

VGC News

No. 145 - Winter 2015



We Remember
Erwin Ziller and his flying legacy



Rossitten 2015
Harald Kämper and friends return to Rybachi



Feature Article
Gábor Fekecs looks at 2-Seat Primary Training Gliders
and much, much more...



PIN BOARD

The VGC welcomes the following new members :

5510 James Hunneman	UK	5516 Emile de Jong	Netherlands	5524 Ken Porter	UK
5511 Matthew Cook	UK	5517 Nick Hughes	UK	5525 Arie Barendrecht	Netherlands
5512 Alwin Kraeger	Netherlands	5518 Hans Rogeer	Netherlands	5526 Fernando Cacho	Portugal
5513 Peter Ibbotson	UK	5519 Herma Meek	Netherlands	5527 Mike Bird	UK
5514 Howard Waters	UK	5520 Phil Jeffery	UK	5528 Lenny Tanner	UK
5267 Peter von Tresckow	USA	5521 Len Cross	UK	5529 George Hunter	UK
2330 Hannu Koho	Finland	4504 Mark Vowles	UK	5530 Sarah Whittaker	UK
2367 Christopher Ruff	UK	5522 David Cowley	UK	5531 Peter Bunnage	UK
5515 Helmut Morsbach	Japan	5523 Malte Hoeltken	Germany		



Men are not renowned for their ability to read the instructions first... possibly not the ideal place to start!
Photo: Ton van Rijswijk



Clearly young Jessica Maxfield has exquisite reading tastes and really knows how relax on a summer's day!
Photo: Robert Maxfield



Sarah Gilles pre-flights her extraordinarily special, Pitts 'Special', whilst the emergency services of Collien Lachner is at the ready! Photo: Alexander Gilles



Does my head look big in this? Young Luuke de Joode is clearly excited at the prospect for her first flight in a real glider!
Photo: Ton van Rijswijk



Die Doppelsitz Habicht with the Zahn brothers, Ben and Nick... Move over big brother, it's my go!
Photo: Christoph Zahn



Witchcraft... Sarah Gilles flight tests her new Ferninand Schultz' 'Primary' broomstick!
Photo: Alexander Gilles



Whoa dad! Who said men can't multitask? The VGC President takes his son Ian on a 'cleaning' tour of the hangar!
Photo: Andrea Forster

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: Bungee at Rossitten!

The Achmer GB2 is on the 'hop' again.

Photo: Maxim Kuzovkov

Backcover: Terlet 2015.

Photo: Vincenzo Pedrielli



find us here

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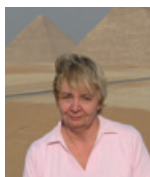
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Jan Forster - VGC President



From the President's Corner



Stage fright

This is my first contribution to the 'Presidential Corner slot'.

What a nice season we have enjoyed. From the International Rallies, held this year in the Netherlands, to the many National events celebrated in our members own home countries.

The Bourgondish Rendezvous at Venlo, and then the International Rally at Terlet, what a beautiful gliding site that was.*

Both were perfectly organised and we were really made to feel welcome. We have to remember that for such a successful operation, members of the VGC, as well as many non-members, have to work together for many years to make our holiday such a success as this. Thanks a lot! Finally we had a very nice flying weekend, hosted by the Lasham Heritage Centre and arranged around the superb VGC Dinner, held again this year in England. When you take part in these occasions, you feel very strongly the spirit behind the Vintage Glider Club and why we are members of this wonderful organisation.

I want to thank Nick Newton our previous President, who did his job so well. He also guided the Club in the background and emphasised the importance of a friendly working atmosphere within the club as his key target. This is exactly what the President stands for. In an ideal situation, the President, the Chairman and the Board all work together in harmony and for the past four years it has been like that. That is also why Nick, in appreciation of his contribution, deserved the *Syd Davies Trophy 2015*, the highest VGC award for members who have made a real contribution to the running of our Club.

We now have a new Chairman, Peter Boulton. He was initially seconded for one year on to the Board and now has taken on the full

responsibility of chairing the Board and steering the club into its future. The longer serving members of the Board are very happy to have Peter as the Chairman and will support him as will I, with our collective experience and the understanding of the history of our Club that we have. Ultimately he has to find his own way and that will take some time. Peter I wish you all the best and you have the support from the members.

After some years on the Board, I am not completely free of stage fright. Being in a new role requires some changes in the way I perform and your way of looking at me, but I am still me! My role is now to oversee the Club's focus with a more objective perspective and to be a guardian of the tremendous legacy Chris Wills left us. It was good to hear from Justin Wills (Chris' brother), that he really appreciates the value of what we are doing, to keep the history of gliding alive and to continue to fly our old-timers as long as possible. He is absolutely right and I can add to this by stating that a museum with static gliders is nice, but to keep them flying is the best.

To keep the Vintage Glider Club moving forward, we have made a change in the legislation of the Club. To avoid the possibility that the Chairman and the President can stay on for their whole life, we have voted to limit the term of the Chairman and the President to a maximum of 6 years (one term of three years with the possibility of one second term only).

It is good to have new blood and insights, and six years is a reasonable time for that. So you are responsible for finding the right people from the membership for the future. I also hope that in the future, younger members come forward for one of these jobs. We should possibly introduce a minimum age for Chairman and President, because my son Ian is now 2 years old (and a member of the Club for 2 years!). If he starts getting interested and more involved, then you better make sure that he doesn't put himself forward for election too early!

**Jan Forster
President**

**Bourgondish is a Dutch word roughly translated as celebrating the pleasures of life*

Peter Boulton - VGC Chairman

Chairman's address



First post from the new Chairman!

The first thing to say is that Jan Forster is a hard act to follow! We must thank Jan for many years of dedicated, good humoured service to the VGC and thank him further for standing for the role of president on Nick Newton's retirement from that position. We must also thank Nick for doing such a great job as President.

Of course, as Jan pointed out in his final Chairman's address, in issue 144 of VGC news, I am fairly new to the Board, having been a co-opted member before my election to the Board and to Chairmanship at the Annual General Meeting at Terlet.

I am thrilled to be able to serve the Vintage Glider Club, which has given me so much in the ten years since I joined the Club: new experiences, new travel destinations, new (but old!) glider types to fly, and, most of all, new friends. I hope I can give something back to the VGC, to balance everything I have gained from my membership.

My status as the new boy means that I am a little unsure of myself, gaining in confidence as I learn from the helpful guidance of the outgoing Chairman, but learning even more from my mistakes, the first of which was to miss the meeting at Lasham

(due to my poor diary-keeping. Mea Culpa!). It won't happen again, I promise.

We had a wonderful meeting at Terlet and my heartfelt thanks go to all those involved in the organisation of the meeting. My most profound and sorrowful apologies go to those we forgot to thank at the time. An enormous number of people gave their time, effort, annual leave days, and even paid subscriptions in order to help run the rally. If you were one of those overlooked in the thanks, please be assured that we know that we couldn't have done it without you.

Being elected as Chairman at the Terlet meeting was both thrilling and terrifying; standing on the stage, looking at a sea of faces, familiar and unfamiliar, I wondered what I had let myself in for? But I am looking forward to doing my very best to help ensure that the Vintage Glider Club goes from strength to strength during my tenure as Chairman.

Erster Bericht des neuen Chairmans

Zunächst muss ich sagen, dass es schwierig sein wird, die Nachfolge von Jan Forster anzutreten. Wir danken ihm für viele Jahre engagierte und humorvolle Arbeit für den VGC und dafür, dass er die Präsidentschaft von Nick Newton übernommen hat. Unser Dank gilt auch Nick Newton für seine ausgezeichnete Arbeit als Präsident.

Wie Jan in der letzten Ausgabe der VGC News bemerkte, bin ich noch relativ neu im Vorstand. Nach meiner Zeit als zusätzliches Vorstandsmitglied wurde ich von der Mitgliederversammlung in Terlet zum Chairman gewählt.

Ich freue mich sehr, mich für den Vintage Glider Club einsetzen zu können, der mir in den zehn Jahren Mitgliedschaft so viel geboten hat: Neue Erfahrungen, neue Reiseziele, neue „alte“ Segelflugzeugtypen zu fliegen und vor allem neue Freunde. Ich hoffe, ich kann dem Club als Ausgleich für das, was er mir geboten hat, nun etwas zurückgeben.

Mein Status als Neuling bedeutet, dass ich noch unsicher bin, allerdings zuversichtlich, hilfreiche Anleitung des früheren Chairmans zu erhalten. Darüber hinaus lerne ich aus meinen Fehlern. So habe ich unsere erste Vorstandssitzung Lasham wegen schlechter Kalenderführung verpasst. Mea Culpa, wird nicht mehr passieren, versprochen!

Wir hatten eine wunderschöne Zeit in Terlet – und mein herzlichster Dank geht an alle, die mitgeholfen haben, dieses Treffen zu organisieren. Ich möchte alle diejenigen um Entschuldigung bit-

The membership voted at the Annual General Meeting at Terlet that the Chairman and President should serve a maximum of two three-year terms before retiring. One of my ambitions is to be able to thank the VGC for having me as chairman at the end of either one or two of my three-year terms, whichever the membership decide, in at least one language in addition to my native English. One more thing to thank the VGC for; the motivation to learn another language!

I am sure everyone is as excited as I am by the prospect of the 2016 Rally in Räyskälä. If I don't get the chance to greet you personally before then, then I hope we will meet there.

Wishing you all good thermals and good wave - keep a good lookout.

Peter Boulton
Chairman

ten, denen wir damals nicht gedankt hatten. Eine enorme Anzahl von Helfern haben viel Zeit, Anstrengung, Urlaubstage und auch Geld investiert, um die Rallye möglich zu machen. Wer unter denjenigen ist, die bei den Danksagungen vergessen wurden, denen sei versichert, dass wir wissen, ohne Euch wäre die Rallye nicht möglich gewesen.

Die Wahl zum Chairman war einerseits aufregend andererseits besorgniserregend. Als ich von der Bühne in ein Meer von Gesichtern schaute, bekannte wie unbekannte, fragte ich mich: „Auf was hast du dich da eingelassen?“ Aber – ich freue mich darauf, mein bestes zu geben, dass der VGC sich während meiner Amtszeit immer stärker und besser entwickelt.

Die Mitglieder haben beschlossen, dass Präsident und Chairman maximal zwei dreijährige Perioden im Amt bleiben sollen. Eines meiner Ziele als Chairman ist es, am Ende meiner Amtszeit – ob nach einer, oder wenn die Mitgliedschaft es wünscht zweien – den Dank an den VGC in mindestens einer weiteren Sprache neben meiner Muttersprache zu sprechen. Auch das verdanke ich dem VGC: die Motivation eine andere Sprache zu erlernen.

Ich bin sicher, Ihr seid genauso gespannt auf die Rallye 2016 in Räyskälä. Alle diejenigen, die ich vorher nicht persönlich begrüßen kann, hoffe ich, dort zu treffen.

Ich wünsche Euch allen gute Thermik und Wellen – haltet Ausschau!

Peter Boulton

Bruce Stephenson - Editor

Editor's Comment



Well, it's rapidly coming to the close of yet another year folks and what a year it has been as this issue testifies! From the high-profile media visit to Rossitten by our VGC Vice-President, Harald Kämper and friends, to our highly successful Rallies, it's worth pausing a moment to think to think just how much work goes on behind the scenes for our benefit, much of which goes unseen.

This is especially the case with our Internationals. I think that everyone who attended this year's International Rally will agree, there was a hive of activity going on in the background. Whether it was Bob van Aalst's fantastic hangar packing skills, to Nells Dijkstra's friendly face in administration selling us all our launch tickets, the entire Rally team pulled out all the stops under what was, at times, quite difficult circumstances. From all of us here at VGC News, a big thank you to Neelco and Astrid's teams, and to all those involved in bringing us yet another successful Rally!

BOARD NEWS

Continuing on a word of thanks, I am delighted to see that the VGC News team is continuing to grow, with the addition of four new faces coming onto the team. I am particularly delighted to announce the arrival of three new correspondents, José Ignacio Garcia Colomo from Spain, Sychev Aleksei Vyacheslavovich from Russia and Thorsten Fridlitzius of Sweden (see page 8 for more detailed introductions).

Also joining us more behind the scenes is our old friend, Raul Blacksten. Raul has kindly agreed to work closely with me proof reading all the material at an early stage, thus helping to iron out my ~~apauling~~ ~~uppualling~~ dreadful spelling and grammar!

Onto other magazine news. You may be interested to know that at this year's AGM I took a tentative vote on seeking the levels of interest of those members that may wish to receive a secure electronic copy of VGC News. This would be based on only receiving the magazine electronically and not as a backup to the

traditional paper copy. As a result, only two hands out of all the members attending the meeting, reached for the ceiling. So on this basis it is clear that, as of yet, it is far from economical for the club to invest in secure software for electronic distribution.

Lastly, as this is the last edition for 2015, I would like to personally thank all those that have contributed towards the magazine for 2015. We have had some superb articles and news stories coming in, with the feedback at the recent International being encouraging indeed. With the magazine undergoing continual developmental changes over time, we value your feedback to help keep us on the right track, so we would love to hear your suggestions. That's all from me folks. On behalf of the entire VGC News team, we wish you all a very Happy Christmas and a prosperous soaring season for 2016!

Bruce

Meanwhile, from the Secretary- a quick rundown on the VGC AGM...

The VGC AGM was held at the international rally in Terlet on the 30th July 2015. Our effervescent President, Nick Newton, stepped down not only as our President, but from the Board as well. He has been a wonderful ambassador for the VGC during his term of office. Jan Forster was elected to the role of President by the members present at the AGM. Jan acknowledged that both Nick and Chris Wills will be hard acts to follow.

Jan Forster stepped down from Chairman at the AGM and Peter Boulton was elected as the new Chairman.

A motion was put to the members limiting the President and Chairman to a maximum of 6 consecutive years in office. Werner Ruegg spoke against the motion saying that if someone was doing a good job he should stay in office. David Shrimpton (a former Chairman of the VGC) spoke in favour of the motion. David cited his own experience of being Chairman and not being able to find someone to take over from him (this was also the case that Jan Forster had found himself in). There was much discussion about the motion amongst members, in which the majority of members voted in favour of the motion.

Bruce Stephenson has been asked by a few members for elec-

tronic copies of the VGC magazine instead of the paper version. Bruce was keen to see how many people would prefer this avenue of receiving the magazine. Asking the members how many would like the electronic version only two people voiced their interest.

The Board and International Committee were asked to look at the costs of attending rallies. There is concern that the rising costs of rallies over the past few years is preventing some of our members on small budgets from attending. This is especially significant for members from countries suffering from current difficult economic challenges. Although the next two rallies are fixed, the International Council will look to take this into consideration when considering future rallies.

For a couple of years now the AGM has been held in the evening and the membership was asked if they would like to revert to having the AGM after the more traditional morning briefing, or keep the AGM in evening. Members voted to keep the AGM in the evening.

Christine Whittaker

New VGC Public Relations Officer



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The Board of the VGC are delighted to announce the appointment of Wolfgang Ulrich as the new VGC PR Officer. Wolfgang, who was co-opted onto the VGC Board last year, takes on this important role which has been vacant for some time now. Wolfgang will be working closely with the Board ensuring that the activities of the club are promoted in a positive manner to a wider public audience. Thank you Wolfgang.



Archivist
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New VGC Webmaster and website update

as a result. We think that the website is an extremely important public relations tool and have been seeking solutions to having the website invigorated to better present the club to the public and members alike.

The Board would like to take this opportunity to thank Robin Willgoss for his help as 'acting webmaster' whilst the club sourced someone to fill the role. Over to Paul to tell you a little what his plans are for the future.

The VGC Board is delighted to announce the appointment of Paul Haliday as the new VGC webmaster! For some time now, this important role has been vacant, with the club's website suffering

Hi, my name is Paul Haliday and I am delighted to be appointed the new VGC webmaster, taking over from Robin Wilgoss who I'd personally like to thank for his efforts with the VGC website over the past years.

I come from an I.T. related background and have strong interests in photography and video. Some of you may remember the short film that I put together of the Chris Wills Memorial Day at Lasham. I am an active member of the Gliding Heritage Centre at Lasham giving tours of the collection, doing a little bit of glider restoration as well as being in charge of the GHC website and a regular contributor to VGC News, reporting on GHC activities.

My flying interests involve flying gliders belonging to the GHC collection as well having a share in the Slingsby Swallow, 'Sir Iain', that is based at Lasham. I also build and fly various types of radio controlled aircraft.

It is my fusion of I.T. and visual skills that I believe have put me in good stead to become webmaster for the Vintage Glider Club, which I will now outline the changes that I hope to bring to the site.

You may be surprised to hear this, but I think the majority of people who visit the public area of the VGC website are not members of the VGC. They are people who don't know what the VGC does but would like to find out. At present the site is designed more for members, but this presents a very esoteric view of the VGC and really does not show people what we are really like, or what we do. This is why one of the first things that I have done, is to add Evelyn Fey's excellent video to

the front page. It captures our spirit so beautifully as a video that you can watch, rather than as a download. Straight away visitors can see what we are like as people and what motivates us to restore and fly vintage gliders.

I am creating a new visual look for the site that will immediately show this to any visitor, I want to have lots of descriptive text on what we do with pictures to illustrate. I plan to reduce the number of menu options down to maybe eight or ten, which most describe what we do and how people can join us. I have come to form this opinion of the VGC website from my experiences with the GHC website, which is really designed to get people interested in the GHC and hopefully get them to visit the Centre or join up.

The VGC website is of course a very important resource for VGC members. Being home to the online archive, it would be inappropriate for me to take this away. At the moment I'm not sure whether I want to create a second site for this, or keep it hidden behind the public side of the site as it is now. This will be discussed in more detail with the VGC Board in the future.

In the meantime, I plan to show a sample of the potential new visual design for the website to the VGC Board sometime at the end of November, beginning of December, with a view to relaunching the first stage of the new look VGC website in the New Year.

It will be an exciting time for the VGC website and I hope that you too will be excited and agree with changes that I hope to bring to it.

New VGC News team members

VGC News is pleased to introduce the following Correspondents to the team!

Sweden



Correspondent:
Thorsten Fridlitzius
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Firstly, it gives me great pleasure to introduce Thorsten Fridlitzius from Sweden. For some time now, along with the vacant French post, VGC News has been keen to fill this important post as we have many Swedish members who regularly attend our International Rallies.

Thorsten learned to fly on SG-38 Schulgleiter's at the tender age of just 16 at the Lidköping Gliding Club, before progressing to the GB. He gained his licence in 1952, before moving to Stockholm and the Stockholm Gliding Club, where he edited the clubs magazine, *Cumulus*. Due to pressures of running the family business, Thorsten had a long spell away from gliding, but returned to the sport in the 1990's and was a past Vice President of the Segelflygets Veteran Sällskap, SVS (Veteran Glider Pilots' Association). Still active with the SVS, Thorsten is involved with PR within the club and a serving Board member, helps to run the excellent Ålleberg gliding museum, which is a living museum incorporating flying exhibits.

