conservation of the Minimoa, we may finally have an airworthy sailplane with up to 25-30% genuine components. We have reasons to believe that the 'Moa' will be reborn by the spring of 2016!



The current state of the fuselage

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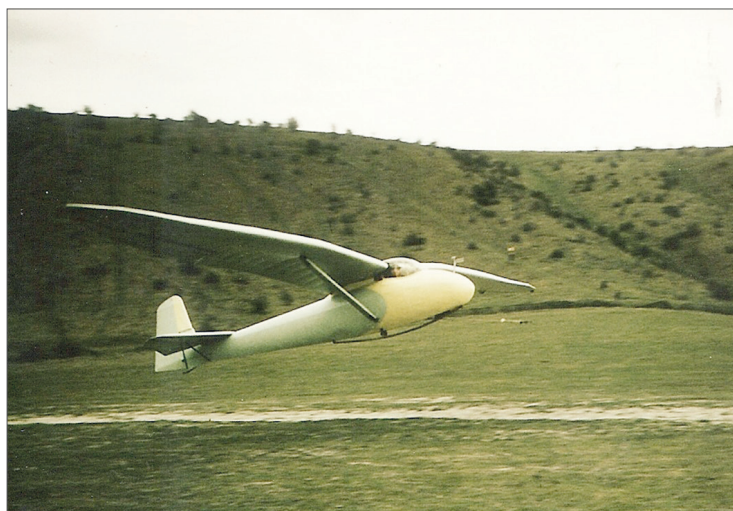
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David Underwood

A thumbnail sketch of the Kite 1 history and survivors



Prototype Kite taking off at Dunstable in the 1960's. This Kite has undergone extensive rebuilding and is soon to fly again. Photo: David Underwood

The Kirby Kite was first built in 1935. It first appeared in the August issue of *Sailplane and Glider*, rigged, but with no fabric covering. It used the same basic wing as the Grunau Baby (in fact many of the metal fittings are the same), it was given a gull-wing, which was popular at the time and an oval shaped-fuselage. The rudder was similar to the Baby, but bigger. It was entered into the National Gliding Competitions at Sutton Bank by Fred Slingsby. During the competition it was flown by Slingsby, Neilan and Bergal, who only had one short flight. Neilan won the Wakefield Trophy for the greatest distance covered when he flew 54 ½ miles on the 27th August 1937.

The prototype was then sold to Frank Charles, who was a speedway rider. In 1935 Charles was paid £1000 to ride for Wembley Lions. He taught himself to fly. He called his Kite the 'Cutty Sark'. With the success of the first Kite, Fred Slingsby decided to build more, priced at £145.00. The next Kite was similar to the first, however the root end of the trailing edge of the wing was given a curve, the rudder more plywood at the top and

the struts changed slightly. By the third Kite a round rudder was fitted, although this may have been changed after it first flew? Around the fifth Kite, an extra half frame was fitted between frames one and two in the nose. From then on, until the eleventh Kite, the fuselage pylon at the rear and wing changed.

Amy Johnson used the demonstrator, a shrewd move by Fred Slingsby. In 1938 Herr Kronfield was towed in a Kite from Yorkshire (by an Avro Cadet), to land in the Isle of Man during the Air Race week. This was the first glider to fly across the Irish Sea. Kites were also flown in many competitions before the war.

In all, Slingsby built 25 Kirby Kites between 1935-40, more than any other British glider. Another was built in the USA by Herman Kursawe and later this glider was owned by Ginny Bennis, who later married Paul Schweizer. In 1948 this Kite was written off in a failed auto-tow, killing the pilot. 1940 the last two Kites were built, one in January (which went to South Africa) and the other, mid-year, the RDF (Radar) Kite. This Kite had as much of the metal work removed as possible, with oak push-pull rods instead of

metal cables. This was used at Christchurch Dorset along with a few other gliders to see if we could detect them by RDF, as it was known at the time.

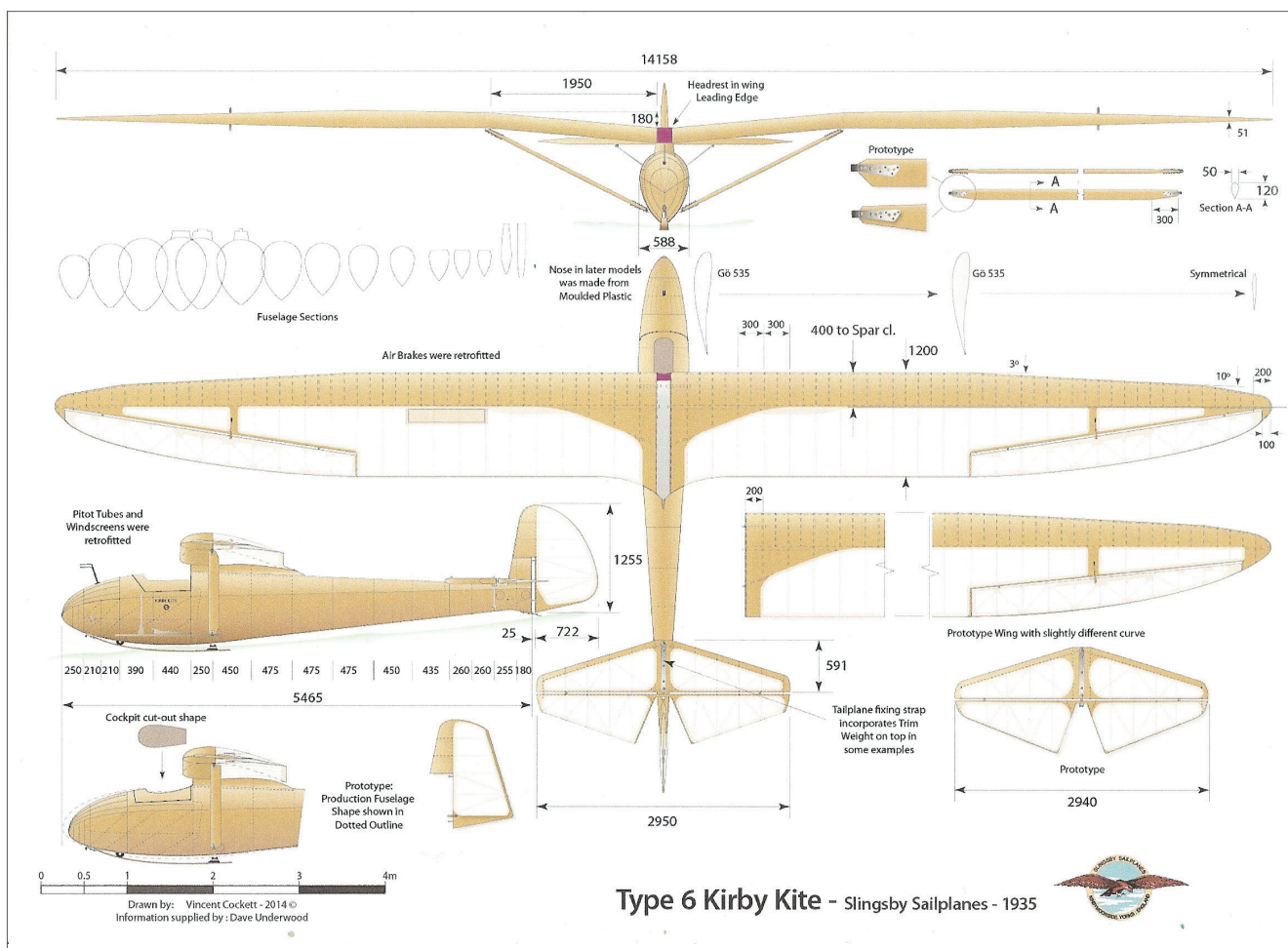
After the fall of France and Belgium, Churchill wanted an airborne force. After July many Kites found their way into the military. These Kites ended up at RAF Ringway, now Manchester airport. The Central Landing Establishment was started there. We started to learn how we could use glider and parachute forces, as our friends, the Germans, had done. The gliders were still in their pre-war schemes at that time. The first trial was to see if the Macclesfield Viaduct could be taken by air, utilising a Kite and Rhonbussard, both un-camouflaged. The Kite had a car headlight at the side of the cockpit and flew over the LDV (Look, Duck and Vanish!), later to be called the Home Guard. This proved that it could be done.

In October the Kites started to be camouflaged. After a while, Ringway was getting busy. I met a man who said he used to watch Kites landing between Whitley bombers. It was said you can't mix glider and parachutes, so in January 1941 the first Kites were moved to RAF Thame, or Haddenham airfield as we better know it today (or 'Silly Haddenham', as they thatched over the duck pond to keep the ducks dry!).

The Glider Training Squadron was to train army pilots. They also did demonstrations in front of the Prime Minister, Winston Churchill on the 24/4/41 at Ringway and the King and Queen at Haddenham 27/6/41. During training, Kites were damaged or written off. One Kite landed on the Sergeants Mess, another Kite was written off when it stalled trying to miss a telegraph pole and hit a tank!

John Sproule, who was there at the time, fitted make-shift spoilers to the Kites. After the General Aircraft Hotspur's were introduced, there was no use for the Kites, so the surviving ones went to the Air Training Corps. Later around 1945 they were given military serial numbers. Before that at Ringway and Thame, they had just a code letter on the fuselage behind the roundel. The camouflage was painted over with RAF trainer yellow, later to again be painted overall with silver. The ones still around went into the RAFGSA, or sold to private owners, some first being reconditioned by Slingsbys. Of the 25 built, 8 survive, which is not too bad for what they went through. Kites are now very sort after, with many people enquiring about my two.

KIRBY KITE



Reproduced with the kind permission of Vincent Cockett

Where are they now?

BGA 222/236 c/n 27A.

First flew in August 1935. Sold to Frank Charles and then went to CLE Ringway in 1940. January 1941, moved to RAF Thame before transferring to the ATC in 1942. Allocated serial no VD213 in March 1945. 4 July 1949, registered to F.M. Buck at Biggin Hill with the registration G-ALUD before moving to Dunstable early 1950s. Passing through a number of owners, it was acquired by Terry Perkins who saved it from a scout hut in Dunstable (a week later the scout hut was burnt down). Stored in a damp trailer for many years, Peter (dad) and myself removed it and stored it for at least 10 years. Terry passed away and in 2009, so I bought the remains from Terry's widow, which now is undergoing a total rebuild.

BGA251 c/n227A.

First flew in December 1936 and sold to the Midland GC. 1940 went to CLE Ringway, then in January 1941, moved to RAF

Thame. It is believed to have later gone to the ATC, later being sold to H. Knight at the Hereford GC. In 1961 it was fitted with a wheel. During the mid-1960s, it had a major rebuild after glue failure was found. After passing through a few more owners, it was bought by Bob Boyd in 1983. Bob had many years of fun flying his Kite. A few years ago he sold it and it moved to Portmoak, Scotland. This Kite has the later type of wing, we don't know if it was built with it or not?

BGA285 c/n247A.

First flew in December 1936, before being sold to Ron Wagstaffe in Jersey. It later moved to the Ulster GC at Magiligan Strand. During the war it was stored in a trailer in a quarry. After the war it was sold to W. Liddell of the Ulster GC. It then moved to England, later being brought by Tony Maufe. He later sold it after glue failure was found in the wing. Restored in 1988, it went up for auction at Luton

Airport to cover the cost of the work carried out, but failed to sell however. Later loaned to the Museum of Army Flying, it was painted in a wartime RAF Thame colour scheme after ownership passed to the museum. The museum claims that this is the radar Kite, which is untrue.

BGA 310 c/n258B.

Built for Dudley Hiscox, this non-standard Kite first flew in August 1937. It has rounded elevators, a different fin and ailerons, plus a plastic nose. Then sold to P. Brown (Camphill?) In December 1940, it transferred to CLE Ringway before moving to RAF Thame in January 1941. Later going to the ATC as VD218, it then went to the RAFGSA. In 1963 it was sold to D. Froggat and partners, who rebuilt it and later sold to D. Ashman in 1967. Spun in, in 1970 the remains were sold to Mike and Tony Maufe. Very few parts were used in its rebuild, with most com-

KIRBY KITE

ing from BGA327 (Tony told me that Mike wanted to use the early BGA number). Tony passed on the broken fuselage, rudder, elevator and struts to me, which will become BGA327. The 'new' BGA310 went to the Shuttleworth collection, where it flies just a few times a year.

BGA316 c/n280A.

First flew in October 1937. This was the Slingsby demonstrator and owned by Amy Johnson. She crashed it on her 3rd landing at Walsall airfield on the 2nd July, 1938. Amy was OK and the Kite was repaired. In 1940 it went to the J.A. Simpson, the Slingsby North American agent, where it was given the temporary registration NX25321 and was demonstrated at Elmira, NY. Sold to Harvard University (R.J.Coney) for \$606 on the 23rd July 1941, it became NX37190. It moved through another seven owners until in 1988, when Dale A. Busque obtained it. He still has it and last time I heard of it, there was talk about restoring it.

BGA327 c/n 285A.

First flew in December 1937. Owned by C.N. Jowett at Sutton Bank until 1940. It then went to CLE Ringway and later in January 1941, to RAF Thame. After the war it was sold to the Newcastle Soaring Syndicate at Usworth. In 1956 it was blown over and repaired by Slingsby's. The

Maufe's later bought it and rebuilt it as BGA310 in 1982, using the fuselage, tail-plane, one wing and elevators from 327.

BGA394 c/n 331A.

First flew in March 1939, it was first registered to W. Higson, Pears and Lavington at Reigate on the 18th May 1939. Stored in a barn at Leatherhead during the war, it was later damaged in August 1947 when it hit a tree a mile from Redhill aerodrome. Repaired by Hawkridge Aircraft in October, it remained there until in September 1952, when it moved to St Athan. Geoff Butt and Les Moulster, purchased it in 1957 and fitted it with spoilers and recovered it. It passed through several syndicate members, of which Ted Hull was one. It cartwheeled on landing in high winds, resulting in the starboard wing and fuselage being broken. Another fuselage was found at Farnborough, which was marked as G-217 and is believed to be from BGA271, the Grey Kite. It was repaired in April 1963. Ted Hull bought it in May 1969 and restored it. Ted flew it for many years and later sold it to Sir John Alison at Halton. He then sold it to Bob Gaines in the USA. Bob recovered it and painted the fuselage to look like plywood. After Bob passed away it was sold to Western Antique aeroplane and Automobile museum, Hood River, Oregon, USA.

BGA400 c/n336A.

First flew in May 1939, the first owners were the Oxford GC. In 1940 it went to CLE Ringway and in January 1941, moved to RAF Thame. It then went to the ATC in 1942 as VD165. At some time it gained the wings of c/n 355A, the radar Kite. With the RAF GS, it was reconditioned by Slingsby's and sold to V. Alexander in 1966. Painted blue and white, it was ground looped in 1967 and damaged. It was then sold to D. Ashman in 1973, before passing to R.K.Haddlow as part of the Russavia collection. In 1988 we became involved with it and painted it in camouflage for display at the 50th Anniversary of Manchester Airport. Shortly after this, we started to restore it to airworthy condition. For the work done, we got a 49% share in the Kite. Dick Haddlow flew it once at Lasham. I would take it to rallies and Peter would fly it, letting one or two others fly her (as I don't fly, I have only seen her a few of times in the air!). After many years we sold it to Dave Bramwell and partners at Haddenham (ex RAF Thame), where it still flies. In August 2014 it flew alongside BGA310 at a Shuttleworth air display. I was lucky enough to help rig and look after her once again and it was lovely to see two Kirby Kites in the air together again.



Early Kite, possibly the 2nd or 3rd produced (not the prototype as the rudder has a curved top).
Photo: David Underwood



Ted Hull's old Kite now in the USA.
Photo: Ted Hull



Amy Johnson and what is believed to be her personal Kite (she often took part in air displays with various other Kites).
Photo: David Underwood

FROM AROUND THE WORLD

Australia



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ES-56 Nymph rescued!

Edmund Schneider Pty Ltd constructed four ES-56 Nymph single seaters, with the first flight taking place in December 1955, almost 60 years ago. With an L/D of 25 and a wingspan of 11.9 metres, the type was quite popular with pilots of the time. ES-56 Nymph, VH-GHG, has spent its recent years on display in the ceiling of the Bowermans Office Furniture showroom in Canterbury, Sydney.



VH-GHG hanging in the Bowermans Office Furniture showroom.



Touching down for the first time in many years.

The building has been sold and is to be demolished, so a team from the central NSW coast completed a mission to rescue the glider. Plans are to assess and if possible, return it to airworthy condition, or have it preserved for display..



Disassembled and ready to go for a new venture into the unknown!

Text: Dave Goldsmith
Photos: John McCorquodale

Schneider Gliders on Parade

The Australian Gliding Museum holds its Annual General Meeting and Open Day during the Melbourne Cup Weekend in early November to coincide with the Vintage Gliders Australia Rally at Bacchus Marsh, Victoria. On 2nd November, 2014, a special presentation entitled, Schneider Gliders on Parade, was incorporated to coincide with Harry Schneider's 90th birthday. Harry, son of the renowned Edmund Schneider, had assisted his father produce sailplanes in Adelaide and continued designing and producing sailplanes after his father returned to Germany suffering from health issues. Edmund Schneider Pty Ltd produced one hundred and fifteen gliders in Australia during the 1950's to the 1970's. The first one produced was a local version of the popular Grunau Baby, designated the 3A. The last was the unique ES-65 Platypus, a delightful high performance side-by-side two seater that sadly never made it to series production. The most prolific was the Kookaburra, of which thirty six short-wing and five long-wing versions were produced. Twenty three of the popular Boomerang's and eight of the Super Arrow version were produced. Nine ES-57 Kingfishers were built, as well as production of two kits. Eight ES-59 Arrows were constructed, the first Australian designed and built glider to compete in a world championships at Argentina in 1963. On display from the Museum collection and private owners was the Grunau Baby 3A, an ES-49 Kangaroo two-seater, the ES-50 Club



Alan Patching and Harry Schneider - 181 years old and 160 years of gliding history!

two seater, an ES-52 short-wing Kookaburra two-seater, the ES-54 Gnome, an ES-56 Nymph (unfortunately only as a model!), an ES-57 Kingfisher, an ES-59 Arrow, an ES-60 Boomerang, the ES-65 Platypus two-seater and an ES-Ka6. Also on display were beautiful colour posters of each aircraft, with many historical pictures that had been produced by Museum archivist, Bernie Duckworth.