Spain

Also a very warm welcome to José Ignacio Garcia Colomo of Spain. We hear very little of what's going on in Spain gliding wise, so Ignacio's appointment is of great interest to us all. José has been gliding since 1983 and is the proud owner of a Bergfalke II-55 and classic glass ship, a Phoebus B. Based with the Club de vol a vela Igualada-Odena, 46 km to

CLUB NEWS



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the west of Barcelona, Ignacio reports that Spain currently enjoys little in the way of any real vintage gliding group, but is currently attempting to make contact with all Spanish glider pilots who own older gliders.

For anyone that has visited Ignacio's lovely country, will readily know of the fantastic gliding opportunities there and who knows, maybe one day we will even see a VGC International Rally being staged there?

Russia



Correspondent:
Sychev Aleksei
Vyacheslavovich
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Yet another warm welcome, this time to Sychev Aleksei Vyacheslavovich from Russia. I am particularly excited about this appointment, as Russia (until now) has largely remained a mystery in terms of Russian gliding to us here in Western Europe. Russia has enjoyed a fruitful and highly innovative aviation history, with gliding being no exception, with a long gliding history that saw many interesting gliders being developed.

Aleksei lives in the city of Dyatkovo, located 400km to the south-west of Moscow, and is a graduate of the Moscow Aviation Institute where he specialised in aviation and rocket engines! He currently works as a lead engineer in the design office of the Moscow Aviation Institute (MAI), where he is also engaged directing a student glider-group of the MAI, where they operate in true Vintage tradition with modern versions of Primary trainers, the BRO-11 and LAK-16 gliders.

Aleksei is also a member of the board of trustees for the 'Dyatkovsky Cadet School of Aircraft' and is a keen aviation historian.



Raul Blacksten

And finally a big welcome to Raul Blacksten, who has very kindly offered his immense editing skills as a key proof-reader for VGC News. Raul has considerable experience in the field of US Vintage gliding history and is a regular contributor to VGC News and the wider Vintage community with various articles. As a past editor of Bungee Cord, his assistance as an early stage proof reader will continue to be backed up with a post layout second stage final proofing by Bill Batesole.

Despite both Raul and Bill being American and the fact that Americans seem hell-bent on 'Americanising' the entire English language world-wide, it is however something that your ever-vigilant Editor is keen to reverse! Raul and Bill's contributions are already bearing fruit, not only for the benefit of yours truly, but to the sanity and relief of the layout ladies as well!

Anonymous

2015 VGC Annual Dinner



Guest speaker, Mike Bird, who gave a commanding speech on the virtues of simpler times.

A sell-out with almost 70 guests, a sumptuous menu, fine wine and good friends made this year's Annual Dinner one to stand out. Held at Lasham Gliding Club, this year's event was blessed by gorgeous weather, which allowed many diners to enjoy flights with the Heritage Centre's (GHC) gliders, with the Chris Wills hangar being open for business throughout the entire weekend.

Organised by our own lovely dynamic duo, Christine Whittaker and Sue Brooke, this year's dinner saw a large number of our European VGC members making the cross-channel journey. With a large Dutch and German contingency, it gave the evening so much more of our famed 'big family without borders' feel to it indeed, as proceedings got under way with a traditional roast, followed by desert.

This year's guest speaker (organised by Ray Whittaker) was the well-known British gliding observer and columnist, Mike Bird, aka 'Platypus', who for many years, wrote a regular column in S&G magazine. Mike was keen to reiterate on how far gliding had come and what the values of the Vintage Glider Club represents today. Exquisitely delivered, Mike focused on a bygone era, and borrowing from Mikes own notes, encapsulated the entire talk with the

observation that: 'in those days the flying may have been coarse, but the culture was very refined. Nowadays it is quite the other way round!'

Displaying his generosity and enthusiasm, Mike then went onto to lay down a challenge for all VGC members. Mike has kindly donated a sum of money to go towards encouraging flights in the spirit of that bygone era, with incentives for declared straight distance flights (starting in the UK) for open-cockpit, strutted gliders (typically gliders such as the Grunau Baby, Cadet, Kite I, T21, Tutor etc). Pledging a rate of £1 per kilometre flown, a 160km's worth is up for grabs, in which Mike hopes to inspire one of two of you to take up the challenge (how about a few of us adding to Mike's pledge to keep the scheme going?). Then it was onto the main event of the evening, the annual awards. This year presented by the incoming President, Jan Foster. Nick Newton, as outgoing President, was first to be called

CLUB NEWS

forward for much deserved recognition in his services to the club, to receive the Sid Davies Trophy (for a full rundown on recipients, see list below).

Then it was onto the event that everyone was no doubt looking forward to possibly the most! With a reputation of harbouring some wonderfully useless prizes, dubiously run, cheap and cheerful, who could possibly resist buying a few dozen strips of VGC raffle tickets? With the legendary sales (read extortionist) skills of Gail Pearce, soon the strips of tickets were fairly flying off their rolls, as the man with the microphone, the newly crowned VGC Chairman, Peter Boulton, got the whole show on the road. With a competitive concentration by participants, who had thus so recently been fleeced, cries of derision were cast in Peter's direction (much of which was by yours truly), as unlucky numbers either side of the winning number voiced their protests of foul play!

As with past VGC raffles and a good dollop of skulduggery along the way, really useful items were the first to be claimed. Thus in short order, all alcoholic based substances disappeared at an alarming rate, with deliriously happy winners making their way triumphantly forward; which was to the distinct contrast of latter prize winners who took on a conspicuous hint of disillusionment....I for one can't wait until next year's fiasco!

All in all, a highly enjoyable evening to end another successful VGC European season. Thanks go to the Lasham Gliding club, whose venue, not for the first time, proved a relaxed and convivial setting. Special thanks going to Christine Whittaker and Sue Brooke, for organising the event. Also our thanks to the Lasham caterers, Chefs2u, for a truly wonderful dinner, and to the GHC for their enthusiasm in getting as many of us airborne on the Sunday.

2015 VGC Annual Award Recipients

Syd Davies Trophy – Awarded for outstanding services to the VGC

Nick Newton – For his unstinting work to the VGC

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

Alexander Gilles– For his support and photographic work for the VGC **International Rally Best Achievement Trophy** – Awarded to the best achievement during the International Rally or the best replica vintage or classic built glider attending the International Rally.

Christian Hülshager – for his superb restoration of his Bergfalke, registration D-6413.

International Rally Challenge Trophy – Awarded to the best restoration of a vintage or classic glider attending the International Rally.

Bob Playle – 1959 K6cr, EI-GLG

Shaw Slingsby Trophy – For the best flight in a Slingsby glider during the International Rally

Onno Blankenzee- 50km in a T21, PH-799.

Best Rally Model

Richard Brandenhorst – various models, notably his stunning large scale Minimoa.



*The GHC flagship.
Chris Wills' old MG 19
Steinadler.*



Nick Newton (L) receives the Syd Davies Trophy from VGC President, Jan Forster (R), for his outstanding role as the newly retired VGC President.



Alexander Gilles (L) receives a well-earned VGC Commendation award for his photographic contributions to the club.



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Neal Pfeiffer

Workshop Flyer

A practical guide to primary glues used in European gliders, before and after 1945.



There have been many types of glues developed over the decades that have been widely used in glider construction. In a short series of articles, we hope to provide some background information on these glues, and

also provide photos of their use in aircraft structure. Hopefully this will make it easier to determine which glue is used in your glider. Due to the ongoing discussions regarding Kaurit, we will start this series with a brief

introduction and identification process of this glue. Kaurit was originally developed in the 1930's in Germany and extensively used after the war for the construction of German gliders.

Part 1

Kaurit Glue

It is important to understand this glue, since so many gliders were built in Germany during the 1950's and 60's. Here is a synopsis of information found in Werkstatt-Praxis für Segelflugzeugbau, by Hans Jacobs and Herbert Lück. This provides background about the physical characteristics of the glue, and how it was developed.

Kaurit is a synthetic-resin glue of the urea-formaldehyde-resin type, also sometimes called the amino-aldehyde-resin type. This glue was developed by Dr. Hanns Klemm, and sometimes is referred to as Klemmleim or Klemm glue, since Leim translates to glue. Kaurit began to gain in popularity with many manufacturers in the late 1930's outside of Germany and was marketed in the UK in the late 1930's under the name of 'Beetle Cement'.

Two versions of the German glue were developed.

Kaurit W is suitable for joints where very thin bond lines can be guaranteed, as in the industrial production of plywood. If the joints are not thin enough, the glue can crystallise during hardening, and this causes it to become brittle. This in turn can lead to cracking in the glue, and can cause the glue to lose its strength. The loss in strength might not appear immediately after curing, but can occur after months or years.

Because of this undesirable property, Kaurit WHK was developed, and this is the Kaurit that is utilised in glider construction. This glue starts with Kaurit W and adds a Bakelite powder filler to inhibit the crystallisation of the glue. This glue is 80% Kaurit W and 20% Bakelite powder, and a glue joint up to 0.5 mm is permissible, although tighter is better.

Two version of Bakelite powder have been used with Kaurit WHK; the first is a black powder and the second is a blond powder. It is apparent from looking at a number of different gliders that both have been utilised in sailplane construction.

Kaurit is a two-part glue. An acid catalyst is brushed on to one side of the joint and allowed to dry. It is required that that this acid be tinted red, and this gives the characteristic pink color that can be seen on a plywood piece that is bonded to a rib stick or other piece. It is this color that clearly shows an inspector that the surface has re-

ceived the catalyst. On the mating surface, a paste of the glue itself is spread.

The glue is supplied as a powder and care needs to be taken when the powder is mixed with water. After an initial 10-minute mixing, the glue must sit carefully covered for 15 hours before measuring the viscosity of the glue within a specific temperature range. If additional water is needed to adjust the viscosity, the glue must sit again for 15 hours after mixing in the water.

Prepared glue in an airtight container in a cool place can have a shelf life of up to 2 months. However, real shop use, where the container is opened regularly, or for extended periods, can greatly reduce the shelf life. If a skin forms on top of the glue, it must be removed and be thrown away; it must never be stirred back in with the rest of the glue. The glue and hardener must also not be allowed to contaminate each other. Drops of hardener in the glue or vice versa will render either the glue and hardener unusable.

Wood to be glued must be closely fitted to keep an absolute maximum of 0.5 mm of bond line. Surfaces must be slightly roughened with sandpaper or similar, but never a wood rasp. The roughness on plywood should not extend beyond the joint. After roughening, the surfaces must be kept clean and may not be touched by hands. Any dust must also be carefully blown or brushed away, to provide a fresh, clean surface for gluing.

Reliable glue joints can only be achieved in a dust-free, draft-free environment held between 15° to 20°C and at 60% relative humidity. The glue must be at normal room temperature when applied. At least 7-8 minutes of open time should pass between the application of the glue paste and the bringing together of the parts. The glue surface must be checked during this time for any signs of a skin buildup, and if present, it must be removed with a glue comb or other device. Full clamping pressure must be applied within 15 minutes after the parts are brought together, and the overall time from application of the glue paste to fully clamped must not exceed 30 minutes. Once clamped, additional tightening of clamps, as typical with casein, must absolutely not be done with synthetic resin glues.

The minimum clamping time at 20°C is 3 hours, and at 15°C, it is 6 hours. This provides about one half the final glue strength, so longer times are preferable. Full joint strength is reached after 24 hours at 20°C. At 10°C, complete curing might not occur, so gluing should not be undertaken below 15°C.

So from the above information, there are a number of variables with the use of Kaurit, and this can lead to a range of quality in the glue joints. The following photos show various Kaurit joints; some are intact and others have failed, or have been pulled apart for inspection. I apologise for a small amount of dust in the photos, I brushed most of it away, but was trying not to disturb the glue joints anymore than necessary.

The next two photographs show an elevator from a 1954 Ka-2 (Werks Nummer 38). The glue appears to be Kaurit WHK with black Bakelite filler. The glue joints in the spar appear to be intact, but should be carefully checked. However, the joints on the rib have problems. The first photo shows cracks between the rib stick and the plywood shear web (not to mention some interesting nail damage).



The next photo shows the same rib, but further back. The squeezed-out glue is quite brittle, and it has fallen off in many places. The cross stick has been moved to the left and turned over to show a thin bond line with black Bakelite particles. The glue attached tightly to this piece, but there is no indication that the glue penetrated into the adjacent plywood or pine pieces. There is also little or no indication of the red acid on the adjacent parts.



The next two photos are of rudder joints on a Ka-6CR, probably from the early 1960's. The glue here forms putty-colored glue lines with squeeze out apparent. This must be Kaurit WHK with blond-colored Bakelite. The joint is somewhat brittle, as seen by the fractures at end of diagonal stick and where plywood gusset meets the spar. The shear web on the spar appears to still be tightly attached to the spar sticks, but all of this requires careful inspection.



The next photo shows a loose stick from a rib on the same rudder. There is little or no pink color on the plywood where the stick had been fitted, and there is no indication that the glue penetrated at all into the plywood. There are possible issues with the local roughening of the plywood, the application of the acid catalyst, and the amount of clamping pressure applied.



The next four photos are of parts of a 1957 Lo-150 built in the Wolf Hirth factory. The first two are of parts of a fuselage bulkhead and the last two are of parts of the vertical fin. This glider has serious landing damage to the fuselage, which allowed parts to be more clearly seen.

The glue joints of this mid portion of the Lo-150 fuselage bulkhead were basically intact. I forcibly peeled back the plywood in this region to inspect the joint, and to replace the entire sheet of plywood on this side of the bulkhead. This required considerable force, which indicates that this joint would have easily sustained the shear loads in flight.

The black Bakelite particles can be seen in the joint. The glue is also strongly attached to the pine pieces. A pink color is also visible on this side of the glue line.



The next photo shows the piece of plywood that physically removed from this region of the bulkhead. There is a general pink tint to the wood, but less in some areas of the glue joint. But given the pink color in the previous photo, it is clear that the catalyst had been applied. What is interesting is that there is little evidence of the glue penetrating into the plywood. Even so, this joint was quite solid.



The next photo shows a rib of an Lo-150 vertical fin. There are two major joints shown here, one between the shear web of the rib and the rib sticks, and a second between the rib and the skin of the fin. Note that much of the skin has been cut away for repair.

What may not be readily apparent to many is that there are two different types of glue shown here. The rib itself is constructed with Kaurit WHK using black Bakelite powder. However the skin is attached to the rib using Aerodux, a resorcinol glue.



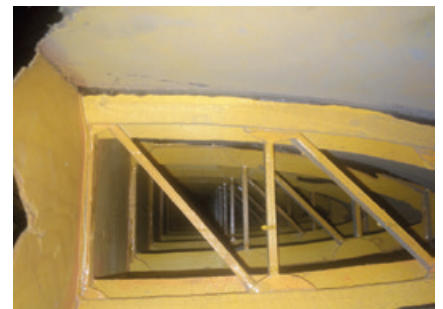
The bottom of the fin spar, where it would join the keel board, is shown in the following photo. Aerodux was used to attach the glue block to the spar and then in turn attach the whole spar assembly to the keel board. The brown color of the sanded glue

indicates that it is Aerodux. Also, sanding Aerodux gives a distinctive smell, which can be used to further confirm the type of glue.



The next photo is of part of a 1967 Ka-6E. This wing encountered a large hay bale during a rejected takeoff and was broken just inboard of the aileron. The broken spar is to the left and the last intact rib of the inboard portion of the wing is clearly seen. The rib glue here appears to be Kaurit WHK with blond Bakelite filler. The skin is attached to the ribs using Aerodux.

Even though this wing has sustained major structural damage, being broken into two pieces, the nearest rib is undamaged and its glue joints are fully intact. From experience with a similar wing, if one were to try and peel the rib shear web away from the sticks, the plywood would be broken and leave a strip of plywood still attached to the sticks.



This Ka-6E wing has one clear difference from the aircraft in the previous photos; there is an obvious layer of yellow varnish protection on this wing. This could be quite important to the longevity of the airframe. As best I can tell at this point, if the glider has minimal varnish on the structure, the Kaurit joints are more likely to fail than these later wood gliders. Is that due to the varnish, or is that due to more careful oversight of gluing operations in the factory? I cannot tell at this point, but I have observed that the later Ka-6E and ASK-14 gliders appear to require little or no joint repair, and this is in great contrast to the earlier Ka-6 gliders.

2016 Vintage Rally Dates

09/01/2016 - 17/01/2016	Vintage Gliders Australia's 2016 Annual Rally	Bordertown Australia
20/04/2016 - 23/04/2016	AERO	Friedrichshafen Germany
30/04/2016 - 01/05/2016	4th VGC Season Opening	Aschaffenburg/Obernau Germany
06/05/2016 - 07/05/2016	Eastern Vintage/Classic Regatta	Benton, TN USA
12/05/2016 - 19/05/2016	37th Grunau Baby Meeting	Jezów Sudecki (Grunau) Poland
21/05/2016 - 29/05/2016	UK National Rally 2016	Challock UK
27/05/2016 - 30/05/2016	Western Vintage/Classic Regatta	Tehachapi, CA USA
03/06/2016 - 05/06/2016	1st Nastätten Slingsby Meeting	Nastätten Germany
16/06/2016 - 19/06/2016	Midwest Vintage/Classic Regatta	Lawrenceville, IL. USA
17/06/2016 - 25/06/2016	21st Camphill Vintage Rally and 6th Capstan Reunion	Camphill UK
17/06/2016 - 25/06/2016	CVNE Enemonzo	Enemonzo Italy
02/07/2016 - 08/07/2016	Wenlock Olympian Gliding Games	Long Mynd UK
02/07/2016 - 04/07/2016	Vintage/Classic Regatta	Windsor, VA USA
09/07/2016 - 16/07/2016	6th International Vintage Sailplane Meet (IVSM)	Elmira USA
18/07/2016 - 23/07/2016	VGC Rendezvous 2016	Oripää Finland
25/07/2016 - 04/08/2016	44th VGC International Rally 2016	Räyskälä Finland
27/08/2016 - 02/09/2016	Sutton Bank Slingsby Rally	Sutton Bank UK
03/09/2016 - 05/09/2016	Experimental Soaring Association Western Workshop/ Vintage Sailplane	Tehachapi, CA USA
17/09/2016 - 18/09/2016	13th VGC Season Closing	Mengen Germany
22/09/2016 - 25/09/2016	Great Plains Vintage/Classic Regatta	Wichita, KS USA

Antti Jouppi and Vesa Airaksinen

Welcome to Finland for the 2016 VGC Rendezvous and International Rallies

Dear VGC members,
it is 12 years since last Rally in Finland. Old-timer Finland, assisted by the Turku Flying Club and Räyskälä Foundation have the pleasure to invite VGC Members to the

2016 Rendezvous and 44th International VGC Rally. The Rendezvous will take place at Oripää airfield from July 18 to July 23 and the International Rally at Räyskälä airfield, from the 25th July to the 4th August 2016.

Both airfields are located in southern Fin-

land in favorable thermal areas. Even cross country soaring by vintage planes is possible. The driving distance from Helsinki to Räyskälä airfield is about 120km, whereas it is 150km to Oripää. From Turku to Oripää it is only 60km. The distance between the airfields is about 90km.