Members of the Schneider family, including Harry and his two daughters, Karin and Rita and his sister-in-law, also Rita, made the journey from Adelaide to attend the Australian Gliding Museum open day and Annual General Meeting. Harry had celebrated his ninetieth birthday three days earlier. The family members brought much memorabilia including clippings and photographs to



George Buzuelac constructed these beautiful models of Edmund Schneider Pty Ltd gliders. Bob Hickman (on the left) and George with different scale Boomerang's.



Mark IV Kookaburra VH-GRX and model, which features pilots Alan and Ian Patching.

show those interested. Harry and the girls responded very positively to the display and were very pleased that the enormous contribution to the development of gliding in Australia by Edmund Schneider Pty. Ltd. will not be forgotten.

Text: Dave Goldsmith
Photos: David Goldsmith

FROM AROUND THE WORLD

Denmark



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Mamoths and more!

Since August 2014 when the 42nd Int. VGC Rally was over, the Gliding Centre at Arnborg has hardly been the same. The immense enthusiasm that was built up during the rally seemed everlasting! The 2nd stage of building the facility for the Dansk Svæveflyvehistorisk Klub (DaSK) Collections was launched on October 12, 2014. The extension comprises of a 12 x 6 meter workshop, a storage facility, a meeting-room, archive-room and toilet. On top of that, a 25 x 11 meter mezzanine for storage of dismantled gliders has been established. All the work has been carried out by 15-20 of our members that meet every Tuesday morning and work until late afternoon. To save costs, they even moved a truck-load of concrete paving stones from a yard in a nearby town and created a very nice terrace along the sunny southern hangar wall. The facility was officially opened on the 3rd June, 2015 with some 70 people celebrating the event, which was of course orchestrated by our president Johannes Lyng. Johannes proudly presented our fleet of flying vintage gliders, all of which that have now found a home, either hanging from the ceiling or sitting on the floor.

The following day began with our small 'Arnborg Oldtimer Gliding' four-day event in fantastic weather. Kranich, Lehrmeister, Foka, Mucha, Jaskolka and Ka-6's, were being flown by a number of pilots. We expect to repeat the Arnborg Oldtimer Gliding event in the future.

Also present was a rare novelty that we received on the 30th March, 2015; a Mammoth! Not the prehistoric kind that we most people have heard of (despite allegations to the contrary), this is the real thing! The Danish designed Polyt IIIA two-seater glider, which the club has recently acquired on a contract from the Danish Air Force Historical Collection. A major restoration to bring the glider back to airworthy condition is being planned for.

This Polyt IIIA is the prototype designed



Facility opening during the Reception



The 'Flying Omnibus', the Polyt III



Our Arnborg Jaskolka

by the Polytechnical Flying Group (PFG) in Copenhagen during the period of 1951-54. Design and construction was led by chief engineer, Helge Petersen and the glider was built by the Danish Air Force in 1954. The types first flight took place in July the same year at Værløse AFB. Subsequently a second Polyt III was built by the PFG thru 1954-60. Initially this 'B' version only saw minor changes compared to the prototype. Modifications were incorporated in 1965 and comprised a shortened fuselage, extended wingspan, new tailfin and rudder and a smaller canopy. Unfortunately the spinning characteristics of this 'C' version had suffered by the modifications and in 1967, the glider spun in from a low altitude following a winch cable snapping. Today only the prototype is left, with its last flight being in Aalborg in 1983. The glider has a total of 1,647 hours and 15,553 launches, all without incident. For years the Polyt IIIA has been hanging on static display at the Forsvars and Garnisonsmuseum in Aalborg. Its military registrations were 93-931 and Z-931. In 1968 the glider received its civil registration, OY-XFA.

But why was this glider nicknamed 'The Mammoth'? Well, you will understand that when you stand next to her. She's huge! Giving nicknames to the poor Polyt III began in 1964 during the Ida-



Arnborg Oldtimer's, Per and Joergen in the Lehrmeister

flieg Treffen in Braunschweig where the glider was evaluated. British participants called her 'The Flying Omnibus' and as if that was not enough, some witty Germans came up with 'Die Fliegende Stehbierhalle!' With a L/D of only one in sixteen, maybe it's time to retreat! It should be added however, that the prototype participated in the Danish Nationals in 1955 and gained 5th place out of 8 gliders. Furthermore in 1957 Ms. Signe Skafte Møller and Ms. Kirsten Klindt set a Women's Danish Record for two-seaters in a Polyt III, with a free-distance and goal flight of 86 km.

Latest news is that we anticipate to get an approval from the Danish CAA to take over the administration of the Annex II gliders, including the competence to approve amateur building and to issue Permits to Fly. This will mean that we will have a huge advantage for the test flights of the already completed Mü-13d, 2G and SG-38 projects. A newly restored Spatz B is also almost ready to fly.

Niels Ebbe Gjørup
Photos: Niels Ebbe Gjørup



Hungary



Germany



FROM AROUND THE WORLD

Hungary



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Hungarian update

Last winter was very busy for the Hungarian Vintage Glider Club. This is also the reason why we haven't sent a single article in recently for the VGC News, however now we have a little more time to share some news with you.

Last summer we had the opportunity to buy a very rare touring motor glider, an SF-24b MotorSpatz from Germany. This is the first TMG which was built in series. It was in totally original condition, due to being in storage since the late 70's. We have begun it's complete overhaul, with the aim to bring it back to the skies. The project is going well, but there were some projects that were more important, so progress has been a bit slow. Every joint suffering from glue failure has been repaired and the left wing is awaiting covering. We hope that it will be in flying condition next summer. The HVGC had only one two-seater glider, so we wanted to bring another ship to the fleet. From our previous experience, we



The HVGC MotorSpatz undergoing restoration at our workshop with Andras Karsai



HVGC team in the workshop around the new HVGC Ka-7 HA-4025

bought a Ka-7 Rhönadler to be alongside our Bergfalke III. The Ka-7 was built in 1959 and in winter we brought it up to an excellent condition.

What we had been lacking is a first solo glider and had been searching for a Ka-8 for some time. Ultimately we came across one, a Ka-8b from 1960 and in reasonable condition, was for sale in Austria. Now it augments our fleet, but needs some attention before it can fly under our wings. In spite of still being airworthy, due to cracks in the paint on the wings, we've decided to do a repaint. It's therefore, another project that should take precedence over the MotorSpatz and many other planes.

This spring we launched our official facebook site under the name of Hungarian Vintage Glider Club. Our aim is to arouse more interest in Hungarian gliding history. It seems to be getting quite popular, which



HVGC Ka-8 OE-0529 somewhere near Grimming, Austria, enroute back to Hungary

makes our commitment even stronger. If, as a consequence, our team were to attract more committed members, we may be able to enrich the fleet with even more newly rebuilt Hungarian planes.

Patrik Ungár
Photos: Patrik Ungár

Germany



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Update on the OSC Rhoenbusard - David Hall

Things were moving along nicely with the final work on the fuselage. Both wings and tail plane are now finished, filled and primed for painting. The last planking on the rear of the fuselage is finished and we have done some limited filling on the couple of uneven bits of surface, aware that we removed 15-20kgs of filler, we are taking all measures to keep the weight gain to a minimum.



The OSC Wasserkuppe display of some of the current technical flying monuments that have been awarded the status, with the AKflieg Braunschweig SB5c and SB10 in the foreground, with a newly restored Lehrmeister and Ka8 behind. Photo: Alex Gilles

The fuselage has had two coats of filler. The first was mostly removed by sanding and when we were preparing to load everything onto the trailer to bring to the Aero exhibition in its present unpainted state, the Kuppe weather caught us out with 30cm of new snow, drifting in front

of the workshop doors, which changed our plans abruptly. We were also not too happy about displaying the aircraft in its unpainted state, as the filler coat is sensitive and would have to be re-worked if it was handled too much, so didn't bring it to Aero as planned. Sorry.

FROM AROUND THE WORLD

Meanwhile we have been told the promised financial support for the Rhoenbussard has one caveat. The Rhoenbussard must be finished by November this year, so we will be working on it over the summer to get it finished.

I have not been so active at Waku these past months as my home club at the nearby Hoherodskopf airfield needed my help in the workshop for our 5 aircraft. Most of the work at Waku was done by Frank Thies and Philipp Stengele and

many helpers. Philipp is working in Ober Schleissheim at the Deutsche Museum restoring their aircraft and the round journey from Munich to Waku (1000+km), makes his attendance limited.

David Hall

Switzerland



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Flugzeugtaufe im Schweizer Jura

In Courtelary, im Jura, wurde im vergangenen März ein top-moderner "ARCUS T" der dort fliegenden Segelfluggruppe Biel auf den Namen "Jolantha" getauft. Ein Stück gelebte Segelflug-Geschichte! Ab Courtelary flog die legendäre Jolantha Tschudi mit ihrem Moswey III HB-374 im Mai 1953 einen Rekordflug von 332 km nach Donauwörth, in der Schwäbischen Alb, Deutschland. In Courtelary fliegen derzeit einige flugbegeisterte Frauen. Ganz klar: "Jolantha" musste das neue Flugzeug heissen!

Jolantha Tschudi lernte gegen Ende des zweiten Weltkriegs im Belpmoos segelfliegen. "Wenn Sie Bruch machen, sind Sie das letzte Mädchen, was bei mir fliegen lernt. Meitli pass uf!", soll der Fluglehrer vor dem ersten Alleinflug zu ihr gesagt haben. Jolantha war jung, hübsch, begabt und flugbegeistert. 1947 kaufte sie sich das schönste und beste Segelflugzeug, welches damals zu haben war: einen Moswey III des Schweizer Konstrukteurs Georg Müller. Bald mischte sie mit bei den damaligen Schweizer "Cracks": Kuhn, Nietlispach, Schachenmann... Sie flog Rekorde und schrieb Segelfluggeschichten.