UPCOMING EVENTS



Räyskälä airfield
Photo: via Mari Heikkilä

Our airfields have large grass areas which will be used for winch operations. For aero tow operations we will use asphalt runways. Oripää has practically hangar space for all gliders, whereas Räyskälä has space for 30 to 40 gliders.

Oldtimer Finland has organised around 10 gliders for rental for those who do not want to take their own glider to Finland.



Oripää airfield
Photo: via Mari Heikkilä

These gliders are, for example, Finnish designed PIK3 Kajava, PIK5, PIK16C Vasama and some more other well-known makes. In Oripää, a breakfast and buffet lunch will be arranged by a local farm caterer and will be served at the airfield in a modern hall. Räyskälä has a licensed restaurant. On both airfields there is plenty of space for camping. Oripää has a few cottages. In

Räyskälä there is a motel with 20 rooms, suitable for 2 to 4 persons. There are also private cottages for rent in the vicinity of the airfield.

Kindly note that on both airfields, the accommodation includes free saunas and showers, use of Wifi, washing machines and electricity. In addition, Oripää offers a pool for swimming and in Räyskälä there are several lakes for swimming and fishing. In Oripää the nearest shops, restaurants and cash dispenser are in the village about 4 km from the airfield. In Räyskälä there is a mini-shop 2 km from the airfield. Supermarkets and cash dispensers are about 20km away, in the Village of Loppi.

Although we accept the major credit cards, it is always advisable to ensure that you also have some cash with you. Please follow the updates on our web-page: www.vgc2016.fi

We look forward to see you in Finland!
Antti Jouppi and Vesa Airaksinen

Räyskälä, Oripää, October 2015 Liebe VGC Mitglieder,

12 Jahre nach der letzten Rally in Finnland hat Oldtimer Finnland zusammen mit Turku Flugverein und Räyskälä Stiftung die große Freude, die Mitglieder des VGC zur 44. Internationalen VGC Rally einzuladen. Das Rendezvous findet in Oripää von 18. Juli bis 23. Juli und die Rally in Räyskälä von 25. Juli bis 4. August 2016 statt.

Beide Flugplätze befinden sich in Südfinnland in günstigem thermischen Flugraum. Sogar Streckenflüge mit den Oldtimern sind möglich. Die Entfernung Helsinki – Räyskälä beträgt ca. 120km und Helsinki Oripää 150km. Die Strecke Turku Oripää ist 60 km. Die Entfernung zwischen den beiden Flugplätzen ist 90km.

Ab unseren Flugplätzen gibt es große Graspisten für Windenstart und Land-

ungen. Flugzeugschlepp wird auf den Asphaltpisten durchgeführt, die in den Hauptwindrichtungen ausgerichtet sind. In Oripää gibt es genügend Hallenplatz für alle Flieger und in Räyskälä kann man 30 – 40 Oldtimer unterstellen.

Oldtimer Finnland stellt den Teilnehmern, die Ihren eigenen Flieger nicht mitnehmen möchten, ca. 10 Oldtimerflieger zur Vermietung bereit. Die attraktivsten Flugzeugtypen sind sicherlich PIK3 Kajava, PIK5, PIK16C Vasama. Natürlich sind auch andere bekannte Flieger dabei.

In Oripää werden Frühstück und Mittagessen von einem lokalen B&B Anbieter in einer modernen Halle angeboten. Räyskälä hat ein Gastrestaurant mit vollen Schankrechten. An beiden Flugplätzen gibt es reichlich Campingplätze. Oripää hat einige Hütten und in Rayäyskälä bietet

das Motel 20 Zimmer für 2 - 4 Personen an. In Nachbarschaft sind private Hütten zu vermieten.

Bitte beachten Sie, dass die Unterkunft ohne Zusatzkosten beinhaltet: Sauna und Dusche, Wi-Fi, Elektrizität und die Benutzung von Waschmaschinen. Dazu können Sie den Pool in Oripää und die vielen Seen in Räyskälä genießen.

In einer Entfernung von 4km vom Platz in Oripää sind Einkaufsmöglichkeiten, Restaurants und Geldautomat. In Räyskälä befindet sich ein Minishop in einer Entfernung von 2 km vom Platz. Die anderen Dienstleistungen sind in Loppi, ca. 20 km entfernt.

Bitte verfolgt unsere Webseiten mit weiteren Informationen: www.vgc2016.fi
Herzlich Willkommen in Finnland
Antti Jouppi and Vesa Airaksinen

Gere Tischler

2016 VGC Annual Dinner

1st October 2016

Why not join us for the 2016 VGC Annual dinner at the famous Restaurant of the Zeppelin Museum at Friedrichshafen! A former railway station, this beautiful

and imposing building was redesigned in 1928 in the famous Bauhaus style and will be the venue for our 2016 VGC Annual Dinner.



Spaces are limited, so book early!
Begrenzte Teilnehmerzahl, deshalb schnell buchen! Photo: via Gere Tischler

UPCOMING EVENTS

Program of events:

- 14:30 Meeting of the Participants in Front of the Main Entrance
- 15:00 Guided Tour through the Zeppelin Museum (approx 2 hrs)
- 17:30 Refreshments
- 19:00 Start of the Dinner in the Restaurant



The stunning Bauhaus designed Zeppelin Museum
Das berühmte Zeppelin-Museum, in der ebenso berühmten Bauhaus-Architektur.
 Photo: via Gere Tischler

With fantastic access by public transport, the complex is only a short walk from hotels and is located on the stunning shores of Lake Constance. Close to

the Swiss and Austrian borders, there are dozens of tourist attractions nearby, promising to be an event not to be missed!

Spaces are limited, so book early folks. Please contact Gere Tischler:
gerhard.tischler@gmx.de
or telephone: +49 173 84 89 582

Die perfekte "Location" für das VGC Annual Dinner 2016: das Restaurant im berühmten Zeppelin-Museum in Friedrichshafen

Der frühere Bahnhof, im Jahr 1928 im Bauhaus-Stil renoviert, bietet uns das ideale Ambiente.

Hervorragende Verkehrsanbindung, fußläufig erreichbare Hotels und die touristisch überaus attraktive Bodensee-Region mit Österreich und der Schweiz "um die

Programm:

- 14:30 Treffen der Teilnehmer am Haupteingang des Museums
- 15:00 Führung durch das Zeppelin-Museum (ca. 2 Std.)
- 17:30 Erfrischungen
- 19:00 Abendessen im Restaurant

Ecke" machen das Annual Dinner 2016 zu einem Event, das man nicht versäumen darf. Also, schnell buchen, die Plätze sind begrenzt!

Kontakt:
 Gere Tischler: **gerhard.tischler@gmx.de**
 oder: **+49 173 84 89 582**

Win Gold at Wenlock 2016!

Don't forget folks, book your place in the Wenlock Olympic Games Gliding event now!

The Midland Gliding Club is proud to be the only club in the world to host an Olympic Gliding Competition in association with the Wenlock Olympic 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 you all a chance of winning a Gold, Silver or Bronze Olympic medals, as well as day prizes.

There is also the 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!

To book your place, go to the website at:

www.olympiangliding.co.uk
 or call **01588 650206** for details.

Wenlock Olympic Gliding Games

2nd July to 8th July 2016

Midland Gliding Club
 Long Mynd, Shropshire



Jim Short

IVSM 2016 in Elmira

USA – Combining Rare Vintage Gliders with Awesome Vacation Possibilities



National Soaring Museum on Harris Hill.
Photo: Jim Short

VGC members are invited to vacation next summer in one of the beautiful and historic soaring areas of the eastern United States. Harris Hill and the Elmira region is where the National Glider Association, with Wolfgang Klemperer as a Board Member, and other soaring pioneers organised the first soaring contest in the United States. The hill and surroundings are reminiscent of the Wasserkuppe and the Rhön in Germany. In 2016 the Vintage Sailplane Association, the National Soaring Museum and Harris Hill Soaring Corporation want to make your summer holiday a truly enjoyable combination of flying, history and family fun.

Enjoy daily talks and tours of rare and unique sailplanes. The NSM's Culver Rigid Midget will be on display along with Dan Rihn's continuing project to create a brand new Rigid Midget that may eventually be offered as a kit. Another day will feature the beautiful British Slingsby Gull I and Petrel, highlighted by talks about their history. Irv Prue-designed sailplanes, the Prue 215 and Super Standard and the NSM's seldom-seen Prue IIa will be featured on another day.

The earliest Classic fiberglass sailplanes, Phönix, BS-1 and H-301, will be flown and highlighted during special history sessions. We expect an original Mississippi State University research L-K sailplane and an elegantly restored L-K (TG-4A) with all-new wooden wings and tail, along with speakers on their significance. The iconic



Todd Schultz and Josh Knerr plan to trailer their just restored Prue 215 almost 3000 miles to highlight IVSM 2016.

Photo: Todd Schultz

Schweizer 1-26 will be featured with several beautifully restored examples.

Members of the 1-26 Association will share the history of the plane and some of their lighter moments of fun with this wonderful glider from the mid 1950s. Another day will compare up to four 'utility' class gliders: a newly built (and only) Schultz MU-1 'Midwest', the only flying Briegleb BG-6, Bowlus Baby Albatross and a 'long-wing' Schweizer 1-20. VSA's second 'Aging Aircraft Seminar', organised by Neal Pfeiffer (featuring the latest input from VSA and VGC members), will be a major evening event.

The traditional fun and food of International Night will highlight another evening featuring a wide variety of regional North American foods and beverage. Another special summer evening will be a boat cruise and dinner on scenic Seneca Lake. Relaxing indoor or outdoor dining at a hill top restaurant overlooking the Elmira valley (and its take-off sites from days long gone) will mark yet another evening activity. The Glenn Curtiss Museum, a hit at previous IVSM's, will again invite participants to enjoy the aviation and local history of Hammondsport and Keuka Lake. Continuing the legendary Schweizer family hospitality, K&L Soaring will offer an after-flying buffet and tour at their glider repair and support facility in nearby Cayuta, NY.

Organisers plan to make transportation to these events simple and fun for those visiting from overseas. Daily lunches will be available at the Harris Hill flight office, sold by the Harris Hill Junior Member organisation.

VGC and VSA members will have specially marked indoor and outdoor meeting places where they can relax, enjoy talking with other visitors and find help arranging for flights in the various two-seat gliders that plan to participate. Assistance in multiple languages will be available each day. Final schedules and the latest information will be available at www.vintagesailplane.org or www.soaringmuseum.org.

Prior to the meet, questions and suggestions can also be addressed to Jim and

Simine Short in multiple languages by contacting: simajim121@gmail.com.

Don't forget the daily thermal and occasional ridge soaring from Harris Hill over the beautiful Chemung Valley; July is one of the best soaring months of the year. Volunteers are working with the FAA licensing authorities to maximise visiting pilot opportunities to fly with minimal red tape. Details will be announced on the VSA and NSM websites as they are clarified. There will be many opportunities to fly a number of American and European two-seat gliders.

Lodging is available in several local hotels near Harris Hill, and arrangements have been made for special rates for participants. Lists will be available on the NSM website. Camping and showers are available at the Harris Hill Youth Park, just an easy walk from the Harris Hill glider runway. Cost is \$10 per night. Campers can be rented from companies in the Elmira area, and information will be available from the National Soaring Museum and their website.

So if you're looking for something a little different in your 2016 Vintage Calendar, why not come and join in on the fun for a hearty welcome with your North American vintage friends next July!

Jim Short



The iconic Schweizer 1-26. Photo: Jim Short



RALLY REPORTS

Andrew Jarvis

VGC Rendezvous, Venlo



The world's only original Schleicher built Rhönsperber still flying today. Flown by Daniel Jarmin, it delighted all who watched it grace the skies. Photo: Ellen van Mulligen



The delightful Mucha Std of Wil Koumans and Jo Wijnen. Photo: Ellen van Mulligen



Flight line. Photo: David Hall

Venlo...an unusual name, but for me, it was simply a name on the map, to be passed while en route maybe to Germany, or Perhaps Poland. But no longer. For those who were privileged to attend this year's VGC Rendezvous Rally, Venlo holds lifelong memories of a wonderfully close-knit gliding community, operating from a former key Luftwaffe airbase, once the largest night-fighter nest in Europe, but more of that later. The rally officially started on Sunday, 19th July. A few of us who gatecrashed and arrived a day or two early were rewarded with a wonderful day's soaring on the Saturday. One's first winch launch at Venlo is

an amazing experience, you take off from a pastoral, heather fringed airfield, and a minute later, you are (hopefully) at 1400 feet, overlooking a huge continental cityscape, with the great River Maas sweeping across your view, and innumerable unfamiliar landmarks to adjust to. On the Sunday morning, we were given the full airspace briefing. We were issued with a local map which was crammed with TMA's and airways, all rather daunting for us vintage types who prefer a simple gliding life. An unfamiliar acronym to many was TMZ- Transponder Mandatory Zone. Fortunately a westerly 6 mile radius TVZ (Transponder Voluntary Zone) had been negotiated for us, for the duration

of the rally. This only applied in Dutch airspace, over German airspace (to the east), no transponder was needed at all. And you entered German airspace if you just made a generous downwind leg on your circuit! Better still, the height ceiling in either sector was 6500ft. So, the 'airspace' situation was not that bad after all. Sadly, the Sunday briefing also revealed that there would be no flying that day: a snake-like occluded front had taken up residence right across Europe, bringing cloud on Sunday and heavy rain on the Monday. Happily, though, conditions steadily improved through the week. The Rally was very well attended.



Pretty in pink. Lilly Grundbacher in her lovely Elfe S4. Photo: Ellen van Mulligen



A very rare bird indeed. The magnificent Spyr 4 owned by Thomas Fessler. Photo: David Hall

RALLY REPORTS

Andrew Jarvis

43rd VGC Int. Rally – Terlet, Netherlands



Grasshoppers are getting bigger these days! Photo: Vincenzo Pedrielli



Somehow Nick Newton got in on the Shaun the Sheep opening act, as Nick, our effervescent past President, rings open the 43rd International VGC Rally! Photo: Bruce Stephenson

Terlet was an easy motorway drive from Venlo. Glorious cumulus clouds lined the sky; the best gliding day for weeks. But by the late afternoon, dense high cloud had ominously slid in from the west...

Go just past Arnhem and hopefully find a narrow road, barely visible on the map, which takes you to the huge airfield which is Terlet. Navigational errors were frequent, and quite painful. The rally opened officially on Monday evening, the 27th July.

The inaugural briefing the following morning, revealed the full extent of Terlet, which is virtually two airfields (and four gliding clubs), set in gently undulating heath-land, bounded by forest and a busy motorway. The whole area is a nature reserve and very different from the horticultural landscape of most of the Netherlands.

The unique airfield layout, with winch and aerotow zones separated by at least a mile's drive, meant that you must stick with one launch method for the day. Most people gravitated to the winch side, as the launches were excellent. Veteran winchman Pete Salisbury was both a generous sponsor on behalf of SkyLaunch, and also of course a superb winch driver. The combination of a 1400 foot winch launch and the effervescent thermals bubbling up

from the deep heather, gave an excellent chance of getting away, especially in the afternoons, into gloriously free airspace, unrestricted up to 6500ft for many miles to the east.

The weather briefings, by Marijke Waalkens, were all too accurate; severe instability was heading our way, and heavy rain set in for two full days.

Wednesday saw the International Evening, which is one of the recurring glories of a VGC International Rally. The British table offered that traditional English delicacy, Chicken Tikka Massala, which was quickly devoured.

Thursday the 30th July was an eventful day. Flying at last got under way, with at least 30 winch launches and 15 aerotows.

The VGC Annual General Meeting was held in the evening. Chairman Jan Forster stood down, as did the President, Nick Newton. Jan was replaced by Peter Boulton as our new Chairman, and Jan took on the well-deserved role of President, after unanimous votes of support. Important issues were discussed, uppermost of which, as ever, was how to recruit an adequate intake of new 'recruits'.

By Friday, the 31st July, the weather had finally stabilised and the two winches were churning out smooth launches. Very sadly, the afternoon was marred by the crash of the Swiss Grunau Baby, the aftermath of which was dealt in exemplary fashion by the Terlet flying team. Although it was a distressing episode, we have all been relieved to learn that the pilot has recovered fully. The evening was memorable: a fascinating talk on the early history of soaring,



Gere Tischler bobbing about the sky in his cork L-Spatz 55. Photo: Alexander Gilles



RALLY REPORTS



The two people who made it all happen, Bob and his lovely wife, Sylvia van Aalst, with the Scott Viking. British enthusiasts are grateful for Bob's foresight and drive to get the Viking back to the UK. Photo: Colin Simpson



Matchmaker? Peter Ocker gets in on the act as Michael Auberger clearly didn't need much courage to publically propose to the lovely Yvonne Stempfle! Photo: Jan Das



Warning, sheep rustlers are about! Shaun and his mates were in danger of sneaky Dutch imitations! David Weekes keeps a wary eye on Dutch opposition, Johan van Dijk. Photo: Alexander Gilles

presented by Ms Simine Short, after which there was an auction of aviation related artefacts. This, one of Jan Forster's ideas, proved a huge success.

The most valuable garments, donated by VGC founder member, Ron Davidson, were uninhibitedly modelled by (Dr) Nick Newton, the recently demobbed President. Other useful items came from Geoff Moore. The auction raised well over 400 euros, and is something we really should repeat.

Saturday 1st August saw really superb soaring conditions, with thermals up to nearly 6000ft. On the ground, we were graced with a visit from the Topolino (Fiat 500) Club, who brought many incredibly pretty examples of that classic baby car, and its derivatives. That evening was very eventful. Firstly, there was the ceremonial handing-over of the unique Scott Viking glider. This was followed by a wonderful concert by the 'Happy Days Salon Orchestra', in

which the Chief Rally Organiser, Neelco Osinga, is an expert violinist. A beautiful end to a classic VGC day!

By now the weather had settled into a short lived anticyclone, with its typical conditions. For those not keen on blue thermals, it was an ideal opportunity to visit a private museum dedicated to Operation Market Garden, the ill-fated mass glider landing on September 1944 at Arnhem. A poignant reminder that we were again flying close to a huge, recent battlefield, where so many heroic airmen and ground troops sacrificed their lives. That evening, some amazing large model aircraft were demonstrated and flown by Richard Brandherst. Especially memorable were the radial-engined PZL tug towing up a huge Minimoa. After that, we watched a lovely sunset aerotow of the Slingsby Grasshopper, sadly making one of its last flights.

Monday 3rd August was another busy winching day. After a thermal-less start,

Marijke was again proved right; monster thermals punched great holes through the inversion and the classic gliders orbited for hours at the FL 65 upper limit. De-rigging was mandatory that evening. In the small hours, a brief but fierce thunderstorm made life difficult for the brave souls in tents.

Tuesday the 4th August was in the main, a rainy day, though it did clear by late afternoon. However it provided a welcome break for the 'crews' and an opportunity for a visit, for instance, to the remarkable Kroller-Muller Art Museum, which is a huge gallery landscaped into woodland and housing the world's second largest collection of van Gogh paintings.

Wednesday the 5th August was the final day of the Rally and indeed was a fitting climax. The weather was now in boisterous post-frontal mode and by midday the 'heather thermals' were popping off like champagne corks providing a last chance to admire the unique vista of heathland, the majestic Rhine, and the historic city scape of Arnhem.

This magnificent 43rd International Rally of the VGC came to a formal conclusion with the traditional closing ceremony in the hangar at 8pm. This provided an opportunity for our new Chairman, Peter Boulton, to thank the whole Organising Committee and particularly Vice President, Neelco Osinga, for their truly heroic work in organising this rally. I think we visitors have only the faintest idea of the financial and administrative battles which were fought on our behalf by Neelco and his team of experts, for which we all owe a great debt of gratitude.



Not exactly the Paris fashion runway! Nick Newton does his best, but somehow doesn't quite match up. Photo: Alexander Gilles



What more can a lady ask for? Beer, curry and a 2 year old! Andrea Forster shares a joke with son, Ian. Photo: Bruce Stephenson

RALLY REPORTS

Nick Newton

VGC returns to Rossitten



Just another day at the beach! Photo: Maxim Kuzovkov

On the 13th August 2015, thirteen pilots from the Vintage Glider Club, together with twenty-two other members, family and friends of the VGC, gathered together at Rybachi on the Curonian Spit, in Russia for a special celebration of historical significance. What was this all about, you may well ask!

If you were told that Rybachi is the official Russian name for Rossitten, members of the VGC may remember the article in the VGC News of Winter 2012, (Issue no. 136) about the first visit that the VGC made to Rossitten, organised by our German Vice-President, Harald Kämper.

Well informed members may remember that the Rhön-Rossitten Gesellschaft (RRG) was one of the most important gliding institutions ever developed to foster the progress of gliding. In its time, from the early 1920's to the end of the Second World War, the German Reichssegelflugschule at Rossitten instructed an estimated 30 - 40,000 glider pilots. As the end of the Second World War approached, the famous gliding school, from where world duration records, as well as distance flights had been achieved, was deliberately destroyed by the Germans ahead of the Russian advance on the 18th January 1945.

It was to further commemorate this historical site that, at the invitation of Anatoly Kalina, the Director of the Curonian Spit,

a second VGC expedition was mounted three years after the first.

On our first VGC visit in 2012, an SG 38 glider was ceremoniously presented to the Museum at Rossitten. Six successful flights in the Achmer Grunau Baby IIb were subsequently made from the beach, by means of bungee launches. This time the VGC expedition was well equipped with a small two drum winch, brought by Christian Huelshager, the Hol's der Teufel, OK-A415, towed by Gerd Maleschka and the Grunau Baby, D 5221, once more trailed from Achmer by Harald Kämper.

The first day of this new, second expedition, August the 13th, started with a visit to the 1300m long field on the Haff side of the Spit close to the original Segelflugschule, which had been ear-marked as a possible flying field. Closer inspection, however immediately revealed its unsuitability due to the widespread presence of deep holes, caused by the foraging of wild boar!

A decision was



A study of brown on blue. The Achmer GB rises into the air on another adventure! Photo: Maxim Kuzovkov

therefore made to once more fly from the beach on the Baltic side of the Spit. The Curonium Spit is an ancient sandy strip of land running in an approximately north south direction, parallel to the eastern shore of the Baltic. Originally the Rossitten Segelflugschule had been situated on the Haff side near the 60m high sand dunes, for which the area is famed. These impressive dunes extend right down into the sea without any useable shore line. As the whole area is now a Nature Reserve, it is no longer possible to fly off the dunes themselves.

The exact part of the beach selected for the launching and landing area was close to the site used on the previous visit. This time however, we had easier access on boards over the dunes, and were situated close to a Restaurant, owned by a retired Russian Army General, Alexander Bulbow. Thursday, the second day of the expedition, began with a return visit to the museum in Ribachi, where we were pleased to find the (non-flyable) SG 38 that had been presented on our previous visit. It was still looking in good condition (despite the inevitable light covering of 'museum dust'). In contrast to our previous visit, the room itself now had a veritable collection of gliding memorabilia. In addition to the SG 38 and large scale model of a Kranich II hanging from the ceiling (which was also



Nick Newton aims for the heavens. Photo: Maxim Kuzovkov

RALLY REPORTS



The VGC gets a little racy with this curvaceous number! Photo Nick Newton

presented by Harald Kämper), there were now display cases, as well as a wall display showing not only historic black and white photographs from the Segelflugschule days, but now also an impressive full colour panel commemorating the previous VGC visit - already forming a part of the continuing history of the area!

After the Museum visit, the party visited the world renown bird sanctuary and research station, founded by the 'Vogel Vater' Professor Thielmann, before going to view the 'Dancing Forest' (consisting of extraordinarily distorted tree trunks!). The interest in the twisted trees however was immediately dwarfed by the excitement of discovering the remains of the foundations of the original Reichssegelflugschule close nearby! The final event of the day was a visit to the highest point on Epha's dune to view from a distance the wonderful sand dunes that had been the soaring playground of 70 years ago. (As an endangered nature reserve, it is no longer permitted even to walk on the dunes themselves).

Friday the 14th of August was to be the first flying day, which started with the difficult process of dragging the two glider trailers, as well as the winch, up over the crest of the sand dunes and down on to the beach. Army personnel had already delineated a safe area for our flying operations, roping off the area with red and white tape, and collected any miscellaneous debris that littered the beach.

Rigging the Grunau Baby and Hols der Teufel was completed with much interest from the crowds on the beach, which were steadily increasing, and were now beginning to realise that something exciting



Study in wood Photo: Maxim Kuzovkov

was afoot! Eventually the winch was positioned, and the gliders were towed to the far end of the beach, to the launch starting place. The excitement was heightened by a Tannoy system with loud speakers relaying Russian pop music, and tents supplying Goulash soup from the 'Soup Cannons', as well as beer, both of which were both now in full flow!

All was now finally set for the first launch! As on the previous occasion, Harald had thought of everything, and an enormous amount of preparation had been undertaken. The Club at Achmer had brought with them their retrieve trailer, and a large wooden launching platform had been built for us by the Russians, from which the glider could be launched, rather than from the sand itself.

Gerd Maleschka, who had supplied the winch that was patiently waiting at the far end of the strip of beach, was given the honour of the first flight in the Hols der Teufel. With the windsock showing only a moderate headwind, he was off! There were excited cheers from all the onlookers as the Hols der Teufel rose high above the beach reaching an estimated 7-800 feet (250 meters), and after release of the cable, a flight out over the Baltic sea was made before turning downwind and a safe landing was made behind the take-off boards. Two minutes and 48 seconds....everyone was overjoyed!

Then, alas, word from the army was received that the flight had been observed and was far too high! Subsequent flights were to be restricted to no higher than 50m, and our flights would be monitored by the coast guards. The 50m high Radar station on top of the nearby sand dune would not only indicate the maximum height allowed, but would also ensure that all future flights complied with this restriction! This was a major blow that had not

been anticipated. The order was given that for the remaining flights, pilots would have to release as soon as an altitude of 50m was reached. Sadly this meant that there would be insufficient height to achieve more than a straight flight along the beach in the direction of the winch! This also caused additional problems.

On our previous visit we had operated from much firmer sand. On this occasion, the sand was very soft. The army

Quad (4X4) beach buggy which was to retrieve the glider on its trailer, was barely able to cope and its engine was clearly overheating. The army driver thought that the solution was to drive the buggy into the sea to let the water cool the engine! This alas was not the ideal solution, and after four more 'flights' (Christian Kroll, Ulf Ewert, Michael Fabos and Joachim Jeska), flying for the day was curtailed at 16.30 when the army recalled their Quad buggy before any serious damage could occur.

Not a very promising start! Overnight, rather than derigging the gliders, Harald and Gerd forsook the comfort of their hotel rooms, and camped instead on the beach next to the gliders. The evening was spent consuming beer (in the company of Michael Farbos, Fridolin Sturm and Hannah and Christian Huelsheger) and having a rethink on how to proceed in the morning. Saturday 15th dawned with blue skies. A moderate off shore breeze and revised ideas.

Overnight a second board had been acquired to lengthen the take-off stand, as problems were being experienced in getting the gliders up into the air without sinking into the sand on their skids. The decision was also taken, that if a height restriction of only 50m was to remain, there was little point in using the winch and we would resort to the bungee launching which had proved to be so successful on the previous occasion.

Accordingly the bungee was laid out with a team of ten or so Russian soldiers on each rope (ably assisted by Frederick Kämper!), and an attempt was made to launch the Hols der Teufel (with Christian Huelsheger as pilot). Unfortunately the sand was just too soft, and after running off the starting boards the glider sunk into the sand, barely moving! After increasing the numbers on the 'Gummi Hunde' launching team to 12 people on each side, one short hop

RALLY REPORTS



The main mover and shaker, Harald Kämper, a man of action. Photo: Maxim Kuzovkov

(Harald Kämper) was eventually achieved. However the narrowness of the beach (the glider almost colliding with the Gummi Hunde team), the rapidly rising heat of the day, and the lack of any significant head wind, were together providing too many obstacles, and a rapid change of tactics was required.

At this stage, to our enormous relief, the height restriction of 50m that had been imposed was increased to 180m allowing us to once more make proper use of the Winch!

There were still problems experienced with the launching procedure and the soft sand. This resulted in several cable breaks

before the gliders got off the ground, but with increasing experience, and excited support from the crowd, geared up by an enthusiastic running commentary from the Tannoy system, the problems were gradually overcome.

As it was by chance a Russian National Holiday (celebrating the defeat of the Germans by the Russians at the end of the last World War), kept safely behind the roped off area there were probably by now well over a thousand people on the beach, sun-bathing, swimming in the sea, playing volleyball and watching the strange antics of these extraordinary men and their flying machines!

The excitement attending each of the ensuing successful eight flights was palpable as the Grunau Baby (Joachim Jeska, 1min 50s) or Hols der Teufel (Fridolin Sturm 1min 53s, Christian Kroll 2min 07s, Nick Newton 2min 16s, Arno Anders 1min 15s, Michael Fabos 1min 43s, Christian Huelshager 1min 41s, Gerd Maleschka 2min 20s) swept up above the beach into the clear blue skies where wonderful vistas over the Curonian Spit opened up, before turning away out over the Baltic sea, and then coming back to land reluctantly but safely on the golden sands! It was magical, not only for the watching crowds, the Russian press and TV, but also particularly for the pilots who had come such a long way to commemorate the important gliding events that had taken place so many years ago in this special region.

There were many interviews with the press, some recorded for the Television – others for Radio Kaliningrad. The most

interactions however were with the local Russians on the beach, who were quite overcome with excitement, and despite the language problem, showed their appreciation by asking to pose with the gliders (sometimes even with the pilots!). At other times, they leaned against the gliders in poses worthy of a Pirelli calendar photo shoot! It was gratifying that there was so much intermingling, shared enjoyment and appreciation of all that was happening. Memories which everyone present will surely take away and cherish for a very long time.

The flying came to an end by five pm, so that the gliders could be safely derigged and dragged back over the sand dunes to the parking area. The evening was then rounded off in glorious weather with a wonderful dinner followed by a party held at the open air restaurant overlooking the beach. The food was excellent, and in addition to the beer, there was a bottle of vodka between every three people present! There were several speeches, the first from Anatoly Kalina, director of the National Park, inviting us back every year in the future. Harald Kämper then replied, and finally the retired Russian General Alexander Bulbow, whose restaurant was hosting the dinner. He spoke movingly of the 800 years of German culture and influence which had dominated the area until the Russians had taken over at the end of the war. As the sun set, the Disco party continued and the Vodka was consumed, we could all agree that this had certainly once more been a momentous occasion that should indeed be repeated.

Vincenzo Pedrielli



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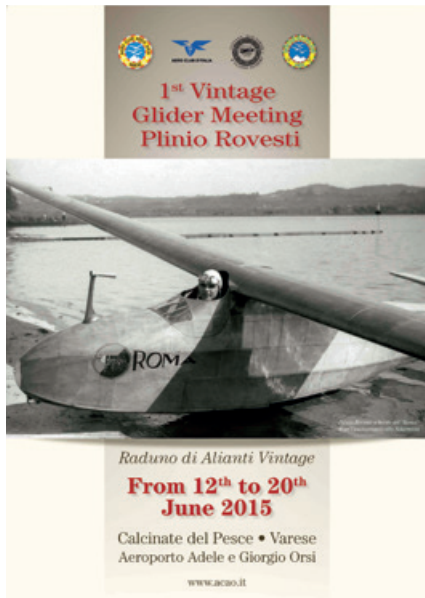
1st Int. Vintage Glider Meeting 'Plinio Rovesti'



The Ka6CR of Astrid van Lieshout

From the 12-20 June 2015, the 1st International Vintage Glider Meeting, 'Plinio Rovesti' was held at the Aero Club Adele Orsi (ACAO) at Calcinate del Pesce (Varese). Dedicated to the memory of Plinio Rovesti, Rovesti was a very prominent figure in the history of Italian gliding. He is best known for his flight of the hydro-glider, the Roma, from the mountain of Campo Dei Fiori in September of 1934. Rovesti, along with eight other pilots flying Anfibia Varese gliders, were bungee launched from the summit of Campo Dei

RALLY REPORTS



Fiori, overlooking Lake Varese, to land one after the other at Schiranna, on the lake below. At the time this flight was considered an incredible feat and marked the first time that a glider had been landed on water. In memory of this event, a scale model of an Anfibia Varese, built by Paolo Nazzari (grandson of Luigi Nazzari, one of the eight pilots flying the Anfibia Varese's), was unveiled in the entrance of the offices of ACAO.

The rally was attended by 12 old-timer gliders. It was good to see a strong Italian presence with three gliders; the M100S of Stefano Bassalti, the Bergfalke of the ACAO and the Ka6E of Alessio Bertocchi, from Gorizia.

The German pilots showed up at the rally with their perfectly restored sailplanes, which are maintained 'as new'. They included the historic Olympia Meise of Jörg Ziller (winning type for the Olympic Class Glider in 1939), the Weihe of Gerd Herm-jacob and the beautiful replica Hütter28,



ACAO airport on Lake Varese



Hütter 28 ready to be towed

masterfully built by Werner Kalusa. Rainer Karch also attended with his Mü13 and for his first visit, Markus Schweiger with his Scheibe L-Spatz 55.

The Swiss team came with the Moswey III of Fritz Zbinden, the Ka6E of Werner Ruegg and the Elfe S4 of Lilly Grundbacher, who never misses our vintage glider meetings in Italy. To complete the Swiss line up, Silvio Polla attended with his perfectly restored Focke Wulf Weihe 50.

The Ka6CR of Astrid van Lieshout, our second female pilot of the meeting, was also present, representing the Netherlands.

The start of the event was sadly greeted by inclement weather, which kept the gliders locked up in their trailers, out of the rain. During this period of inactivity, some local sightseeing was arranged, along with a couple of special dinners being prepared. The first official dinner, the 'Welcome Dinner', was attended by Fabrizio Rovesti, son of the famous Plinio Rovesti. The second, the 'International Evening', featured culinary specialties of all the countries participating in the rally.

Then, finally, on the Wednesday the sun decided to reappear, erasing the grey skies of previous days and urging everyone on to go and fly! The gliders were soon out of their trailers and rigged. By 2pm all the gliders were airborne, with all the partici-

pants enthusiastically taking in and appreciating the stunningly beautiful scenery in and around the airport. Lake Varese, along with Campo Dei Fiori, Lake Maggiore, Sacro Monte, Lake Lugano, the Swiss Alps; all was laid out before them in a spectacular panorama.

The weather held for the rest of the week, giving some fantastic flying. We amassed some 45 launches, giving a combined total of 107.44 hours. The longest flight was made on Friday June 19, by our good German friend, Markus Schweiger, in his Scheibe Spatz L-55. With a flight of 7 hours and 14 minutes, Markus computed a distance of 369km and a triangle of 184km, all at an average speed of 39.1 km/h. Few may think, perhaps, it would be possible to get such an incredible performance from a glider made from metal tubes, wood and some fabric manufactured in the 1960's.

With the weekend now upon us, Saturday and Sunday saw our friends slowly making their way home again, thus bringing to a the 1st International Vintage Glider Meeting, Plinio Rovesti, to a close. After a week of being in such a beautiful place with its unforgettable scenery and outstanding flight conditions, I am sure that a lot of memories will be relived over the coming winter months!



The Mü13 of Rainer Karch



Markus Schweiger landing with his Scheibe L-Spatz 55



The International evening

RALLY REPORTS

Dieter Betz

Salt, Sand and Flying



The Rhoenlerche flies over the Rubjerg Knude Fyr lighthouse. Photo: Niels Ebbe Gjørup

Once every year in September, pilots from DaSK (the Danish Vintage Glider Club) are studying the weather forecast with utmost scrutiny. A fresh breeze from a certain direction to hit the west coast of Denmark at a certain point, is all they need. The location is the dunes south of Lønstrup, which are 60 meters high with a lighthouse towering 90 meters above the sea. The first planned weekend was cancelled due to very light winds – unusual for Denmark, but the next weekend brought perfect conditions; 20 knots gusting 25 from the west, hitting the coast at a right angle and forecasted to last all day long. A little green pasture right behind the dunes makes for a landing field, normally inhabited by cattle, which have to be moved out by the local farmer. The field is nearly 400 meters long, not much for a start on the winch. The average height obtained is about 100 meters, but enough to reach the dunes ahead and the waiting up-draughts of 1 to 2 m/sec.



Sea, salt and sand, with the odd Olympia thrown in for good measure! Photo: Dieter Betz

Maria and I flew our little Piper Cub to join the event and to photograph the gliders in the air. But we have never landed at this unofficial 'airstrip' before, so before we took off, we called Niels Ebbe Gjørup, the leader of the event. Through the noise of the wind we heard him shouting on the phone; 'All clear, strip ok, cows moved out'. When we reached the coast after an hour's flight in a strong headwind, the gliders were already airborne; three precious gems from another time were floating with seagulls up and down a rugged coast with sand flying over the top – and salt in the air, which started to collect on the windshield. Three alien birds move slowly over the dunes with a white-topped roaring sea beneath, a Baby, Olympia, and a Rhoenlerche two-seater. The Baby from 1944, has an open cockpit and a pilot with an unmistakable big smile; he is a happy man – flying effortless like the birds around him, over an unlandable environment. When I finally got to fly the Olympia, I must



An ecstatic Dieter Betz! Photo: Niels Ebbe Gjørup



The GB slips silently below. Photo: Dieter Betz

admit, I started singing. The Olympia is a beautiful flying machine from 1947, previously designed by Hans Jakobs in 1938 for the Olympics in 1940. Unfortunately WW2 destroyed the chances for gliding to become a part of the Olympics, yet several hundred of these airplanes were built, because of their excellent flying characteristics, light, smooth and balanced. Maria was flying the backseat of the Rhoenlerche with Jens as pilot. Jens brought his airplane all the way from Germany. Maria got some great shots of the Olympia whilst I was flying this gem and singing out loud. The wind was getting stronger and so was the lift, so I had to pull the airbrakes to get back down amongst the seagulls, as it was much more fun flying close to the cliffs and racing along the beautiful dunes. While I was wandering along the coast in my advanced flying machine, I couldn't stop thinking about Ferdinand Schulz. He flew a world record of 8 hours and 42 minutes in 1924 under the same conditions in his homebuilt apparatus that he called the 'broomstick', and sitting out in the open on a small wooden plate, steering his primitive machine through gusts and turbulent winds. The agreed 40 minutes flying for every pilot was all too short and I headed back to the field. I descended overhead and stopped after a few meters of landing run in front of my waiting friends. Thanks for a wonderful experience and all the helping hands!