Die Tauf-Feier war stimmungsvoll, weiblicher Charme dominierte: Barbara Muntwyler als Tauf-Organisatorin, Bruna Lafranchi von den "Hexen" (Schweizer Segelfliegerinnen), Christine Bürki als Taufpatin. In ihren Reden ermunterten sie ihre Geschlechtsgenossinnen, Jolantha Tschudi als Vorbild zu nehmen, fliegen zu lernen und Farbe in die Män-



*Jolantha in ihrem Moswey, ca 1953
Jolantha in her Moswey, ca 1953 (Aero Revue)*

nerdomäne des Segelfluges zu bringen. Die Männer würden sich freuen! Zum Rahmen der Feier gehörte der gelb leuchtende Moswey III HB-374, welcher seinerzeit Jolantha gehörte und heute im Besitze des Oldtimer Clubs Schänis ist.

Die Söhne der 2011 verstorbenen Jolantha Neukom-Tschudi, Christian und Yves Neukom mit ihren Familien, gaben der



*Der Taufling Arcus T, baptized "Jolantha"
The baptism of 'Jolantha'*

Taufzeremonie ihr ganz besonderes Gepräge. Sie waren eigens aus Spanien zur Feier angereist.

Schliesslich stiegen beide Vögel, der Moswey von Jolantha und der auf ihren Namen getaufte Arcus, in den freundlichen, leicht dunstigen Vorfrühlingshimmel. Ein prächtiges Bild lebendiger Geschichte: farbige Vergangenheit gepaart mit hoffnungsvoller Gegenwart!



*Der schöne Moswey und der Arcus sind das Zentrum der Aufmerksamkeit.
The lovely Moswey and the Arcus are the centre of attention*

FROM AROUND THE WORLD

In the hills near Biel, on the airfield of Courtelary, this year in March there was a rather unusual glider baptism of a very modern ARCUS-T, which was baptized 'Jolantha'. At Courtelary there are some young women fliers filled with enthusiasm for their hobby. From the same airfield, the young skilled and famous former Swiss glider-pilot, Jolantha Tschudi, who in May 1953, flew a record 332kms to Donauwörth, Schwäbische Alb in Germany, with her

Moswey III, the best and most beautiful glider at the time in Switzerland. Naturally, the new Arcus had to be named 'Jolantha'! Female charm was beaming with joy during this idyllic baptism ceremony. During the speeches, the fairer sex was encouraged more to learn to fly and to bring colour to the sport of gliding; something for the men to be pleased about! A part of ceremony was the yellow shining

Moswey III, which belongs to the Oldtimer Club Schänis (OCS) in Switzerland. Finally, both the vintage Moswey of Jolantha and the modern Arcus named 'Jolantha', rose into the friendly, albeit little hazy, early spring sky...a very nice picture of living gliding history!

Werner Rüegg
Photos: via Werner Rüegg

Rare Spyr 4 is back in the air!

The Spyr 4 is a performance glider designed in 1939 by the Swiss designer, August Hug. Only two examples were built. The maiden flight of the Spyr 4, HB-336, was on the 18th January 1942. It was regularly flown until 1975. Fredy Gulz took part in HB-336, at the 1974 VGC Rally on the Wasserkuppe and in 1975 at Gruyères, Switzerland.

Urs Villiger bought the glider in December 1975 and started a long overhaul and stored the glider reasonably secured in its enclosed trailer outside. However, on December 26, 1999, a storm called 'Lothar' crossed Switzerland from west to east, leaving behind much disaster to trees and forests and managed, by the way, to smash the trailer into a meadow. A first inspection showed that fortunately only minor damage had occurred to the glider. Thomas Fessler bought the Spyr in autumn 2005 and was quite aware that some repairs were needed. Detailed inspection revealed that apart from the storm damage, there was another serious problem with the paint cracking off the fuselage. Consequently the glider was removed to the workshop of Willi Fahrni. Willi, a well-known expert in this field, started the



The Spyr at Grenchen airfield on April 12, 2015.

repair work. Again many hours work was invested by Willi and some friends. The result is a masterpiece, which is now better than new. The first flight after 40 years took place on Grenchen airfield on the 12th April 2015. Thomas Fessler, who carried out the flight, was not very happy with the behaviour of

the Spyr during take-off and landing. A reduction of the weight in the nose seems to have improved the situation however. After a further five flights on 17th May 2015, Thomas was quite happy. He plans to visit the VGC Rendezvous at Venlo with HB-336.

Daniel Steffen
Photos: Daniel Steffen



The Spyr airborne Grenchen airfield on April 12, 2015.



A very happy owner, Thomas Fessler after the test flight.

FROM AROUND THE WORLD

UK



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There has been very little in the way of UK news to report in this issue, with the only significant item being that David Underwood has informed me that the GB3 advertised in the last issue has now found a new home and will be based at the Mynd. Remember folks, we are dependent on your updates and news, so please let us know what you are up to! So without further adieu, I will hand over to our regular GHC contributor, Paul Haliday.

Gliding Heritage Centre News Update

I write this at the end of what has been one of the best soaring days of the year so far, with GHC gliders clocking up several flying hours each. I'm happy to report that two of them, the Prefect and the Oly 2b are having their first soaring season as members of the GHC fleet.

The Prefect, that was donated by Sir John Allison has, as expected, proved to be a firm favourite with our pilots, being out regularly during GHC flying days. She is a delight to fly and operate, with the main-wheel taking away most of the hassles of moving her around on the ground, whilst her powerful Schemp-Hirth airbrakes make her easy to spot land. She has already completed several soaring flights of over an hour and is easily one of the prettiest gliders in our hangar thanks the expert restoration of her carried out by Peter Underwood in the 1990's.

Last month, the Oly 2b that was donated by Mike Gagg, made her entry into the GHC flying fleet, flying in place of our Swallow. We don't have all the airworthy gliders in the fleet flying at the same time, we rotate them to keep the flying fleet dynamic and interesting. So in performance and handling terms the Swallow and Oly are similar, so can be flown by pilots of all experience levels.

By the time you read this the Zlin 24 Krajenek will be flying, which will add an historic dimension to our fleet, as this is



The GHC's new tug! A recent donation to the GHC was this replica Flying Flea. It is not thought to form a permanent part of the future collection. Photo: Geoff Moore

the very glider that Lladislav Marmol set the UK endurance record of 33 hours and 5 minutes. The Zlin was a regular flyer at Booker Gliding Club at the hands of John Dredge, before John kindly decided that we should become its new home.

In the workshop the fuselage of the Foka 4 has received its new paint and looks fabulous, thanks to the efforts of Gary Pullen and some very natty authentic decals supplied by John Brooke of Flugtext. The wings are having their control cables replaced, as the original ones have hemp centres and needed renewing. This is not an easy job because so much of the wing is covered in plywood skin, which makes access to the interior difficult.

A new feature has appeared on the landscape to the south of the hangar! Gary, with assistance from Richard Moyse, has been constructing a new shed that will be used to store parts of gliders awaiting restoration. It is also being used as a means to de-clutter the main hangar of all those things that you find in the corners, such as rigging aids and tow out gear, making the hangar cleaner and safer for our visitors and us.

We still have a steady flow of visitors through the centre, with our 2pm Sun-



The Prefect donated by Sir John Allison is proving more than popular with its pilots. Photo: Paul Haliday

day afternoon tours still bringing them in. We are in the first stages of planning an open day for September, of which, we will circulate details as soon as they become available.

Finally, we are still awaiting word from the Heritage Lottery Fund as to the success or otherwise of our bid for funding to build the museum, this should be known to us very soon.

Paul Haliday

MODEL NEWS



Contact:
model@vgc-news.com

Vincenzo Pedrielli

An International Family of Friends

One reason why I was not so happy to retire, despite being 65 years old, was that my job allowed me to travel around the world and maintain contact with many people in the model and glider domain. 'Around the world' in a real sense, included Europe, America, Asia and even Australia. This wide range of travelling offered me the chance to visit

many friends in different places. I have great memories of model flying in Vancouver, Canada, or White Sheet UK, Campdown in Australia and last but not least, Kurodake in Japan. I am sure that many people maybe curious to know what kind of job I had! Well, the answer to this is that I was in 'Marketing' for a multi-national Japanese Company. In this issue of VGC

News I invited two of these friends, John Slater, whom I met few times in the UK on the special slopes of White Sheet and Michael Kelly, whom I got to know during the International Vintage Sailplane Meet in Elmira (NY), to write about their models. With these two friends, I share my interest of building and flying scale models of famous vintage sailplanes. Even if my travelling now is reduced compared with my working career, I still like to maintain contact with these friends through e-mail or skype. With the Internet nowadays, communication is very easy and fast and I invite you all to share with me information about your model building, or vintage sailplane history. You can contact me at my VGC News email address: model@vgc-news.com



Author's Bergfalke 4 at the White Sheet event



Pat Teakle's Moswey on its maiden flight

Chris Williams

UK Model Report

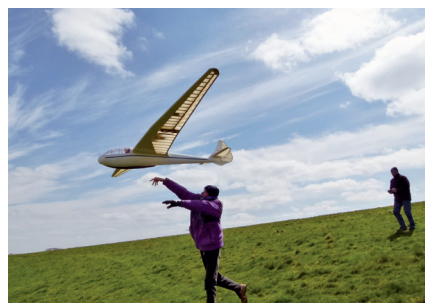
At the time of writing, the UK scale soaring calendar has started to come to life. The first event to come around was the Scale Fly in at White Sheet Hill, near Mere in Wiltshire, home of

the some might say oddly named White Sheet Radio Flying Club. My a miracle of Nature, the weather half cooperated with the organiser, Steve Fraquet and we were able to enjoy a decent day's slope soar-

ing, albeit in rather gusty conditions, during which my favourite shot of the day shows veteran modeller Dave Stokes' 1/4 scale Jaskolka swanning over the Wiltshire countryside. After four weeks of



Dave Stokes' Jaskolka at the first of the White Sheet slope events



Steve Fraquet's (Event Director), Petrel is launched off White Sheet's NE slope



Terry Holland's beautiful, but doomed Nemere on its maiden flight

MODEL NEWS



Three of the five Petrels at Middle Wallop



Author with the nearly-completed Kite 2a

R & R, we were ready to do it all over again, although this time we were required to make the trek over to the NE slope, the walk putting many prospective attendees off the idea. Nevertheless, a good day's flying was had by the Hardy Ones and my Bergfalke 4, unflown the last time around, was able to rack up some more successful airtime. We were also treated to the maiden flight of Pat Teakle's new venture, a rather pretty Moswey in its trademark yellow livery, a process which also turned

out successfully. We now go onto the first of the Ghost Squadron events at the iconic Middle Wallop venue. Once again, the weather at least half-cooperated and there was much to see and marvel at. Of some personal satisfaction to me was the fact that we had quite possibly a world record collection of Type 13 Petrels, built from my old plan. Some five were present over the weekend, although I only managed to round up three of 'em for a photo-shoot on the tarmac. Sadly, Dave Stokes' fine ver-

sion, was written off due to suspected battery failure and it was doubly ironic that when he went on to maiden-fly Terry Holland's new and beautifully built Nemere, that too succumbed to battery failure and was rendered no more. Back in my own workshop, work is coming to its conclusion on the Kite 2a, built to 1:3.25 scale. Hopefully, next time around will see her flown and she will have taken her place in the ever-growing Williams fleet...

Michael Kelly

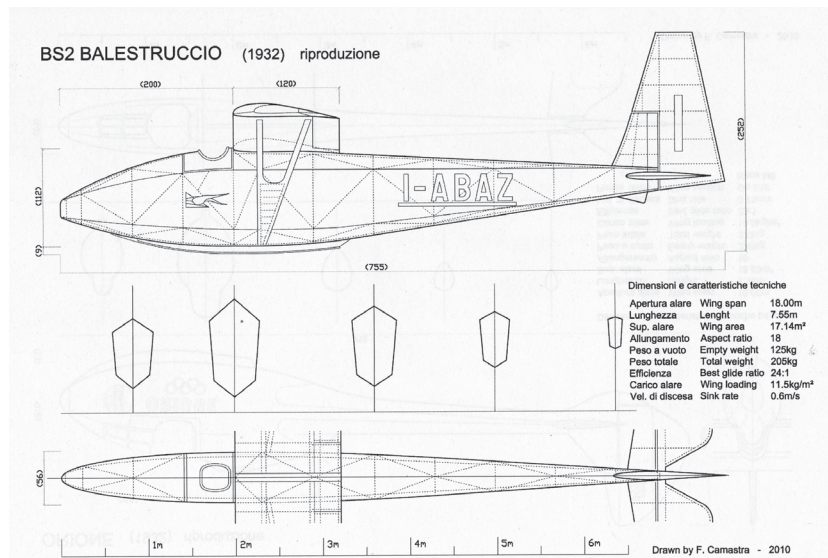
BS2 Balestruccio

I purchased Vincenzo Pedrielli's book 'Italian Vintage Sailplanes' because I thought it would be a great addition to my library and would compliment the excellent books by Martin Simons. Was that

ever a great decision! Martin Simons helped me contact Vincenzo Pedrielli and I was able to meet him at a full scale and model fly-in at Elmira, New York, USA. I brought the 'bones' of my Balestruccio so that Vin-



Vittorio Bonomi seats in the BS2 Balestruccio. Photo V.Pedrielli



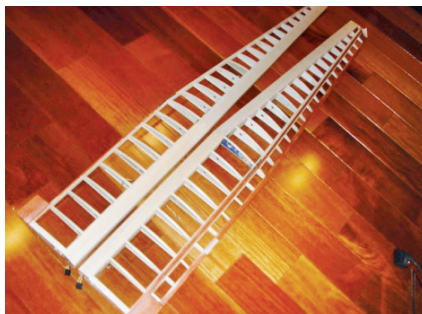
Drawing from Italian Vintage Sailplanes. Photo Michael Kelly

cenzo could see my progress. There are some very beautiful and unusual sailplanes in the book and I immediately fell in love with the 1932 'BS2 Balestruccio' as designed by Camillo Silva. The detailed 3-views in the book were used to generate the model's plans in 1/6 scale. I draw my plans the old fashioned way using pencil and paper. This sailplane has a tow release and flaps, in addition to the normal functions. However, the Balestruccio is very pretty, no matter what size and this one flies very well indeed! I started with the fuselage, since everything attaches to it. I built forms in order to make the forward fuselage curved 'nose bows'. Fuselage side frames were built then erected over the plan view. A square was used to align the frames at the proper angle since the fuselage is wider at the top.

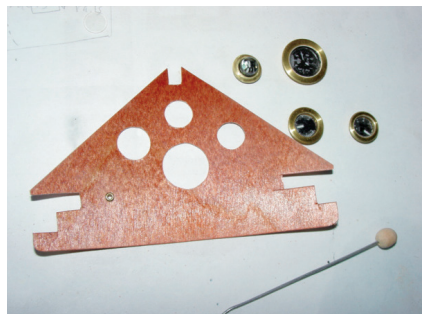
MODEL NEWS



Fuselage basic structure. Photo Michael Kelly



Wings with D-box. Photo Michael Kelly



Instrument panel. Photo Michael Kelly



Stabilizer/Elevator. Photo Michael Kelly



BS2 Balestruccio final structure. Photo V.Pedrielli

The stabilizer/elevator was built in halves and are removable for storage and transportation in a nice case built for the model. Piano wire attached to one half passes thru the fuselage and engages brass tubes in the other half. There are brass tubes in the fuselage too.

The airfoil was enlarged from the 3-view using the 'grid method'. Templates were made from phenolic or micarta sheet, then the ribs were made using the 'sandwich method'. The trailing edge was placed on the board, then the ribs were added. Spar notches were cut into the ribs, then the spars were glued. A bit fiddly but this ensures nice level ribs. The assembly was removed from the board to install the spars for the other side. The wings were put back on the board so that the false leading edge could be attached. A straight edge was used to maintain proper alignment for cutting the noses off the ribs to fit the false spar. Wing joiner and alignment pins pass through carbon fiber reinforced ply

mounts on fuselage. Servo wires for flaps and ailerons were installed, then wings put on jig so that the 'D' tube sheeting could be glued. All cap strips were then added and the structure sanded smooth. Contact cement used to attach the 1/64 ply.

A sheet of paper was used to keep the parts from sticking together until the desired alignment. When satisfied, you just slide the paper out and the parts will stick together. The basic structure was now finished.

Masking tape was laid down, then Koverall fabric, attached with Stix-It adhesive was burnished thru the fabric and onto the wood. The tape delineates the fabric edges, which was cut using an X-acto blade, done! Back to the fuselage. Add electronics, rudder cables, then close up the fuselage with ply sheet. Cardstock templates were used to arrive at proper sizes. There is 'infill' sanded fair at all junctions for better contact of cement adhesion. A skid made from Ash was steamed to shape. Nylon bolts fix skid to fuselage via auto hose ring segments,

thus with the fuselage now finished. I have included some photos of the instrument panel details, which are superfluous, however I didn't have any photos to know what was done on the full scale glider.

'Proctor Enterprises' parts were used, but the compass is scratch built using a brass rivet, penlight bulb and hand drawn compass card inserted behind the lens. The Venturi is made from paper, aluminum tube and wire painted black. Everything was now finished!

Vincenzo Pedrielli provided the detailed drawings for the 'winged cloud' emblem, with graphics for emblem provided by Gary at 'Decal-it'. Registration letters were masked, painted and the varnish applied. Varnish gives the Balestruccio that 'golden-glow' that dope doesn't. I think the Balestruccio is 'Bella Donna!' Don't you?

There were areas inside the forward fuselage to place lead weights for balance. The weight is well under 5 lbs, but I can't remember exact figures. The first flight was by my friend, Len Buffington. A little aileron trim was all that was needed along with setting of the flap to elevator compensation. The flaps really slow it down and aren't really needed. The controls are well harmonised. It can fly rudder only if desired. It indicates lift and 'centres' well.

I painted the pilot to appear as my friend, Vincenzo Pedrielli, for without his assistance in obtaining the information needed for the model, wouldn't have been possible. Thanks, Vincenzo! I hope you enjoy vicariously flying the beautiful Balestruccio!