Baby OY-VAX with Flemming Koch in the cockpit. Photo: Niels Ebbe Gjørup

RALLY REPORTS

Mike Armstrong

Camphill Rally 2015



Miroslav Lewandowski with his beautifully restored 15 metre SZD Foka 4. Photo: Jan Śladowski

Well, the grass was cut, the machinery fettled, the signs erected and the weather ordered. Twenty-four pilots and 12 aircraft arrived, and the weather co-operated to a reasonable degree. Bob & Jan Playle's Capstan restoration had not been completed in time, so they nipped over to Ireland and brought their K6 as a last minute replacement.

During the week, the CFI produced accurate weather forecasts and set suitable tasks for the ambitious pilots. Over 300 km of cross-country were logged, together with five successful field landings. A K8 (big Tom Edwards) and a Swallow (88km by Steve Cutthew – his first over 50km!) achieved the longest distances and the flying times for a week that totalled 117 hours.

The star of the week was Miroslav Lewandowski, who arrived unannounced from Poland with his beautifully restored 15 metre SZD Foka 4. This was the actual glider that won the Open Class World Championships in 1965 at South Cerney (when, before or since, has a standard class glider won an open class world championship?) Miroslav felt he should bring it to England since it was the 50th anniversary of the success. He even entrusted me to fly it.

There was only one day when a soaring Westerly wind was forecast, so Pete Whitehead (Eden Soaring and any launch site he can find), agreed to come down and show us his expedition bungee system. What we ignored was the forecast of heavy showers. Undaunted, Pete arrived and rigged his Olympia 463, assembled a

selection of different sized bungee cords and set up his system of ground anchors that replace the team of eight strong men and true charging down the hill. This involved securing the bungees at the bottom end and stretching them up one at a time to anchor the launch ends to an Ottfur hook staked to the ground near but to one side of the glider nose. The launch rope was then attached to the glider and when everyone was clear and the pilot ready, the Ottfur was released via a long cord from beyond the wingtip. There is a 6 page article with diagrams explaining the detail of this launching method in S&G Dec 13/Jan 14. Anyway, a rather "gentle" launch (a trundle) ensued but he took off safely and enjoyed some hill soaring before returning to add some extra bungee cords before the K8 took off successfully!

After that it rained, and rained, and rained for the rest of the day so Pete returned home with a very damp 463 and sodden bungees, but his efforts were much appreciated. It demonstrated that his system works but would not really be suitable for general club use so we are on the lookout for some stronger bungee cord.

The social side was as lively as ever with a BBQ plus music, young owls flying in the clubroom, a quiz, a talk by the talented Judy Leden (multiple world champion hang/para-gliding), and the inevitable horseshoe competition. The latter resulted in an honourable three-way tie between Kent, Oxford, and Camphill after the beer ran out.

All promised to return, hopefully with some new faces next year. The dates for your diaries are the 17th to 25th June 2016. Numbers will be limited so please let us know early if you are thinking of coming and we look forward to seeing you.



East meets West as Graham Barrett hooks up the Capstan for another adventure. Photo: Jan Śladowski



Night owls? Lucy Faulkner gave a riveting talk on these lovely birds for all to see at close quarters! Photo: Jan Śladowski

RALLY REPORTS

Alexander Gilles

Holzfliegertreffen Gruibingen-Nortel

19.-21.06.2015



Junge VGC-Piloten in der Rhönlerche. Das Gesamtgewicht wäre noch in Ordnung, doch die Rhönlerche ist kein Dreisitzer / *Young vintage glider pilots in the Rhönlerche. The total weight may have been ok, but it was never meant to be a three seater!*

Tief hängende Wolken, der Himmel grau aber trocken. Eigentlich sah das Wetter nicht nach Fliegen aus, aber schließlich war man ja genau deswegen gekommen, zum Holzfliegertreffen auf den Gruibinger Nortel östlich von Stuttgart. Schon seit 2009 lädt Ralf Schnirch jedes Jahr im Frühsommer ein, um in lockerer Atmosphäre abseits vom Vereins- und Flugtagsbetrieb gemütlich die Oldies in die Luft zu bringen. Und so fühlte man sich in diesem Jahr wie auf einen Flugplatz zum Ende der 60er Jahre zurückversetzt. B-Spatz und Baby III, Rhönlerche und K8, das waren damals die klassischen Vereinsflugzeuge. Auch die Hochleistungsmaschinen der damaligen Zeit waren mit SF26a, Kranich III und Standard Austria S vertreten. Ein absoluter Exot wäre damals auf einem deutschen Flugplatz der Slingsby Prefect gewesen. Während die Flugzeuge durchweg über ein halbes Jahrhundert alt waren, wäre ein

Großteil der Teilnehmer nicht einmal als Youngtimer durchgegangen. Viele waren zwischen 20 und 40 Jahre alt, noch neu im VGC oder werden noch beitreten. Auch ein zeitgenössisches Zugfahrzeug war wieder dabei: Katrin Strobel sorgte mit ihrem Eicher-Traktor von 1954 wieder einmal dafür, dass nach der Landung jeder schnell wieder an die Startstelle zurückgezogen wurde. Nachdem am Samstag aufgrund des Wetters nur drei Flugzeuge in der Luft waren, wurden am Sonntag alle aufgebaut. Mangels Thermik waren die Flüge eher kurz. Der Vorteil davon war aber, dass so fleißig getauscht werden konnte und hätte für jeden neuen geflogenen Typ ein Kasten Bier ausgegeben werden müssen, so hätte eine Brauerei wohl eigens einen LKW schicken müssen. Die Piloten zogen es vor, auf diesen Brauch zu verzichten, da viele noch eine lange Heimreise in alle Ecken Süddeutschlands vor sich hatten.



Schlangestehen ist nicht nur in Großbritannien angesagt. / *Queing is not only popular in Britain.*

Meeting of wooden gliders at Gruibingen Nortel airfield (June 19 to 21).

Since 2009, VGC member Ralf Schnirch, has invited friends each spring to join a great atmospheric meeting of vintage gliders at his home airfield east of Stuttgart. Somehow one gets a real feeling of being back in the 1960's, not only with the Spatz, Baby, Rhönlerche and a 'new' K8 around, but also a SF26a, Kranich III and a Standard Austria. If that was not enough, Katrin Strobel helped tow the gliders with her 1954 'Eicher' agricultural tractor. Many of the pilots joining the meeting (some of them VGC members), were between 20 and 40 years of age. Despite only 3 gliders in the air on the Saturday, Sunday saw all the gliders rigged. As the weather was grey, but dry, the main work fell to the shoulders of the winch driver and Katrin, as air-time was reflective of the gliding performance of each glider. This small meeting never fails to attract a lot of people, many of whom are not in the VGC, but continues to be a success. All thanks to the great enthusiasm of Ralf and his lovely wife, Patricia, for which we are grateful, and is the highlight of every flying season.

All photos, Alexander Gilles



Rainer Strobel im Baby III im Anflug / *Rainer Strobel and his Baby III on short final.*



Katrin Strobel und ihr Eicher-Traktor in Aktion / *Katrin Strobel and her Eicher tractor in action*

Phil Lazenby

Slingsby and Vintage Week Sutton Bank

August 28th – Sept 5th 2016



A line up of Slingsby's finest.



A Perfect Prefect!

As always, the Yorkshire Gliding Club was delighted to host this annual event. Around 20 pilots checked in with 14 vintage gliders. Slingsby machines were represented by Skylarks 2, 3f and 4, also Swallow, Prefect, T21, Sky and Capstan. Others included a K6, K7 and a brace of Oly 463's.

Mixed weather conditions during the week provided attendees with a taste of hill soaring, thermals, and weak wave on four of the days. Non flying days allowed visitors to explore local attractions; those visiting Elvington Air Museum were especially lucky to be there when several of the exhibits demonstrated impressive engine runs. Non flying entertainment was enjoyed on a couple of evenings, with Liz providing great meals from the club's res-

taurant kitchen. These were followed by fiercely contested quizzes and a great deal of chat, much of it pure nostalgia.

In the middle of the week, club members and visitors remembered Anne Silver who had passed away a few weeks earlier. The rally was the highlight of her year and her cheerful presence will be missed. Her ashes were scattered from the air as she would have wished.

During the week local enthusiasts arrived on site with a fully working Hercules engine mounted on a trailer. This was the power unit for RAF Hastings and Varsity planes, amongst others. The throaty roar and sheer power of the engine impressed all onlookers.

After each flying day bottles of wine were presented to pilots adjudged to have

made the most notable flights. Inevitably Angela Veitch in her Sky (Gertie) won on the first day as she always does. Unluckily for her (and to give others a chance), to ensure that the wine gets shared around, no competitor is allowed to win more than once!

Everyone admired the high standard of workmanship displayed in the major restoration of a Kite 1 by father and son Peter and David Underwood. This awaits recovering and is a tribute to their unstinting efforts to keep our vintage gliders as we would wish to see them [see UK News Ed]. On a similar note an Oly 419 (BGA 1923) which had remained on site in its trailer for many years, was brought out into the open with the owner's permission. After some initial TLC it proved to be in remarkably good condition some 30 years after its last flight. Perhaps this iconic glider will once again grace the skies above Sutton Bank before too long?

The Yorkshire Club will host the rally again in 2016, starting on August 27th, and everyone is heartily invited to attend with, or without, a vintage glider. Although Slingsby machines are particularly welcome back to the county of their birth, all vintage types are most welcome, so come along and finish the season in good company at a wonderful soaring site!

All photos via Phil Lazenby



William Cook rigs his colourful T21!



The peace and tranquillity of the Bank was suddenly shattered when this huge Hercules radial engine belched into life.



Lucky winners, and the odd headache...

Frank-Dieter Lemke

19. Kleines Segelflugzeug-Oldtimer-treffen 2015 in Rothenburg/Oberlausitz



Zweiter Platz beim Concours d'Elegance für den Bergfalke III Cabrio „Luftfahrt“ des Hamburger Teams
Foto: Frank-Dieter Lemke

Für Auge und Herz

Der Zuspruch, den diese Veranstaltung – diesmal mit 46 Piloten aus 22 Vereinen mit 28 Segelflugzeugen - findet, ist - neben der überschaubaren Organisation - gewiss auf die von Beginn an knallharten finanziellen Prämissen zurückzuführen: Die Organisationsgebühr, die einmalig jeder Pilot entrichtet, bleibt auch weiterhin auf 15 € beschränkt, das Campen ist ebenso kostenlos wie die Hangarierung. Mancher Ausrichter in der Vergangenheit musste erst einmal lernen, diese strikten Vorgaben zu verdauen, aber die Gegenleistung dafür ist eben sehenswert: Oldtimer, die auf das Feinste restauriert wurden und von weither angereist sind. Das erleben Zuschauer und ebenso Piloten nicht alle Tage. In Rothenburg waren besonders die Höhenschlepps gefragt, von denen immerhin 84 absolviert wurden. Gern nahmen die Piloten den größeren Zeitaufwand für das Rückholen der Seile in Kauf und wurden dafür oft mit Schlepphöhen von mehr als 1000 m belohnt.



Reginald Kasubeck (rechts) und Claus von Essen siegten mit ihrem Condor IV beim Concours d'Elegance. Foto: Stephan Peereboom

Concours d'Elegance

Platz eins ging mit fast erstaunlichem Vorsprung an den Condor IV mit Reginald Kasubeck aus Anklam. Platz zwei errang der farblich außerordentlich gelungene Scheibe Bergfalke III Cabrio des Hamburger Vereins für Luftfahrt. Dessen Rumpf in der klassischen Lufthansa-Bemalung haben Vereinsmitglieder lackiert; die Lackierung der Tragflächen ist eine gemeinsame Arbeit mit Lufthansa Technik. Allerdings verwirrt beim Blick auf den Rumpf der Schriftzug „Luftfahrt“ anstelle des naheliegenden „Lufthansa“, aber leider erteilte die Fluggesellschaft keine Freigabe für die Benutzung ihres Namens.

Über Platz drei freute sich Patrick Zimmer aus Laucha mit seiner Schleicher Ka 2b. Sehenswert an diesem Flugzeug ist die originale, verstreifte Kabinenhaube. Offenbar erleben die Originalhauben eine Renaissance, denn auch Reinhard Meier rüstete seine Ka 6CR damit aus und die Ka 6-0 von Michael Uebel war wohl schon immer mit ihr ausgestattet.



Die Ka 2b von Patrick Zimmer aus Laucha fliegt mit der originalen Kabinenhaube.
Foto: Frank-Dieter Lemke

Etwas für's Auge und das Herz waren auch viele andere Oldtimer, die von den Teilnehmern mitgebracht wurden. In einem Fall betraf es sogar ein Flugzeug, von dem man das am wenigsten erwartet hätte und das doch alle Blicke auf sich zog: den rot-weiß-lackierten SZD-30 der „Flying Pirats“ aus Perleberg. In einer Zeit, in der sich zahlreiche Vereine des hohen Wartungsaufwandes wegen von diesem Muster trennen, erwerben die Perleberger ihren Pirat in Österreich - der schönste, der jemals zu erblicken war. Im nächsten Jahr wird das Kleine Segelflugzeug-Oldtimertreffen sein Jubiläum feiern. Dazu lädt vom 26. bis 28. August 2016 als Kernzeit der Flugplatz Hammelburg in Bayern ein, womit die Veranstaltung nun auch den Westen der Bundesrepublik erobert. Das Fliegen in Hammelburg ermöglichen die Gastgeber bereits ab Samstag, dem 20. August. Da vor den meisten Teilnehmern eine sehr weite Strecke zum Austragungsort des 20. Treffens liegt, möchten viele auch einige Tage länger in der Rhön bleiben.

This traditional meeting attracted 46 Pilots from 22 clubs with 28 gliders. The pilots enjoyed the atmosphere, low fees, free hangaring and camping. Many of them took the opportunity to make winch launches up to 1000 m (3330 ft).

The 'Concours d'Elegance' was won by the Condor IV of Reginald Kasubeck, followed by the Scheibe Bergfalke III Cabrio des Hamburger Vereins für Luftfahrt and the Schleicher Ka2b of Patrick Zimmer.

The next 'little' Oldtimer meeting will be held at Hammelburg airfield in Bavaria from the 26th to the 28th August 2016.



So schön wie kein anderer: SZD-30 der „Flying Pirats“ aus Perleberg Foto: Benjamin Präger

RALLY REPORTS

David Hall

Youngtimers Wasserkuppe



With the heat, more than one decided to go topless as . . . prepares for a launch.

were set of around 150km and there was no shortages of retrieval teams! These tasks were optional, some just choosing to fly near the 'Kuppe'.

It's a great way to meet other pilots who like oldtimers. If you're interested in flying at the 'Kuppe' and own a glider designed by Kaiser, get in touch with Jan Odenwald who organises the meeting: Rhönflug Fulda e.V. email: rff@rhoenflug-fulda.de Next years meeting is planned for the week of 15-19 August 2016.

All photos David Hall



The mornings and evenings were a filled with a youthful enthusiasm and the sheer joy of indulging in what young people and the Wasserkuppe are famous for.



A week of youth enjoying the charms of old gliders!

I thought it was about time to write about a rally for oldtimers that is in its 9th year at the Wasserkuppe. It is organised by the Rhönflug Fulda club, which is based at the Wasserkuppe, and is called 'Youngtimers', celebrating aircraft built by Rudolf Kaiser, mostly the Ka6, Ka7 and Ka8's.

It runs from Monday to Friday, with this being the 9th year, was held from the 10th -15th August. There was a dominance of Ka6s, but also Ka2, Ka4, and the odd oldtimer (Mg 23, Sb 5, and Grunau Baby II) that just happened to be there. Everyone was welcome.

Surprisingly for the Kuppe, we had a heat-wave and 5 days of sunshine, although thermals were hard to find in the blue conditions. The wind was mostly from the east, which meant aerotows were used. On the third day the wind slackened to allow winching to the west. It's a very relaxed meeting, simple camping behind the hangar of Rhönflug Fulda and evening meals organised by a catering company. What with the heat, the beer flowed freely. When the conditions allow, overland tasks



An Oldtimer, in a . . . well Oldtimer I guess!

Peter Ocker

Saison-Abschluß-Veranstaltungen in Süddeutschland

Bereits das 12. Mal trafen sich viele Freunde der historischen Flugzeuge zum „Abfliegen“, einem Wochenende organisiert von Gere Tischler. Nach einigen

Jahren in Biberach sind wir seit 5 Jahren wieder zurück in Mengen, einem Flugplatz zwischen Schwäbischer Alb und Bodensee. Hier wurde im 2. Weltkrieg die Do 335 er-

probt, und nach dem Krieg nutzte die neue deutsche Luftwaffe den Platz zur Ausbildung auf der T-6 „Harvard“. Bereits letztes Jahr zeigte uns Günther Käl-

International Rally

TERLET 2015



Photo: Vincenzo Pedrielli



Photo:
Vincenzo Pedrielli



Photo:
Alexander Gilles



Photo: Alexander Gilles



Photo: Jan Das

International Rally

TERLET 2015



Photo: Vincenzo Pedrielli



Photo: Vincenzo Pedrielli

Photo: Jan Das



Photo: Bruce Stephenson



Photo: Bruce Stephenson

RALLY REPORTS



*Erhard Pfrommers wunderschön restaurierter L-Spatz, eingerahmt vom trüben Mengener Himmel
Erhard Pfrommer's beautifully restored L-Spatz is framed upon a moody Mengen sky.*

berer, der dort mit Freunden eine kleine aber sehr feine Sammlung amerikanischer Motorflugzeuge aus den 1920-er und 1930-er Jahre hat, eine T-6 welche er mittlerweile als statisches Ausstellungsstück in den Farben der Bundeswehr in Mengen lackierte. Das Flugzeug ist sogar eine der damals in Mengen stationierten Maschinen. Wir fanden das so toll, dass er gleichmal Grunau Baby III fliegen „musste“ und jetzt stark überlegt, seine Sammlung um mindestens ein historisches Segelflugzeug zu bereichern. Der „VGC-Virus“ ging gnadenlos herum.

Die weiteste Anreise hatte Ralph Meyer mit einer schönen Sie-3, fast genauso weit hatte es Lisa Landsteiner mit einem Bergfalke II. Insgesamt 37 Teilnehmer mit 12 Flugzeuge nahmen teil, darunter auch ein „neuer“ Oldtimer, ein Zugvogel IIIb von Markus Lachner, der in Mengen beheimatet ist. Eine Jugendgruppe aus Fürth brachte nicht nur eine SF-26 „Superspatz“ mit, sondern auch eine vereinseigene Ka6.

Insgesamt wurden an beiden Tagen 58 Windenstarts mit 14:25 h Flugzeit absolviert, das Wetter war durchwachsen aber trotzdem gelangen längere Flüge mit bis zu 1:42 Stunden.