The cockpit of BS2 Balestruccio. Photo Stephane Ru elle



BS2 Balestruccio in flight. Photo Andy Grose



The author proud of his beautiful model. Photo Stephane Ru elle

John Slater (Wolves M.A.C.)

Slingsby Petrel



The newly completed Petrel in my garden

The Slingsby Type 13 was another of Slingsby's designs for the pre-war trend for gull wings and was really Slingsby's version of Alexander Schleicher's 'Rhoadler'.

It came about because of a request from Frank Charles, a speedway motorcyclist, who was also a very keen and capable flyer. Sadly he was killed flying his Petrel whilst being winch launched into cloud during a rain storm at a competition at 'Camp Hill', the cause of which was never fully explained.

My Model is based on one of the 3 sailplanes completed (BGA 651). This has a fixed tailplane and elevators, the others having all moving tailplanes. A planned production was curtailed by events in 1939.

BGA 651 is one that has been gloriously restored by Graham Saw, a really magnificent looking glider which inspired my decision to build my second scratch build model. Work on the drawings started in 2001 to a quarter scale and my idea was to keep to the features of the full size in every way, but one, the wing section.

The original had used Modified Göttingen sections, 652 at the root and 535 at mid span, then Clark YH at the tip. If I wanted to enjoy flying my Petrel I could not use this old section on a model, too draggy. I used a proven arrangement I had used on my Airspeed Tern, which was Selig Donovan 7062. The model would be 20% at the root, to 14% at the gull break, then Clark 'Y' at the tip. This kept the deep root of the full size looking correct on the



View highlighting the extremes of the spar depth

model. This was done as an early remedy to eliminate the need for struts. The other feature about the Petrel is the very high aspect ratio, very narrow at the tip point and as on the full size I built in a decent amount of washout, to compensate for tip stalling.

The drawings finished, work proper commenced in the traditional building materials of balsa, spruce and plywood. The fuselage was balsa planked then covered with glass fibre, to limit the damage of landings on the Mynd. The wings were then covered in Solartex.

The maiden flight was made on the 27th April 2002, on the Long Mynd in Shropshire and was a great success flying from the westerly slope in a 15 mph wind. After checking out the stall, it was put through a series of manoeuvres and as with the full size, it was a treat to fly.

Let us as scale modellers not forget our role in the great sport of gliding, by building and bringing back to life the vintage sailplanes and gliders of yesteryear; challenging natures rising up currents of air. In doing so, we pay tribute to the sacrifices made by people like Frank Charles.

All other photos John Slater



Ready to launch on its maiden flight



The magic of the Mynd. Photo Martin Chapman



One happy modeler. John looking justifiably pleased indeed! Photo: Chris Williams

POETS CORNER

Soaring Saga

By Corunus
Illustrations by H. McClelland

THIS is the tale of George Wellington Moring, who thought he'd take lessons in Gliding and Soaring. George Wellington was quite a likeable chap; he worked hard on the Stock Exchange, there was quite happy; careering around with the Bulls and Bears, cheering quite hoarsely as they pulled out each other's hairs.

At nights he went scooting,
back home to East Tooting,
his fond parent said he would ne'er go galooting.

At week-ends young Moring, in plus fours, as often as not would repair to a quiet game of golf. From what I have said can be quickly agreed that young George was a Briton of True Bulldog Breed.

There can hardly be need
to repeat in this screed
that young George was a Briton of True Bulldog Breed.

One morning he sat in the eight forty-three and he opened his newspaper and happened to see a page by an enthusiastic reporter, how every man-what is more, every man's daughter (especially girls)-was now taking to Gliding, a marvellous pastime, akin to air sliding. The writer impressed it was really quite simple; you went to the top of a hill (just pimple), you seated yourself in a beautiful machine and sailed to the foot like a king (or a queen).

At this picture the bosom of Wellington swelled, his prudence he stifled, his conscience he felled. He resolved with a countenance rigid and stern that he too would a gliding club enter, to learn the how and the why of learning to fly

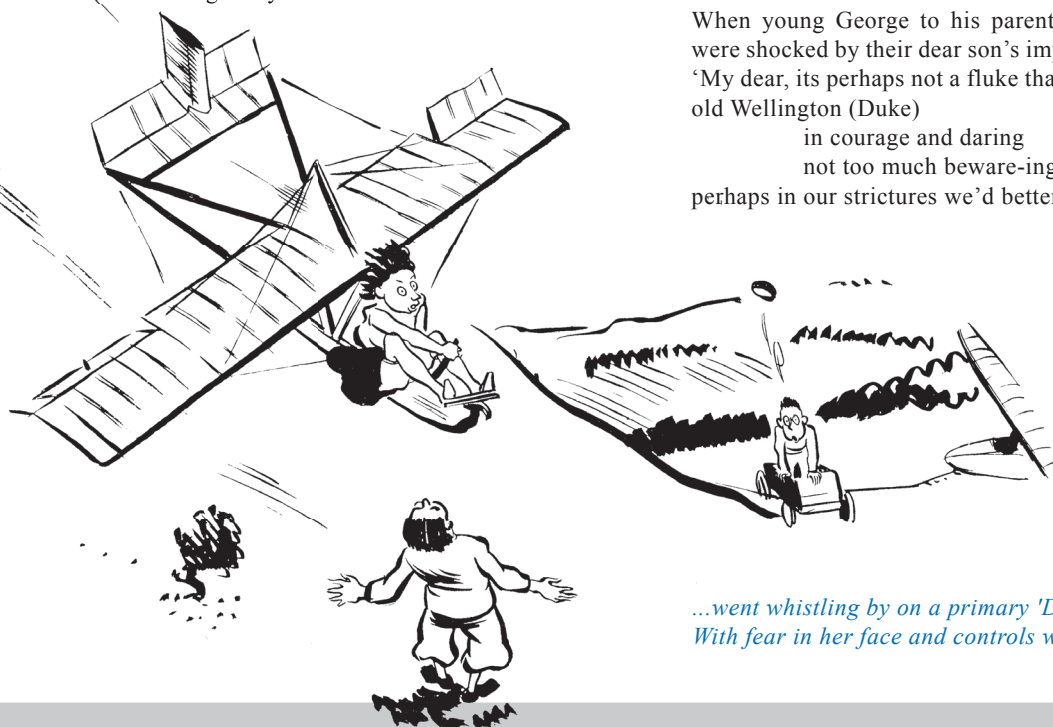


At night he went scooting
Back home to East Tooting.

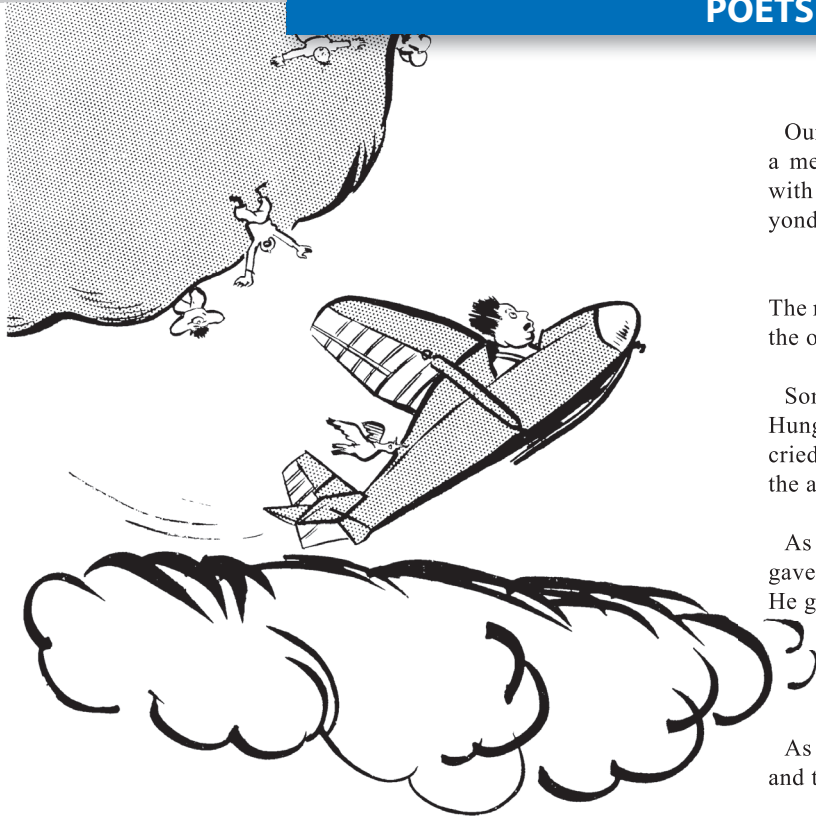
without any engine high up in the sky. Yes, by Jiminy, why shouldn't *he* have a try?

When young George to his parents imparted his scheme, they were shocked by their dear son's impractical dream; until Pa said: 'My dear, its perhaps not a fluke that George rivals his namesake, old Wellington (Duke)

in courage and daring
not too much beware-ing-
perhaps in our strictures we'd better be sparing'.



...went whistling by on a primary 'Dagling.'
With fear in her face and controls wildly waggling.



The result was far worse than poor Wellington feared.

So the very next week-end saw Wellington hie to where heroes at Dunstable darken the sky. This spectacle rushed to George Wellington's head; he joined on the spot and dashed out, seeing red. Ignoring a number of primitive craft looking something like gate-posts designed by the daft, he ran to the hill like a hero indeed and started to climb it at maximum speed.