Mengen ist immer eine Reise wert, neben

dem Fliegen ist das Highlight das abendliche Zusammensein am Samstag in einem kleinen schwäbischen Restaurant. Alex Gilles zeigte Fotos der VGC-Rallyes und für die Teilnehmer war es entweder eine Erinnerung an Venlo/Terlet, oder ein Ansporn, in der Zukunft selbst einmal an einer VGC-Rallye teilzunehmen.

Der Termin für 2016 (17./18.09.) ist wieder am dritten Wochenende im September und bereits bei der Flugplatz-GmbH sowie im Hotel und Restaurant geblockt.

Doch damit nicht genug, schon 2 Wochen später (03./04. Oktober) fand in Gerstetten (nahe Aalen-Elchingen, dort war das Rendez-Vous 2009) ein weiteres Oldtimertreffen statt, das „Mini-Oldie“. Hier gab es Gelegenheit den SG38 des BWLV an der Winde zu fliegen, genauso wie viele andere „szene-bekannt“ aber auch uns bisher nicht bekannten Oldtimern. Über 120 Starts kamen zusammen, besonders beeindruckend die Vielzahl der Scheibe-Flugzeuge, die vor allem die Mitglieder der Interessensgemeinschaft Scheibe-Flugzeuge e.V. (IGSF) pflegen und mitgebracht hatten.

Wir sind begeistert von diesen Veranstaltungen, da viele Interessenten kommen und dort den VGC auch kennenlernen können. Einige



Die Mü13 der IG Scheibe Flugzeuge bringt Farbe nach Gerstetten. IG-Scheibe-Flugzeuge's Mü13E makes for a colourful subject at Gerstetten.

Photo: Elisabeth Landsteiner

Probefliehte unserer „VGC News“ fanden begeisterte Abnehmer mit leuchtenden Augen. Mitglieder werben Mitglieder, so werden wir nicht nur mehr und jünger, sondern auch noch weiter großflächiger präsent. Viele Restaurierungsprojekte in den kommenden Wintern konnten so angestoßen werden – wir sind gespannt, was da alles wieder in die Luft kommt.

Mengen and Gerstetten Rallies

During mid-September, Gere Tischler organised (for the twelfth time) the season-closing event at Mengen airfield. With 37 participants and 12 gliders, 58 winch launches and a total flight time of 14 hours, 25 minutes were achieved. There were visits by several interested vintage glider fans, with some even 'being prepared' to join the VGC. With the dates of September 17-18 already fixed for next year, this will represent the 6th visit to Mengen airfield.

The beginning of October saw a small vintage glider meeting at Gerstetten. Called the 'Mini-Oldie', there are not many VGC members (yet), but the spirit was there and people very enthusiastic. The majority of gliders present were Scheibe-built gliders, mainly belonging to the 'Scheibe fan club' (the official community of interest for Scheibe aircraft, IGSF). With just over 120 launches were carried out, the regional aero-club's SG 38 was also available for winch launches.



Gere überreicht das Wundermittel gegen die Kälte an die Frauen. Gere handing out the contraband!



Gerstetten: am Windenstart der wunderschön restaurierte Bergfalke II von Elisabeth Landsteiner (vorne), mit Sabine Zander (hinten), dahinter der Schulgleiter SG38. Gerstetten. The beautifully restored Bergfalke II belonging to Elisabeth Landsteiner (front seat), with Sabine Zander (rear seat), heads a rather eclectic launch que with the SG 38 in the background. Photo: Elisabeth Landsteiner

RALLY REPORTS



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Lee Cowie

Great Plains Regatta and Massey Rally



Father and son at the Great Plains Regatta. Mike Logback's Pheobus and the syndicated 'Felix the Phoenix', currently based at Lawrenceville. Photo: Paul Rabourn.

We arrived at the Wichita Gliderport on Thursday afternoon and walked toward a group assembling a Scheibe Bergfalke. Before we reached them I heard, 'Lee, hold this wing'. It is so nice to be appreciated! While holding the wing I noticed something very unusual for Wichita, Kansas. The wind sock hung almost vertical. In Kansas they are normally horizontal. When I commented on the lack of wind I got the usual, 'you should have been here yesterday when it was really windy!' The winds stayed light all weekend.

Friday morning dawned with high overcast, but above the overcast some large Q's developed and the lift was good. At

least four pilots got silver altitude gains to earn a VSA coin, including Brian Silcott a student pilot in a Bergfalke II/55. Friday evening was the first cook out. The menu included venison burgers made from a deer shot on the gliderport.

Saturday at the always starts with a series of lectures. Every year at least one of the lectures is of a rebuild or building of a glider. It was sunny and every launch stayed up. Steve Leonard, a member of the American Phoenix syndicate, had his first flight in the ship, a ninety mile out and back which exceeded silver distance and silver altitude too (you can only earn one coin at an event). By the time of the Saturday evening cook out, eleven pilots had

earned VSA coins. Some ships started to be disassembled and packed into trailers for trips home.

Sunday was another clear, sunny day, with little wind and great flying. Visitors started heading for home with great memories of some super late summer soaring, while those who lived in the Wichita area continued to soar. Flying is normally good at the Wichita gliderport, but this year's regatta was exceptional.

On to news of our Massey Rally in Maryland. Visiting VSA members started arriving at the Massey Aerodrome on Thursday 8 October. The Massey Museum and airfield volunteers were busy building a new hanger door, so some of us joined in. Four of the six owners of the Massey Aerodrome are active VSA pilots. On Friday and Saturday more members and ships arrived. Flying started before noon with rides and instruction.

For some of the visitors, the food was a major attraction. On Friday the crowd visited a local seafood restaurant. Among the offerings for Saturday lunch was crab bisque and the Saturday evening meal was a barbeque. This is the Columbus Day holiday in the USA, so the flying continued into Monday. The longest flights of the weekend were on the Monday. Plans are already in the works for next year's event on the same weekend. If you missed the 2015 regatta, it is not too early to make plans for the 2016 event.



Jim Short in Neal Pfeiffer's K6br at Massey. Photo: Mary Cowie



The first time I saw this Schweizer 1 23H15 it was tied down in a field full of Llamas. Now it is flown regularly at Massey and the Saint Marys County Airport. Photo: Mary Cowie



Gliding is a family affair at Massey. Greg Dugan and his son Myles in their Schweizer 2-33. Photo: Mary Cowie

Gábor Fekecs

2-Seat Primary Training Gliders

Last year after learning that the Zögling which László Almásy had designed (and built by Hermes Celio in Egypt in 1939), had been re-born in Australia after WWII (see 'A fortunate incident', VGC News 143), I became curious as to whether the idea had occurred to others to insert an instructor's seat behind the pupil to make winch-launched, open-basic glider training safer.

I already knew about one early open structured two-seater primary in Sweden, a Pelzner. Constructed in 1926, it proved to be too heavy to be used in bungee-cord training. Nacelle gliders with an open framed rear fuselage structure were built very early on in gliding history. They had been intended to achieve better performances in slope soaring however launching them by bungee cord was not such a frequent event.

So my search started to find other two-seater double-control open primaries.

Early gliding pioneers were either motor-plane pilots, or enthusiasts who learned to fly gliders, alone on a trial-and-error basis. In both cases, damaging the primitive and in many cases unsafe machines, were a common occurrence. So after more controllable machines evolved, the question arose of how to train new pilots.

As launching gliders during those times by bungee-cord required great human effort, the idea to train new pilots in single-seaters was inevitable. Basically, training methods remained a trial-and-error process, but pupils did not start from zero. Experienced glider pilots were able to give them advice and help, albeit only orally. The training processes gradually became, more or less, standardised. The frequent damage to training gliders remained a part of the process and the easily reparable structure became a basic requirement for such gliders. Thus the simple, open structured primary-type glider evolved.



The 1952 modified 'Alfred Giess' SG-38 (see below).

With the basic aim of teaching pupils to fly primary gliders safely, the pupil had to be able to make safe bungee launches and fly the glider in a straight line (keeping the wings horizontal and without side-slipping). They also had to maintain a safe, constant gliding speed, make coordinated turns of up to 30 degrees bank, and make a safe final approach, and finally, to land the glider safely. At the end of the basic training a pupil gained his/her 'B' badge.

For an instructor, the first, and one of the most difficult tasks, was to teach pupils how to control the glider safely during the launch. To assure that the pupil would gradually learn all the intricacies of controlling the glider, it was essential to apply the exact amount of pulling force by the bungee crew to give an adequate launch by the stretched bungee-cord. Just to mention a few factors influencing the launch were the pupil's experience, wind speed and direction and condition of the launching point surface (grass, humidity). The weight and the sitting position of the pupil had to be also taken into account.

Bungee-cord training was usually carried out on hillsides from different launching points, on a slope which was adequate for the task. Winch training was usually carried out over flat surfaces and the glider had to climb to a height which was again, adequate for the task.

Akin to bungee launching, where they moved the launching point higher

and higher on a hillside, the glider was winched incrementally higher and higher. Thus the pupil could gradually learn how to control the glider during the climb, how to release the cable, and how to immediately transit to a normal gliding attitude. The exercises were set and supervised by the instructor. A final briefing would be held at the launching point. The pulling force of the winch cable was controlled by the winch operator, and for this reason, the instructor and the winch operator had to work in close cooperation. This was one of the most difficult tasks, because of the great distance between the launching point and the winch.

So it was not long before the idea evolved to position the instructor behind the pupil in order to help overcome the problems presented above. This would dramatically decrease the number, as well as the seriousness of injuries and damage caused by training pupils with little, or no experience, or by incorrect launching forces and speeds in which the pupil had little hope in controlling in unpredictable situations. Having dual controls on the glider gave the instructor a far more effective way in which to safely teach both rudimentary flying skills and emergency procedures for cable-breaks, or loss of power by the winch.

So let's now look in chronological order where and how this idea of providing dual-control instruction evolved, based on the examples I have found to date.

FEATURE ARTICLE – PRIMARY TWO SEAT GLIDERS

Pelzner two-seat primary

In the foreword, Pelzner's 1926 dual-controlled glider was mentioned. This was a true open-structure two-seater, basic primary glider. Based on picture comparisons, this glider was a modified version of Pelzner's P-2 single-seater primary. At the time, winch launching had not been developed, and it was too heavy for regular bungee-cord training. Either the then available bungee-cords, and/or the resulting high wing loading contributed towards it being unsuitable for launching by bungee under human power.



Pelzner's two-seater primary glider, Sweden, 1926. Data unknown

AVIA XIA

The French AVIA XIA single-seat primary glider appeared in 1930 and was produced in series production. At some unknown date, one example was modified by Paul Lepanse. It was probably carried out during the period of circa 1930-1933. No information is available if the span was modified or not.

The original single-seater AVIA XIA wing supporting structure, where the second seat was installed, can be seen in Fig. 4.



The modified AVIA XIA with an instructor seat built in behind the pupil and with dual-control. France, 1930-1933.

Zögling two-seat primary

The next is this two-seater Zögling developed in Egypt by László Almásy and Hermes Celio in 1939, from the Allievo B. Only one Allievo B was modified. It was used regularly at the gliding school at Alamaza airport. The glider was regarded as a new type, therefore was issued with a new registration number and CofA.

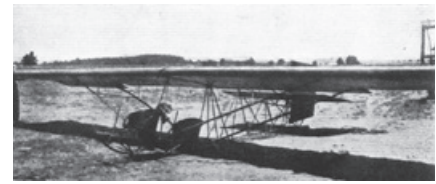


*The two-seater Zögling which was a modified Bonomi Allievo B, Egypt, 1939
Span: 11,4m;
best L/D with two persons: 12.*

Leonard two-seat primary

In 1931, the Leonard Motorless Aircraft Corporation, in the USA, constructed an open structured two-seater school glider with dual-controls. The glider was designed to withstand the abuse and the hard wear and tear in which training gliders were submitted when in the hands of an inexperienced student. The entire fuselage was constructed of welded steel tubes. It is not known how many of these Leonard gliders were built.

It was also possible for clubs or homebuilders to build the glider, as construction documentation was also sold. The factory also built a single seat basic primary glider, the LPT-1, of which 14 were registered, but none of the registrations of the two-seat gliders can be found today.



*Leonard two-seater primary glider, USA, 1931.
Span: 10,37 m; Max. L/D: 15*

Zögling two-seat primary

In 1933 a two-seater dual-control Zögling appeared in New Zealand. This was a modified single-seat Zögling. The designer of the modifications, as well as the main data, are unknown. The glider had been used by the Napier Aero Club at Napier Airport, located on the East Coast of the North Island. The glider had been photographed in 1933, just before it was covered in linen. The date of the modifications can be assumed as 1933.

The wing supporting bars of the single-seater Zögling were rearranged and a second seat was fitted between the bars.

A two-wheel undercarriage was fitted with telescopic legs that had rubber shock cord spring suspension.



Two-seater modified Zögling, New Zealand, 1933.

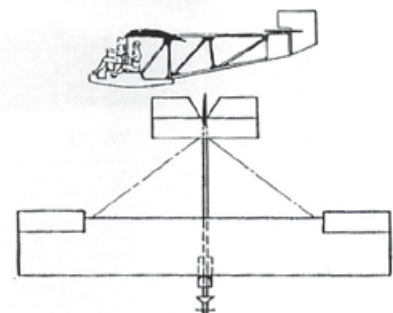


The general view of the glider.

Sablier S-21

The next open-structured two-seater primary training glider, is the French Sablier S-21. The exact date when it was offered on the market is not known, but around 1933-1934 is the most likely period, as the Sablier S-20 single-seat primary was introduced in 1932. It was of wooden construction.

No pictures of the glider can be found and there is no information if the design was built at all, other than this drawing.



Sablier S-21 two-seater school glider, France, 1933-34. Span: 10m.

FEATURE ARTICLE – PRIMARY TWO SEAT GLIDERS

2G

After WWII the first two-seater appeared in 1946 in Denmark. This was a new design, with the designation of 2 G. It's designers were Knud Høgslund and F. T. Olsen. Altogether nine of these gliders were built between 1946 and 1952 by different clubs. A number are still in use today, however they are used only for pleasure flights.



2G dual-control primary glider, Denmark, 1946. Span: 12,5m; best L/D: 13

Roda

In 1946 a new design of an open structured dual-control glider appeared in Yugoslavia. Designated as the 'Roda', it was designed by Ivo Šoštarič. Two versions are known to have been constructed; a mixed tubular steel/wood version and an all-tubular steel version. On the steel/wood version, the forward part of the glider's open fuselage was a steel tube structure, whilst the rear part was of a wooden construction. The other version utilised a pure steel tube structure.

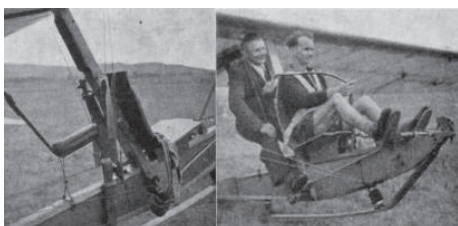
The glider was produced in series by two firms, in addition to a club built example. Altogether thirty-six gliders were built. A couple of the mixed structure Roda's were exported to Greece, where they were used extensively for basic training.



Roda dual-control glider with mixed structure, Yugoslavia, 1946. Span: 12,75m; best L/D: 15.

SG-38 two-seat primary

An interesting example of installing the instructor behind the pupil, amongst the wing supporting bars, was this 1952 SG-38 in Germany. In this case the glider's dimensions were not modified. This was a 'one-off' local modification, designed by Alfred Giess.



SG-38 modified as two-seater, 1952, Germany. Span: 10,41m (as the original).

Gumpert G-2

During the same year, another two-seat primary glider appeared in Denmark. This was a modification of the Austrian single-seat glider, the Gumpert G-2. The glider was given the name of 'Vuggen'. This two-seat glider did not have dual controls. The instructor, sitting on a car seat behind the pupil, prevented the wingtips from touching the ground via two pushrods connected to the ailerons. The instructor was able participate and give advice to the pupil verbally during training only during the first few launches, before the pupil moved to the standard single-seat method. During the modifications, airbrakes were also fitted into the wings. They were used during the first few launches in order to prevent the glider becoming airborne. It is not clear if the G-2's span was enlarged or not. The forward part of the fuselage was significantly modified to create room for the instructor's seat. The following figure demonstrates the extent of the fuselage modification. The Vuggen was a 'one-off' local project.



Vuggen two-seater. Span: 10,94m; best L/D: 12 (Original G-2 data)

KK 101A

One of the first new-designs after the war, the KK 101A, was created in Japan in 1952. This was a traditional wooden structure glider, with an A-frame and wire braced wing. The glider was not produced in series. Different factories and clubs built seven examples altogether. The KK 101B was a nacelle version of the same glider, of which, nearly twenty examples were built.



The KK 101A, Japan, 1952. Span: 10,8m; Best L/D: 10,9 (2-persons), 13,5 (1-person)

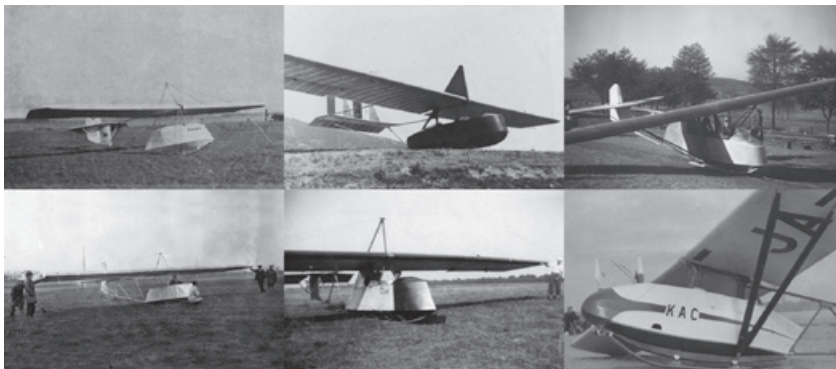
FEATURE ARTICLE – PRIMARY TWO SEAT GLIDERS

RG-3 Stahanov

A new design appeared in Rumania in 1953, the RG-3 Stahanov. The RG-3 was a true two-seat, dual-control primary, with a wooden structure and strutted wings. The RG-3 was built in series, with altogether twenty-five examples being built.

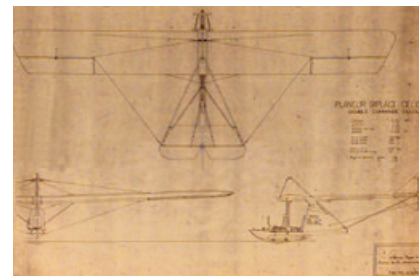


The RG-3 Stahanov. Rumania, 1953. Span: 12,6m; best L/D: 16



Celio-4

Closing the list is the Hermes Celio, Celio-4, in Australia. It looks likely that Celio created a new design back in Egypt during the war years. It was based on the modified Bonomi Allievo B, devised by Almásy in 1939. Unfortunately no pictures have been found of the Celio-4, only a few drawings. Only one example was built, however molds and master patterns for the wing ribs and for other items were known to be prepared for series production.



3-view drawing of the KK 101A

Examples of nacelled dual-control basic trainers.
From left to right upper row: Macklenburg M-III, Germany, Two-seater Zögling, Italy, Rhönlerche-I, Germany.
From left to right lower row: Castel Yanopur-II, France, AVIA-20A, France, KK 101B, Japan.

Conclusions:

In retrospect, we can see that the idea to use dual-control training along similar lines with well-known powered aircraft training, appeared very early on in gliding history. However due to the then available launching method of by bungee cord, lightweight machines became a basic requirement. This is why the single-seat training method and open single-seat primary glider evolved.

With the appearance of the winch and the gradual increase of power of the winches engine, the way was opened for modified, heavier, nacelled, dual-control primary training gliders. These gliders also had better performance due to their aerodynamically more refined structures.

The typical height reached by a winch-launched open primary was generally around 240-250 m. From this height with their 1.1-1.2 m/sec sinking speeds, maximum flights of only three to three and a half minutes were possible, with minimal maneuvering (turns). The better performance of the nacelle gliders made it possible to climb to 290-300 m and to fly five to six minutes in the air.

Although experimenting with dual-con-

trol open gliders appeared when winch launching became the universal launching method, dual-control nacelle primaries came into general use only for basic training. Later, more conventionally covered gliders took over the dual-control basic training task from the so-called primaries. This trend is in keeping with today's training gliders.

In the light of the evolvement of basic training, the two-seat, dual-control, open-structured primaries played a secondary role in the whole story of the development of dual-control gliders. Usually limited local resources forced instructors to invent machines to try and limit glider damage and shorten the time of the training. But such gliders never went into general usage. After the war, the lack of finance often encouraged factories to build cheap, open-structured primaries to restart gliding, but their usage covered a short period only.

Therefore it can be considered that open-structured, dual-control primary had a limited impact on the overall history of basic glider training development.

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Joerg Ziller

Erwin Ziller and his 'flying' legacy



Erwin Ziller. Photo: Joerg Ziller

With war, there are no winners, none more so than that for the Ziller family. I first met Joerg, Erwin Ziller's son, on the slopes of the Galgenberg after the highly successful International VGC Rally in Gliwice in 2004. Clearly this had been an emotional trip for Joerg, and was in fact, the first time he had visited their childhood home that had been but a distant memory after the end of the war. In his faltering English he told me, with excited enthusiasm, how he had located his grandfathers house. Outwardly it was still as

the family had remembered it. His grandfather's trade was as a stonemason. Even after the decades, his personalised plaque, the sculptured face of his wife, was still above the door. Despite the difficulty of expressing his thoughts in a foreign tongue, one could not help but sense the emotion of what this trip had meant to Joerg, and for me, it was to be the start of a long and respected friendship; one in which a fascinating tale would unfold.

BS

The aviation connection began with my father, Erwin Ziller. He was born on the 14th August 1905, in the Silesian town of Hirschberg, which is located in a region known as the 'Giant Mountains'. His father, our grandfather, Paul Ziller, was a stonemason and plasterer.

After his four sons had finished school our grandfather trained them all in his trade. They worked in his quarry and did stucco work for the Count of Schaffgotsch in Bad Warmbrunn. Erwin, carrying this artistic vein, also attended the Silesian Woodworking College, where he studied wood carving and sculpture.

During the 1920's, two historical developments influenced the course of my father's life. One was the growing popularity of soaring (motorised aviation was not allowed for Germans after World War I). The other was that the increasing poverty of the population resulted in lesser and fewer commissions for sculptors and wood carvers.

Quite near Hirschberg there are mountains that are especially suitable for gliding. They attracted some 1st World War pilots who wanted to try their homemade gliders. Soon a lively flight operation developed. In Grunau, a small village near Hirschberg, a flying school was established with Edmund Schneider and Gottlob Espenlaub, both of whom were qualified carpenters who had moved from the Wasserkuppe. They were responsible for the management of the school and together they built the first gliders and developing the first training course.

After the departure of Espenlaub in 1926,

Wolf Hirth arrived to take over management of the flying school. By this time Edmund Schneider had married a local girl and set up home there. In 1928 he founded his famous glider factory, 'Edmund Schneider Segelflugzeugbau Grunau' (ESG).

With such good gliding conditions attracting some of Germany's top glider pilots, it was around this time that my father's interest in gliding was fueled. It became so strong that in 1932 he enrolled in a gliding course there.

His flight instructor was the Dutchman, Pit van Husen, and it was not long before my father met all of the requirements to qualify for his A, B and C certificates. On the 26th July 1934, he received his Silver Badge (number 31). Soon after, he became a flight instructor at the gliding school in Grunau.



Our mother, Elisabeth. Photo: Joerg Ziller

My mother, Elisabeth Firchau, often visited and eventually managed her aunt's large estate located in a valley just below the mountain of Grunau, the launching site of the gliders. It is perhaps not surprising that my mother soon had the desire to learn to fly herself. Having enrolled as a student with the gliding school, training was typical for the period. Initial training was carried out on the SG38, before graduating to the Grunau Baby. Her flight instructor happened to be my future father, Erwin Ziller. It was not long before, in 1936, that he married my mother. Now my mother had the opportunity to fly a lot, however that soon stopped on account of the birth of their children, much to her great chagrin!

On the 18th of September 1937, my father, along with a student, G. Quadfasel, set a world altitude record in a Kranich with a height gain of 3304m. On the 21st of November 1938, again flying a Kranich (however this time solo), my father set a single seat record of 6838m. Both these records were in the lee wave of the Giant Mountains, the famous Mozagotl.

These record flights made my father better known, and soon more and more offers began to come his way.

In 1939 he was awarded the 'Ehrenpreis Segelflug' or the Gliding Medal of Honor



Our time together was be limited. My sister Barbara is pictured on my fathers knee, whilst my mother cradles me as a new born infant.

Photo: Joerg Ziller

WE REMEMBER



Our father with Hanna Reitsch (taken at the beginning of the war). We lived in the same town as Hanna's family and my father knew Hanna very well as a fellow glider pilot. Photo: Joerg Ziller

for his record flights, and also took part in the 1939 Rhön competition. In addition, he was offered the position as head of Hartau airfield. This is the same airfield that the VGC visited during the highly successful Rendezvous in 2004, and is today known as Jelenia Gora (Hirschberg).

From 1933, in addition to his gliding career, my father also trained for the regular military. As at the time Germany was forbidden to have an air force, the training was therefore conducted in secret and was carried out in Russia. Here he learned to fly both single-engine fighters and large multi-engine aircraft. His specialty, however, remained the training of glider pilots.

At the beginning of the war my father was one of the glider pilots involved with the raid on the Belgian Fort of Eben Emael. The fort was a heavily armed set of casemats and turrets, festooned with heavy guns in order to protect the Belgian border from German invasion.

Hitler's then top-secret plan to invade Belgium and push on into France, resulted in one of the most famous attacks during the war. On the 10th May 1940, 78 paratroopers from the 7th Flieger landed on the fortress in the Hans Jacobs-designed, DFS 230 gliders (which had been towed aloft by Ju52's). Armed with special high explosives, the German paratroop force, led by First Lieutenant Rudolf Witzig, took the Fort completely by surprise, with much of the infrastructure of the Fort being destroyed within minutes. This was the first time in history that gliders had been used to deliver such a silent and deadly attack.

My father was also involved in the campaign to take the Greek island of Crete. On the 20th May 1941, under the command of Major General Kurt Student, the German invasion began, again with the use of DFS 230 gliders. Heavy fighting ensued, with the Allied forces forced to evacuate their troops. German losses were high however and as a result, proved to be the last time that a large-scale attack by airborne troops



Wartime publicity shot of German glider troopers on an exercise in Italy in 1943, exiting a DFS 230. Photo: via internet. Stocker, German Federal Archive (Bundesarchiv).

was carried out by German forces. Large-scale battle line resupply by gliders did continue throughout the war however.

After Crete, my father then became an instructor with the newly formed LLG 2 (Luftlandegeschwader 2) group at Parchim, which was equipped with Henkel 111 bombers set up for towing the DFS 230 and Gotha Go 242 transport gliders.

Towards the end of the war, my father had become a test pilot with the Horten brothers at the Lw.Kdo.IX. (Luftwaffen Kommando IX. This group had been set up as a special unit to facilitate the official funding as a military project in order to secure the necessary materials and workshop capacity for the Horten project). Alarmed by the mounting German bomber and fighter losses, in 1943 Reichsmarschall Göring issued a request for design proposals to produce a bomber that was capable of carrying a 1,000 kilograms load over 1,000 kilometers at 1,000 kilometers per hour. At the time, there was no way to meet these goals. Yet with the new jet engines then being developed, the Hortens concluded that their low-drag flying wing designs could meet all of the requirements. Despite the high fuel consumption of jet engines, they felt they could even meet the range goal.

Known as the Ho.IX, it was to prove to be a radically new aircraft. The German Air Ministry (Reichsluftfahrtministerium) soon approved the design, with the proviso that two 30mm cannons were added. They felt the aircraft would also be useful as a fighter due to its estimated top speed being significantly higher than that of any Allied aircraft.

The first prototype was built as an unpowered glider, which flew on the 1st of March, 1944. Flight results were very favourable, and the development

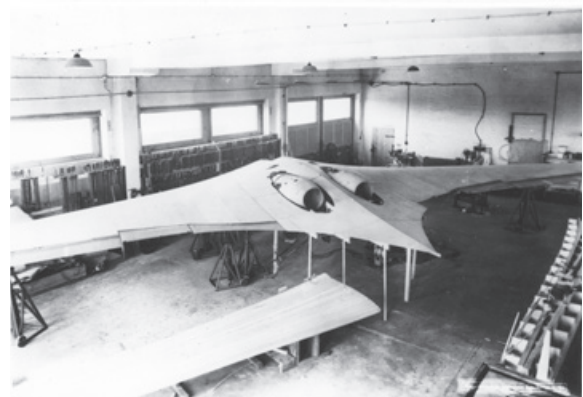
of adding the jet engines was handed over to Gothaer Waggonfabrik. The Gotha team made some changes, with the fitting of an ejection seat. To help protect the Ho. IX's wooden wing, Gotha also changed the inlet ducting to cool the jet engines outer casing.

By this time with the war was clearly in its final phase. The last couple of months saw the Horten designers

based in a cellar in Berlin near Oranienburg. Horten's regular test-pilot was the supremely skilled pilot, Heinz Scheidhauer [see VGC News Issue 137, 2013 ed.], however as Scheidhauer did not have multi-engine experience, my father was chosen to fly the Ho.IX as he had a twin-engine rating. In preparation for the flights and as my father had no experience with the new 'jet' engines, in December of 1944, he flew 5 test-flights in a Me 262 at Rechlin-Lärz. Lärz was used at the time for a training center to convert Luftwaffe pilots onto the all-new Me 262, which was the world's first jet fighter to see active service during the war.

My father around this time also trained Scheidhauer to fly multi-engine aircraft, by training him on a He.111. Later during the Russian advance of Berlin, Scheidhauer used this same He.111 to evacuate workers and their families out of Berlin.

By December of 1944, the second prototype was nearing completion. It took to the air under its own 'jet' power at Oranienburg on the 2nd February 1945, piloted by my father. By this time, the Horten brothers were working on a turbojet-powered design for the Amerika Bomber contract and did not attend this flight. Although they knew there was little chance of meeting the requirement, the Hortens used the



The Horten IX under construction at Oranienburg. Photo: Peter Selinger

WE REMEMBER



The Horten IX during test flights by Erwin. Photo: Peter Selinger



My father's grave lies in the village of Lehnitz.
Photo: Rüdiger Kaddatz

opportunity to prevent their workers from being sent to the Eastern Front.

Two further test flights were made between the 2nd and 18th February 1945, with the Ho.IX displaying excellent handling qualities. During one of these flights, comparisons between the Ho.IX and the Messerschmitt Me 262 were carried out, with the Ho.IX reportedly outperforming the Me 262!

Two weeks later, on the 18th February 1945, disaster struck during the third test flight when one of the jet engines failed. In 1985 an eyewitness, Walter Rösler, recalled that he heard the sound of the failed engine starting to re-spool up. As there was no bulkhead firewall separating the cockpit from the engine bay, it can be assumed that while my father was trying to relight the failed turbojet engine, gases from carbonising oil entered the cockpit and he lost consciousness? With only one engine working, observers saw the aircraft come out of the clouds tumbling out of control, and crash into an orchard. My father did not survive and today is buried in a marked grave in Lehnitz.

My mother received the news of the death of my father when we were fleeing Hirschberg ahead of the rapidly advancing Russians. We fled mostly on foot through the Giant Mountains, traveling towards the Czech border.

Our little convoy was made up of staff and their families from the gliding schools of Grunau and Hartau, and we were using the glider trailers towed by the winch cars. Our journey took us to Chomutov, in the Czech Republic, where we stayed in a refugee camp until the end of the war.

Following the announcement of the end of the war, initially everything was very quiet. However after two days, and mindful of possible reprisals, not knowing what else to do, our little Silesian group decid-

ed to return to Hirschberg and drove off. That was to be our luck, because we later learned that in Chomutov no German survived the next two weeks! There was also a hospital in Chomutov with German soldiers from the Eastern Front, all of which were said to have been killed.

By the end of the hostilities we were back in Hirschberg that was occupied by the Russians. Later Polish people arrived and there was a lot of looting and unpleasant things happened to the Germans that had remained in their homes. It is unfortunate to say that many people lost their lives during this period. Then the Russian Army took over everything, and finally we had some protection from the Polish. But when the Russian Soldiers got drunk, which was quite often, they often treated us as badly as the Polish had; even the Polish feared the Russians in these moments!

We lived in Hirschberg for approximately one year until 1946, during which time we were thrown out six times from wherever we had found shelter until a general evacuation order came. One day there came a knock at the door. A Russian Soldier was standing there with a gun. He informed us that we had one hour to leave and each of us could only take one item. My mother took a knapsack, my sister also had a small knapsack, and I had a potty! This proved to be a really clever move by my mother, as it was to become indispensable on the journey that followed. We were then loaded into railroad cattle wagons at the goods depot and everyone thought we were all on our way to Siberia. We were all full of fear.

With little more than just standing room, the train was full to the brim with women and children. With the Russians exercising absolute rule, one cannot today imagine the anguish. We waited in the wagons for around 2 days before an engine came and

we were hooked up. The train stopped all the time whenever they needed the engine, during which time, we were surrounded by Russian Soldiers.

It wasn't until sometime later and several stays in various refugee camps that we discovered that we were in fact heading west and upon crossing the border; we were all so happy! But it wasn't until we stopped for the first time after the western border that we actually knew where we were, the first American Camp. We were all de-loused with DDT before being fed. Each time we stopped at a camp, it was always the same story, de-lousing! Soon we were all permanently grey...today no one would survive that!

The last stop was in the British zone near Hanover, which is where the train was broken up and we left the train. I remember all these horse drawn wagons, yet there was one wagon drawn by a tractor. My mother said, 'we will take the wagon with the tractor', as she thought maybe this family was a little more modern. This is how our little Ziller family ended up in the area of Alfeld an der Leine, where we lived for the next ten years in a village called Brunkensen. I say 'we', my mother, my sister (Barbara Harding), and I in a small 12-meter square space (two of our siblings had died as infants during the war). In Landshut there is a plaque to the 18 million displaced persons of the eastern territories, of which approximately 2 million perished and 12 million arrived in the West.

My mother's basic attitude was always, what children learn stays in the mind, which is something that nobody can steal from you. Before the war my mother had been living a very good life, with both wealth and a respected position in society. Now we were so poor, we had lost everything. After the war, her driving force was the memory that she carried in her heart of our lost fa-

WE REMEMBER



Starting over, a time for life to begin again! We were so happy and so young; we had the rest of lives ahead of us. This was in 1954 at Juist. I am on the right with my arm around the two girls. My sister Barbara is directly behind me to the left of our instructor.
Photo: Joerg Ziller



Barbara at the lth, north Germany, in 1956 as she helps to position the Hols der Teufel back to the launch point. Photo Joerg Ziller



Me in a Meise at Marburg in around 1975. Photo Joerg Ziller

ther as well as her determination to give us children the best possible start in life. That was one reason that she made sure we both finished High School even under the most difficult circumstances (Sadly our mother passed away in October 1992).

After nine years, my mother got some money from a small state pension allocated to all those that had lost their loved ones during the war as well as their homes in the provinces Germany lost as the result of the Potsdam and Yalta agreements. This allowed us to go to Juist, where we attended a gliding school led by Jan Eilers. Barbara in the early '50s had already started her training on an SG 38 on the lth mountain in Lower Saxony. For me the training with Jan Eilers was the beginning of gliding. From Brunkensen in 1956 we moved to Munich. My sister soon finished high school and began her studies at the University of Munich. Because I could not tolerate the alpine climate, I was sent to a boarding school near Würzburg. After graduating from high school there I also started at the University of Munich, where I studied physics.

Incidentally I took many jobs in order to save a little money. This was not exactly conducive to my studies however, so I decided to look for another university after several semesters. During this search, over the city of Marburg, I saw a glider circling... I had found my university! I also had some luck as I got an auxiliary assistant job offered at the Institute. This brought me more money than I had ever had up until then, which meant I could now afford some regular gliding training. There was also a motor glider and some Piper J3 training there, however my heart always beat for gliding.

After my graduation from the university with a PhD in physics, I found a place in Sindelfingen with IBM, where there was a flying club which I soon joined. After some

time, along with two friends, we brought a Hornet.

Eventually in 1967 my sister emigrated to the US and found a job on the faculty of Georgetown University in Washington, DC. Having accidentally met Jan Scott, she again took up gliding, learning to fly gliders on his private strip in Lovettsville. Barbara also became a keen supporter of the VSA, and was for a time, the VSA Secretary. In January of 1980 I visited Lovettsville and Jan told me about the existence of a Vintage Glider Club in Europe. Later on I happened to be on holiday with my Hornet on the Klippeneck, an airfield in the Swabian Alps, where the German Vintage Glider Club happened to be also holding their Rendezvous and a connection was quickly created.

With my old-timer experience having now been established, I embarked upon a trip to Switzerland for the annual VGC International meeting that was being held there that year. Here I met Chris Wills for the first time. Half a year later I got a call from Chris. He had called me to convince me that should buy an Olympia Meise, which was being offered for sale in England. Chris begged me to buy this Meise, as he did

not think it was good that the Germans should be selling all their beautiful old gliders abroad. After a long deliberation, I agreed to buy this aircraft. That was the beginning of now already thirty years of friendship with the VGC and its members. Along with my Olympia Meise, it is a happy affair which I still enjoy to this day.