About half-way up he was passed, coming down, by a beautiful maiden with hair all wind-blown, who went whistling by on a primary DAGLING with fear on her face and controls wildly wagging.

Arrived at the top he found numbers of men, Press reporters, inditing with fast-flying pen how Miss Blank had just flown, with quite masterly skill, in one piece from the top to the foot of the hill.

How this beautiful dame
had once more put to shame
all mere men and her sex once more covered with fame.

Young George was overwhelmed with a fierce indignation; his forehead dewed with a slight perspiration. 'If none of you chaps will go risking your necks, I'll show 'em which is the superior sex',

he valiantly cried.
Just then he espied
A graceful machine to the ground firmly tied.
The owner I fear to the Club Bar had hied.

So into the cockpit young Wellington got; the instructor approached with his face slightly mottled with fear from the flight of Miss Blank he had seen.
'Have you got permission to fly this machine?'

Our hero, remembering he'd just paid his sub and was really a member of the Dunstable Club, nodded twice, gave a look with resolve fairly laden and said; 'Kindly launch me towards yonder maiden'.

The poor mutt was thinking
'twas easy as winking;
The newspapers said so, so he wasn't shrinking. (Let us pray for the owner, enjoying his drinking).

Some husky young men then appeared on the scene; Hung a rope on the nose of the gleaming machine; the instructor cried 'Walk' and then "Run" and "Let go!"; George was up in the air with the world down below.

As George settled down to enjoy his first flight, the machine gave a lurch, which gave him his first fright. He grabbed at the first thing that came to his hand; 'twas the joystick-he thought most conveniently planned for the pilot to hang on, to hold himself steady.

The consequence found him entirely unsteady.
As he tugged, in a flash the hillside disappeared; so he pushed and the wing with a whistle upreared.

Down below someone cheered,
It was wild, it was weird;
the instructor next morning had grown a white beard. The result was far worse than poor Wellington feared. For the sky swung beneath and the earth swayed above, as he pushed and pulled, tried a tug, then a shove. With a howl and a whistle, a swoop and a flash, George returned to the earth with a heart-rendering crash.

As George tottered forth from the heap which had been but a few seconds back a slim, bird-like machine, the Captain of Flying dashed up, his face torn with mingled emotions-fear, relief, hate and scorn.

'What the purple blue blazes, the asterisked Hell, did you think you were doing, you knock-kneed gazelle? Did you mean to be clever, you product of sin? Or are you a loony escaped from the bin?

It's clear you've not mastered
The art, for you've plastered
this wretched machine o'er the ground you fat idiot.
Come, come, this won't do now, you've wrecked this poor GRUNAU. With soaring, young Moring, you're finally through now'.

Poor George in his plight could reply not a word; in silence he vanished, his bright dreams interred of great newspaper headlines proclaiming a Moring as Conquering Hero of Gliding and Soaring.

No never, no never, would headlines aflame announce
that a Moring was King of the Air.

This tale has a moral; it's really quite plain. But in case you don't spot it, poor mutt, I'll explain.

YOUNG MORING GOT INTO THIS TERRIBLE MESS BY BELEIVING TOO MUCH IN THE Popular Press!

With kind permission of Sailplane and Gliding.

WALTER (WALLY) ANSELM HENRY KAHN 24th May 1926 – 15th March 2015

Wally Kahn; a powerful character, a man of conviction, there was no way in which one could ignore him! Wally, quite literally, stood head and shoulders above most of those around him and was amongst that generation for which time is now fast running out. Peers that my generation looked up to, they guided us through our early lives, imparting a sense of fair-play; as well as giving us reference points for our moral compasses, drawn from experiences often forged from the depressions of the 1930's to the bitter fight for democracy during the 2nd World War. Strong, hollow, sentimental words? Possibly, but through their unique life, often laced with challenges and adventures that today we cannot even begin to comprehend, they lived life with a heightened sense of gratitude that we often very much take for granted today.



Photo: Steve Kirkby

Wally began his gliding career through the fortunes of war and was a life supporter of the sport. Best remembered for his years of service with the BGA and his epic battle to purchase Lasham airfield, Wally was a singly determined character, one whom when he got the bit between his teeth, was a hard man to sway, often devouring his less prepared opponents.

Born in Mannheim, Germany, Wally's family were of Azerbaijani Jewish ancestry. With increasingly hostile attitudes towards the Jews by the Nazi government the 1930's, the family fled to London. With war breaking out, he later joined the RAF in February 1944 hoping to qualify as aircrew. Due to the then oversupply of aircrew at that time however, he first became a clerk before working in bomb disposal, seeing service with the Allied Second Tactical Air Force (2TAF) in France, Holland and Germany.

At the end of the war he found himself based near Oerlinghausen, where before the war there had been a well-established German gliding school, where he was (in Wally's words), *called into the Air Officer of Administration's office, to be 'offered' (read ordered!) the task of helping in the setting up of a RAF Services Gliding club to function as a rest and recreational centre for British troops awaiting demob.*

It was during this period that Wally was to forge his love for the sport and with Oerlinghausen being emptied of gliders by the Germans during the Allied advances at the beginning of 1945, Wally and others set off to winkle out the hidden treasures. Armed with the then highly prized cigarettes to 'persuade' the less cooperative locals, they set off with a RAF 'Queen Mary' trailer in tow, crisscrossing the countryside from one hiding place to another, liberating any suitable hidden winged treasures along the way. Soon Oerlinghausen boasted a huge array of gliders, as Wally once recounted; *we simply just tried to find things by asking or bribing people, we had lots of cigarettes to find out where things were that we could steal. You would*

get a tip that there was a Weihe in a barn in the next village, so off you go like a shot on an expedition and there was the barn. So you would bribe someone to open the barn and proceed to pinch the lot out of it...we got a lot of our gliders that way!

With reports of gliders being destroyed by the American's, one of their first stops was the Wasserkuppe which Wally recounted as *being in utter chaos upon their arrival.* They soon discovered that many of the gliders had succumbed to the unsympathetic orders of the American military, who were very anti-gliding, as one of their Colonels had been recently killed trying to fly a glider. It was here that their most significant find was to be secured, the procurement of a Horten IV, as Wally explained; *Mark Twomey and I discovered a Horten IV tailless wonder, with Mark persuading the Americans*

that they 'may as well let them have it', as the "entire tail section was missing"!

Wally soloed in 1946 at Oerlinghausen, remaining in Germany for the next four years as a gliding instructor at Scharfoldendorf. During that time he helped to set up the Malcolm Club network, which was to provide social facilities for RAF airmen until the 1990s and edited the club's magazine.

Released from the RAF in March 1948, Wally joined the RAF Volunteer Reserve, initially as a cadet pilot, then as a public relations officer at weekends. Leaving the service as a flight lieutenant in 1962, he joined the family cigar importing business, which later merged with Joseph Samuel & Son Limited, rising to the position of managing director. (He was Master of the Worshipful Company of Tobacco Pipe Makers and Tobacco Blenders in 1974-1975).

Resolutely active in all areas of gliding, Wally loved a challenge. His British civilian gliding started with the Surrey club based at Redhill, then run by the Surrey club's CFI, Lorne Welch. This however saw the club relocate to Lasham in 1951. His crowning achievement was his part (along with Patrick Naegeli and Pat Garnett), led to the purchase of Lasham Airfield, as appropriately highlighted in a recent obituary by the Lasham Gliding Society; *From the time gliding operations started at Lasham in 1951, Wally campaigned, chivvied and negotiated to buy the land from an intransigent Civil Service. At first the Society acquired a long lease after a battle with bureaucracy that needed a QC and questions in Parliament to resolve. During negotiations to extend the lease in 1982 the Ministry of Defence objected, saying that the work being done in its black hangar was so secret it could not even be discussed. The Society discovered that the hangar was virtually empty and was being guarded by a resting actor who had been sent from the local Unemployment Office. Wally created the Lasham Trust in 1983 to raise funds and finally in 1999 the Society was able to buy the freehold of over 500 acres. Today Lasham is the one of the biggest gliding clubs in the world and is now home to the GHC collection.*

OBITUARIES

He earned his Silver C (number 85 on the UK register) in 1947 and Diamond Badge (number 50 in 1975). He broke seven British records up to 1963 and competed in sixteen national championships up to 1973. He was awarded the BGA's Wakefield Trophy in 1953, having flown 222km from Lasham to Coningsby in a DFS Weihe. (Over the years Wally owned and flew several gliders now considered Vintage). He also did over 11,000 tows as a tug pilot.

He was a Council Member for the British Gliding Association from 1954 into the 1970's and in 2014, the BGA presented him with their Gold medal for 'long and exceptional service', only the 10th such award. He also served on the Committee of the Royal Aero Club and was presented with its Silver Medal in 1995. In 2011 he received the RAF's 'Air Efficiency Award' and was also appointed an MBE for services to gliding. In 2013 Wally's support for the VGC was also recognised, with the presentation of the VGC Chairman's cup at a special presentation by Jan Forster at the GHC hangar at Lasham (see Issue 140).

In 1998 he published a series of vignettes on the development of postwar British gliding in the form of the now classic, *A Glider Pilot Bold*. Along with the late Peter Redshaw, he was also key to establishing a unique library of gliding books and information, in which he generously helped to finance for the digitisation of British Gliding books for presentation to the BGA.



Wally in his Olympia, with Commander Tony Goodhart standing (this Olympia is now owned by Andrew Jarvis). Photo: Chris Wills collection

In 1954 he married Margaret Moore (née Doran-Veevers), whom sadly passed away in 1996 and is survived by their daughter, Christine.

After such a colourful and varied life, perhaps it is only fitting that one of Wally's last campaigns was his support for the creation of the GHC, the directors of which write: *For many years Wally was a big supporter of creating a British gliding museum. When Chris Wills died in 2011 and left a large sum of money to help build a hangar*

for vintage gliders at Lasham, this provided the ideal starting point. Wally was very enthusiastic about seeing the project evolve into a working museum to preserve the heritage and the history of British Gliding. He led the fund raising that enabled the project to get underway, for without the additional funds he raised it would not have been possible to complete the hangar in time for the international vintage glider rally in the summer of 2013. The Gliding Heritage Centre are now planning for the next step where the hope is to develop the GHC into a full museum to rival those in other gliding countries. If this is successful Wally's dream will become a reality and it is very sad that he will not be able to see the vision which he felt so strongly about come to fruition.

VGC News would like to thank the GHC, Mike Bird and John McCullagh for their support in compiling this obituary.

BS

ROLF ALGOTSON 12th November 1928 – 7th March 2015

As a young boy Rolf got a scholarship to learn to fly. In those days the Swedish Government/Swedish Air Force, together with wealthy Swedes, sponsored aviation with grants and scholarships in order to encourage the interest in aviation within the country. The most sought-after scholarship was the 'Tempo Scholarship', which was awarded by the schools.

'Tempo' was a successful program, in which whose founder and CEO was an avid aviation enthusiast. Already as a young boy, Rolf had ideas and knew what he wanted! Therefore he did not risk sending his application to his school, instead he wrote directly to the donor with the appropriate arguments and was immediately accepted as a pupil at Älleberg,

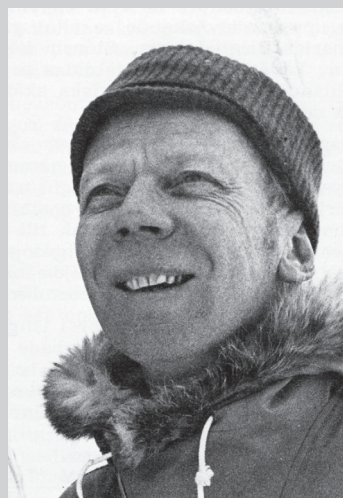


Photo: Yngve Norvvi via Thorsten Fridlitzius

which was then the central flying school in Sweden.

The flying course was the start of his life-long love for gliders. Rolf always looked ahead and always got things done. He not only dreamed of flying far, he took on the United States and the Appalachian Mountains and flew his diamond, No 21, on a tough run that really gave his kidneys a good shaking up!

The same goes for flying at high altitudes. He travelled to the Swedish Mountains (in the North) and studied our mountain lee-waves. In the province of Jämtland, he found that the idyllic little village of Ottsjö, between Östersund and Trondheim, offered the perfect conditions. In the wintertime, lake Ottsjön is covered by thick ice, suitable for take off's

and landings. Ynge Norrvi, the famous Swedish aviation journalist, once wrote: *In 1961 he (Rolf Algotson) started the first Ottsjö Camp, since which with great success, has been able to receive hundreds of glider pilots from all parts of Sweden and at times, offer them exceptional gliding experiences.*

Proof that his theories were correct, was confirmed in 1986 when the Swedish altitude record of 10,096 m (33 123 ft), was beaten at Ottsjö.

In 1973, Lennart Zetterström, continued what Algotson had begun and today the 'Algots Camp Ottsjö with Lee-Waves in free air' is well established and regarded; often with visitors from different countries within Europe. His love for Ottsjö led Rolf to return year after year until quite recently.

Another major task was the development of Ålleberg Gliding Museum. The idea to locate a gliding museum on the site of the former central flying school had already existed, but it was Rolf Algotson who gave the museum both breadth and depth. With a singularly minded determination, he added one plane after another. All the years in which he had been active in the sport, had given him a unique network of contacts among the gliding pilots in Sweden. His quick decisions sometimes took his SVS Board (he was for many years the chairman of the SVS, the Gliding Veterans Society in Sweden) by surprise. However, the end justifies the means and the result is a unique and impressive museum.

His longing to return to recreate times long past, saw him invest in a new launching bridge; a copy of the original wooden bridge which characterised Ålleberg in the 1940's. (The side of the mountain descends steeply and therefore a launching bridge with a gentler slope was needed for the starting crew, or 'die Gummihunden', "the rubber dogs"). In those days, the students flew the SG-38 and the more advanced flew the DFS Olympia and the Weihe, using the bridge on the Western slope to the spectators delight.

So it was with great enthusiasm that the SVS members rebuilt the bridge, with flights to entertain the spectators the same way as in the old days. The western wind failed to blow however. Moreover, 'die Gummihunden', were perhaps, a little too old for the job...sadly the bridge was not the success that everyone expected.



Rolf (right), along with Karl-Gustav Hjertberg in Jan Scott's Capstan, Elmira 2005.

Photo: Thorsten Fridlitzius

Still, Rolf and the rest of us 'bridge enthusiasts' were satisfied. Interest in the bridge also benefited Ålleberg, the Gliding Museum and the SVS. The number of members doubled. Press and local radio were also on the ball. Old gliding pilots like Per Axel Persson, (World Champion in 1958 in Samedan) and other enthusiasts attended the opening ceremony. Rolf's intuition and sense of public relations had done the job.

By profession, Rolf was an insurance executive and claim adjuster. His profession had given him a unique ability to evaluate people and detect whether they were telling the truth or not. He often entertained us with hilarious stories of attempted insurance frauds. This ability probably saved the insurance companies he worked for a lot of money. His entertaining and humorous anecdotes of attempted insurance frauds and his other stories ought to be published in book form!

Gliding clubs also saved money thanks to his insurance expertise. He created an insurance policy that came to be called the FÖS (Flygklubbarnas Ömsesidiga Skaderegleringskassa - The Gliding Clubs Mutual Insurance Fund). This insurance offered savings and economic security for all clubs which flew the Bergfalke, of which there were many. The insurance man had spoken!

Rolf was an easy going guy with a terrific and unique sense of humour. You never ceased to laugh in his company. But he was also a person with brilliant ideas and a strong will and ability to turn his ideas into reality.

He was the VGC contact person in Sweden and made, over the years, friends from all over the world. We feel a great sorrow that he is no longer with us, but rejoice in the fact that his most important projects like the Gliding Museum at Ålleberg and the Lee-wave Camp in Ottsjö will live on for many years to come.

The great work that Rolf did for gliding over the years has won numerous awards, among of which was the KSAK (the Royal Swedish Aviation Club) gold medal and FAI's prestigious, Paul Tissander diploma, which are among the finest.

Rolf's passing is mourned by his wife Stina (they met at Ålleberg), his children and grandchildren.

Thorsten Fridlitzius for the friends in VGC, SVS and VSA

For Sale

Slingsby T-21b



Slingsby T-21b Sedberg (MH012) with registration BGA 5230, KNN. Excellent condition and stored in a dry hangar. Completely overhauled in 2006, its CofA is valid until May 2016. Equipped with Polish instruments (speed, altitude, vario) and a non-working Cosim Vario.

Total hours: **4336:29**.

All relevant documentation and log books going back to when imported from UK to Sweden in mid 1980's. Glider comes with open trailer, hangar dolly, cockpit cover, pitot cover etc.

Aircraft with open trailer: **€ 22.000, o.n.o**

A closed trailer (tarpaulin body) build in 2012 is available if interested for **€ 9.000,-**

Currently based in Germany at Kyritz Airfield (EDBK) near Berlin.

For Details and more pictures contact Robert Boettcher email: **slingsby5230@yahoo.de**

Wanted

Kollsman type altimeter (as pictured), suitable for front panel mounting.

This is a Mk XIVA type altimeter in a Kollsman pattern case. If you have one to sell, please contact Bruce Stephenson via email

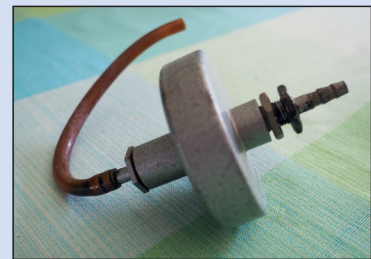


stephensons@talktalk.net
or telephone (UK) **01476 564200**

Wanted

Compensator

Several decades ago, before modern total energy probes and electronic compensation, internal diaphragm compensators were popular solutions for total



energy compensation. Many vintage sailplanes were equipped with diaphragm compensators and for accurate restoration, or to maintain a sailplane's original look, an internal diaphragm compensator is desirable.

I am seeking a usable compensator for our group's Phoenix and for other sailplanes. Does anyone have one? Is anyone still making such a compensator?

Any information would be nice to have and share and I would like to buy one if it is working.

Thank you.

Please contact Jim Short at **simajim121@gmail.com**

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

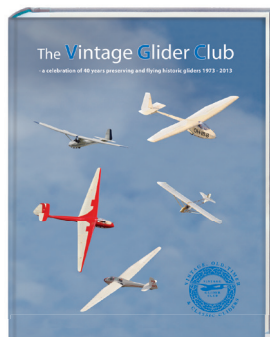
**For non-members, fees apply.
Contact the editor at editor@vgc-news.com**

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

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



VGC News No. 144 - Summer 2015



Shooting for the moon...