Postscript: After the war there is much documented evidence of the brutality both displaced Germans and those remaining in the eastern regions had to endure. Large areas of former German territory saw mass deportations, with German-owned farms and houses in former Silesia, Pomerania and East Prussia being handed over to Poles. Germans were rounded up and expelled at a moments notice, with place names and towns given Polish names. At the peak period, in July 1946, 14,400 people a day were being dumped over the frontier (I wonder where that figure comes from). About three quarters went to the American, British and French occupation zones of Germany, with most of the remainder going to the Soviet zone. Today the names of Hirschberg, Galgenberg and Grunau no longer exist and are now known as Jelenia Góra (Hirschberg) and Jeżów Sudecki (Grunau).
BS



Where all the VGC madness began for me! My sister Barbara at Jan Scott's place in Lovettsville. Her late husband, Jim, is seated in his Pratt Read that Jim painstakingly rebuilt.
Photo Joerg Ziller



A very special friend to me. Chris Wills and I stand proudly in front of my lovely Meise. I am still embarking on many happy adventures with this lovely glider with my VGC friends all over Europe. ...and oh, what adventures we have had!
Photo Joerg Ziller

Martin Konermann

Gö1 WOLF returns to its birthplace


Airbourne again after 40 years. Photos by Peter Selinger

The Göppingen 1 (Gö1) WOLF was the first series build glider by Sportflugzeugbau Göppingen (later Sportflugzeugbau Schempp-Hirth). It was designed by Wolf Hirth in 1935 for training and aerobatic purposes. We are very grateful and proud that Walter Walle from Bloemfontein, South Africa, decided in spring 2011, to donate his Gö1 WOLF to the Flying Museum Hahnweide e.V. near Stuttgart.

To the best of our knowledge our Gö1 WOLF was built in 1937; production number 138 and with the registration D-15-926. The German government donated it to the Transvaal Pioneer Gliding Club in South Africa (SA). At that time the club was the headquarters of the German glider pilots in SA. In May 1940, the Union Government issued a proclamation prohibiting the flying of civil aircraft and gliders. They were taken over by the Defence Force on repayment for military use. Our WOLF was bought for £175.0 from the Transvaal Pioneer Gliding Club. At the time, it carried the registration number of ZS-33. Altogether 51 sailplanes and gliders were taken over. They were allotted numbers beginning from No.1 and were issued to the 4th Gliding Wing.

The glider was based at the No 75 Air School, at Lyttelton (south of Pretoria), for the purpose of giving air experience to pupils who had been selected for pilot training but were awaiting their courses.

A small hanger was erected at Quaggaport

near where the gliding took place. The first Gliding Course began on the 28th July, 1941. A total of 54 Gliding Courses were formed, the last one ending on the 9th October 1943, after which the sailplanes and gliders were placed in storage at Quaggaport.

In 1946 a decision was made to dispose of the gliders and they were offered to their original owners. Records show that only three WOLF sailplanes were then in storage. ZS-GAD is the one which broke the South African height record by climbing to over 18,100 ft in cloud during the SA National contest at Kroonstad, Orange Free State, in 1948.

The Department of Civil Aviation's official register of aircraft does not record any sailplanes or gliders however until February 1949, when three WOLF sailplanes appear. One of them was ZS-GAD. Registered on the 8th February 1949 to the Transvaal Pioneer Gliding Club (recorded as ex ZS-33) as ZS-GAD. In February of 1953, it was re-registered to the Johannesburg Soaring Club, with its registration lapsing in August 1962. From this point, the exact history of ZS-GAD is not fully known.

Walter Walle and his friends found the glider in a hangar at Parys airfield, southwest of Johannesburg. They took it over to Bloemfontein airfield and flew the WOLF with its former registration ZS-GAD until 1976. They then resolved to restore the WOLF and covered the wings, the elevator and rudder

with new fabric, but the glider was never brought back into the air. After a long time in a corner of a hangar and moves to several different storage places, it suffered damage along the way, until it was stored properly under the roof of Walter's workshop hangar until 2011. So the rare glider survived.

In spring 2011 Walter decided to give the WOLF to us and 74 years later, the glider arrived back at its birthplace, near Stuttgart. Dick Bradley, from Soaring Safaries, managed the transport of the WOLF in a container (together with some modern gliders), from South Africa to the Royal Navy Gliding Club, Lee-on-the Solent, in the UK. Hellmut Hirth and I brought the WOLF back to Stuttgart in a trailer. After the first inspection, it was immediately apparent that we were lucky, because the Casein glue was in quite good condition. Struts and some other metal parts were missing. The left outer wing was damaged. During its life they had fitted metal spoilers from a motor aircraft to the wings.

Because of the missing wheel, the bottom of the fuselage had got wet before it was safely stored under the roof. They had covered the front fuselage with glasfibre and enlarged the cockpit. Some animals had also built their nests in the wings. So it was a big task to bring the WOLF back to its original state. Since autumn 2011 members of the Flying Museum Hahnweide e.V. and of the Sport Flying Club Stuttgart e.V. spent about 4400 hours of restoration work to bring it back to flying condition.

In August this year it was airborne again after nearly 40 years. A historical moment. To the best of our knowledge, ZS-GAD, together with PT-PAQ from the former VARIG museum in Brazil, are the only two known remaining original factory build Gö1 WOLF gliders world-wide. Our WOLF is now with its old German registration, D-15-926 and is also the oldest flying Schempp Hirth glider today.

Technical Details

Flugzeugbau Göppingen Gö 1 Wolf
Designed by

Dipl.-Ing. Wolf Hirth, Vaihingen a. F.

Intermediate Training glider, suitable for thermal soaring, and aerobatics.

Span: 14.00m;

Length: 6.21m;

Wing area: 14.50 sqm,

Airfoil: Gö 535

Empty wt: 149 kg;

Max flying wt: 243 kg

Glide Ratio: 1:17

Sink Rate: 0.95 m/s

Best glide: 55 km/h

FROM AROUND THE WORLD

Australia



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Looking more like a scene from a summer's drought here in Europe, the spring weather encouraged Nigel's lovely Kookaburra out of the hangar, as it frames the period lines of Bill Finlan's Tigermoth.



Birdseye view of the action!

Spring Outing for Vintage Pair

With spring arriving early in Queensland this year, it was time to air the wings of some old girls! Only this could have been the 1950's at Boonah, Queensland, as a DH-82 Tiger Moth climbed out with Nigel Arnot's resplendent Mark III Kookaburra in tow.

Fortunately John Zoanetti's camera caught

the action, with the winter flying weather producing thermals of an average of 6 kts to 4500 feet.

Look out for more news from us here down-under with our Melbourne Cup Rally held on the 3rd of November coming up in issue 146.

Text: Dave Goldsmith
Photos: John Zoanetti

Czech



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Ulf Kern in the only T31 currently flying in the Czech Republic. Photo: Jiří Leník

Czech vintage gliding season 2015

The 2015 Czech vintage gliding season was very rich and full of interesting events. First of all I have to mention the growing number of oldtimer's to our aviation register. Appearing, have been a 'new' Ka6CR (now a total of two in Czech), a 'new' SF27A (five total) and a Ka8b (two total).

Aleš Ferra has completed the overhaul of his Slingsby T-31B, with a lot of help from Jiří Leník. This Tandem Tutor has begun flying under a BGA registration and has appeared at many Czech airfields this season; however it is based at Bechyně airfield.

A youth group from Zábřeh, in Silesia, continue with their new-bulding of a SG-38 primary glider. Zdeněk Kropáč has also started a reconstruction of a L-21 Spartak in his workshop at Slany airfield, but as a long-term project, its completion is not expected anytime soon.

We started the season with some bungee

flying with Jiří Leník's SG-38 during the first weekend of May at Rana. Twenty-one aviators spent a wonderful three days there, performing 66 bungee flights and 16 car launches. All of them fulfilled the conditions for the old 'A' badge (A, B and C badges are not applicable in the Czech Republic any more). During the last week of May, we organised a competition of historical gliders (open for gliders with a performance coefficient of .78 or less), again at Rana airfield. Attending were five LG-125 Sohaj 2's, two VT-425 Sohaj 3's, and a LG-130 Kmotr (all these gliders are from the 1950's). Of course they were joined by the good company of their pilots and friends! Unfortunately, the weather wasn't so good

for competing with historical gliders, nevertheless we flew three scoring tasks, including an endurance task soaring above Rana hill. The final winner was the mixed crew of Ulf Kern and Jan Kudrna.

Our most important event was the Czech National oldtimer rally, held during the third week of August, this year located at Zábřeh airfield in Silesia. Sixteen oldtimers from the Czech Republic, Poland, Slovenia, Austria, and Germany all met up. From our perspective, the most unique glider was an EoN Olympia 2b of Boris Kožuh, which came from Slovenia. All participants enjoyed this meeting very much, thanks mainly to the hospitality of local Aeroclub members.

FROM AROUND THE WORLD



Václav Černý in his Šohaj

Around the same time, from the 15th - 22nd of August, the Hronov Aeroclub held the 'Oldtimers' competition for gliders equal to, or with similar performance as the Czech Orlik VT-116 and its sub-versions. The 21 competitors flew five tasks during the week, including one race task of 300km. The winner was the perspective junior glider pilot, Miss Klára Teichmanová.

The Czech Oldtimer season came to a close during the last weekend in Septem-

ber at Rana airfield, where we tested the last thermals of the season and enjoyed some hill slope-soaring. Hit of the meeting was the above mentioned Slingsby T-31B. Together with local and visiting oldtimers, some 85 aerotows were achieved. During one period of this gliding season, we enjoyed some amazing weather. It was almost like being in paradise. The first two weeks in August had gliding conditions that were more like those in Australia, rather than in the Czech Republic! Maximum heights for thermals were above FL100, and climbs were recorded at more than 5 m/s. This enabled some of our friends to perform some unique sporting achievements.

On the 5th of August, Václav Černý, flew a 301.4 km FAI triangle with a VT-125 Šohaj 2 (year of production 1951), at a speed of 48.68 km/h, and on the 31st of July, Milan Svoboda (born in 1934!) flew 512 km poly-



Václav Černý's 332km triangle 301km triangle in the Šohaj

gon with speed 85,1 km/h in his Phoebus B. We all need more seasons like we had in 2015!

Text: Josef Mezera
Photos: via Josef Mezera

Netherlands



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PH-194 in her earlier days. Photo: Martijn Hoogenbosch



Club members work on the wings; obviously to the approval of the younger generation of the fun to come! Bob Persijn (left) and Gerard Reijerse (right) discuss the Prefect's finer points, whilst looking on is an expectant Anton Wintgens Photo: Martijn Hoogenbosch

Good news from the lowland countries; the number of airworthy Prefects has doubled this Autumn!

At Hilversum, PH-194 saw air under her wings for the first time in six years. The aircraft has undergone a full structural survey and recover, and is looking very smart. At Lemelerveld, PH-196 has recovered from a couple of ground-bound years following a trailer accident on its way to the Lasham VGC Rally and a subsequent attack by mice. It has had a very thorough inspection, following which it was decided to rebuild the vertical tail and do major repairs to the wings in the air brake box areas. Although it did fly in time for participation at the VGC Rally at Terlet, the brand new trailer was not roadworthy yet. It too, has been finished now, and the aircraft will be flown at many Continental meetings in the next few years.

At Teuge work is well underway to rebuild

Sedbergh PH-1511. This suffered major damage in a landing accident last June, in which the two pilots unfortunately suffered back injuries. Both pilots are making a decent recovery now, as is the aircraft. Frames 1 to 4 have been rebuilt and the front fuselage is in the process of being covered with plywood. A CoG release will also be fitted. The front fuselage is expected to be finished this Spring, following which work will continue on the repair of the wings.

Talks are still underway with ILENT, who have in effect grounded all foreign registered Annex-II aircraft owned and operated in the Netherlands by refusing to issue any more permits-to-fly for them. Among the dozens of aircraft (mainly homebuilts, warbirds, vintage jets, and ultralights),

are some 20 historic gliders. Some of these are now slowly finding their way onto the Dutch aircraft register, a slow and costly process. Others cannot be fully transferred to the Dutch register for legal reasons and are now caught in a classic Catch-22 situation. Without a Dutch permit they can be flown anywhere in the world except for the Netherlands, but if they apply for a Dutch registration they are denied a Dutch CofA and cannot be flown at all! This has already resulted in one restoration project of such a glider (a T31) being put on hold for now, and several other gliders are awaiting their future in secure winter storage, or are being flown across the border in Germany and Belgium for now.

Eric Munk



Germany



FROM AROUND THE WORLD

Further to Eric's report, Martijn Hoogenbosch writes:

The Prefect is home again with the Gooise Zweefvliegclub!

After nine years standing in a hangar, PH-194 has been restored and made its first post-restoration flights.

Martijn Hoogenbosch took the initiative to bring the Prefect back into the club again with the generosity of Bob Persij, who donated the glider to the club for 1 Euro in the autumn of 2014.

First registered in 1951, the glider was used primarily as a solo machine after two-seater training in the Rhönlerche Ka4.

In October 1975 the glider crashed during a target landing competition called 'Piet Pilot'. The glider was too late in pulling out

of a side-slip, which resulted in a ground loop. The right wing was broken, with the glider suffering other damage. Two members of the club repaired the wing to gain experience for their wood technician competence certificates.

The board then sold the glider to Bob in 1979 for one guilder. Bob worked for several years to further repair of the glider. The first post-repair flight was in 1984, with Bob then taking part in the first Vintage Glider Rally at Terlet in Holland. The glider's last flights with Bob as owner were in 2006.

In the winter of 2014/2015, the wings and the rudder were overhauled with the help and the sponsorship of a number of club members. As enthusiastic wood lovers, they have made the glider airworthy again



The lovely Astrid van Lieshout looking contentedly smug as she enjoys the delights of the newly restored Prefect. Photo: Martijn Hoogenbosch

so that all members who would like to fly an old-timer (and a cabrio), can enjoy the experience!

Martijn Hoogenbosch

Germany



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The **Deutsches Museum** in Munich (located on an island on the Isar river), requires significant work to the buildings, so the aviation department will be closed in the coming weeks. Therefore it is not by coincidence that the gliding collection has already been 'evacuated', with the Oberschleißheim museum as a first priority destination. Three gliders, the Vampyr, a Ka6 and an HKS-3, are already on public display there. So if the winter should be longer this year, it might be a good idea to visit the Oberschleißheim museum, as some aircraft there are moved into storage and some of the famous aircraft still on the island, take their place. This will allow new close up views of several aircraft which were previously hung from the ceiling for decades.

Meanwhile, at the **Deutsches Segelflugmuseum on the Wasserkuppe**, there are also some new aircraft. Alois Obermeier from Altenstadt (South Germany), was a pioneer in 'turbo' powered gliders. He started research with a Bergfalke, which became the powered 'Illerfalke'.

He carried out his research by initially fitting an engine with a propeller in the trunk of his BMW 5 series and drove 'pro-

pelled' on a highway then still under construction. It is said that he got stopped by the police, but German laws didn't cover legislation for vehicles fitted with a propeller!

He continued with his studies into powered gliders, by fitting engines to Scheibe aircraft, with his powered SF27, the 'Illerschwalbe', which became the prototype of the SF27M that went into series production. Schempp-Hirth also asked for his help and he got involved in projects there, too. Both the Illerfalke and the Illerschwalbe are now on display at the Wasserkuppe, however due to the lack of space, only the fuselages are on display. Alexander Gilles also sent in photos of the Illerschwalbe before it went to Wasserkuppe museum. As Alex writes: *Here are some photos of the Illerschwalbe before restoration, when it hung in the hangar of the Obermeier family. The Bergfalke with the engine standing below the Illerschwalbe is not the original Illerfalke, but also a modified Bergfalke IV by Obermeier.*

The story behind these photos is that in 2009, Peter was busy with doing research for his Hans Jacobs book. We visited Obermeier's son, because they still have a modified (again with an engine) enlarged 12m-Zögling. We saw the Illerschwalbe



The Illerschwalbe as seen in 2009 in the hangar of the Obermeier family. Note the Bergfalke with the engine below and the tail of the powered 12m-Zögling to the right. Photo: Alexander Gilles

hanging there and Obermeier Junior told us that he was thinking about giving away some of his father's gliders in the future, but he was concerned about the lack of interest in them. We offered to talk to the representatives of the Wasserkuppe museum and I asked Klaus Heyn if there was any interest by them to display the gliders.



The display of the Illerfalke and Illerschwalbe at the Segelflugmuseum, Wasserkuppe. Photo: Claudia Stengele

FROM AROUND THE WORLD



The totally unique Greif I undergoing restoration at the Segelflugmuseum's workshops.
Photo: Claudia Stengele



The OSC's SG38 streaks down the Kuppe's foggy slopes! Photo: Alexander Gilles

Klaus replied that Obermeier's work was an important milestone for the development of gliders with retractable engines, so yes these gliders would be of interest for the museum. After that I didn't hear anything about the fate of the collection. But now I'm happy to hear that they finally arrived at the best place that could be found. Whilst the 'Illerfalke' was kept in its original condition (a fantastic time capsule), the 'Illerschwalbe' however received an extensive restoration.

Other interesting projects are a 'Greif I' under restoration in the workshop. This is a 13m single-seat training glider, which was built in small numbers in Rendsburg, Germany. Designed by Hans Hollfelder, only three are known to be preserved in the world. The others are a Greif I owned by the Deutsches Technikmuseum Berlin, and one is under extensive restoration to fly with our member Jürgen Dreyer (see VGC News 137). The Greif is a worthy addition to the Segelflugmuseum's collection, making this museum, as always, a deserving visit!

And finally, from our man at the workshops of the OSC, David Hall, who reports from his hospital bed: Due to health issues, I haven't been up at the 'Kuppe' much this summer. I therefore asked Frank Thies to give me a brief report of the workshop activities. The Rhönbussard. The fuselage has now been painted. Wings and tail-feathers are primed and waiting for the paint shop,

hopefully in October. When that's done the registration numbers will be added. Instruments, release hook and seatbelts are being serviced, in addition to a new radio with 8,33 khz in compliance with the new EASA rules.

SG38, D-7052: Before a planned SG week, it was discovered that some glue joints in the wing were unsound and it was grounded. For the SG38 week, we used the other SG, D-7055. A closer inspection after the removal of the fabric, showed that the glue failure was not as bad as first feared and under the guidance of Josef Kurz, and other young and old members, the repairs were carried out to the satisfaction of our inspector. D-7052 is now ready to fly again and just awaits its registration numbers. A 'new' SG38, which the club acquired, was not deemed worthy of extensive repair. It has been decided to use its usable parts as a replacement source for our other two SG38's.

Other work being done is to change the interior of the SG trailer to make it lighter and easier to load. Up until now, the heavy ironwork inside has done damage to both the aircraft and members over time and a modern low weight, less dangerous solution is being sought!

The entire team here at VGC News wishes David a speedy recovery and would like on behalf of its readers, thank David for his ongoing support during these difficult times-Ed.

Hot off the press!

Peter Ocker's Weihe D-0700 is fresh out of the paint shop! It was last seen airworthy at the VGC rally in 2009, at Achmer. Last overhauled in 1984, Peter thought it a good idea renew the fabric on the glider. So where are we 6 years later? What happened? Had Peter lost interest or maybe just lost the key from the workshop? In 2013 it was exhibited on the booth of the VGC at the AERO fair at Friedrichshafen, with the wings ready, but the fuselage still undergoing work.

Peter will tell us more in the coming issues of the VGC news about his experiences, about the horrible discoveries and happy evenings in the workshop, about some interesting legal things and above all, the importance of our VGC network. So stay tuned!



Like an alluring lady in a new fur coat! Sneak preview of Peter Ocker's Weihe fresh out of the beauty parlour and looking better than new.
Photo: Peter Ocker

Hungary



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We always wanted to buy a Motorspatz. A few years ago it was almost impossible to find an original, so our mechanic decided that he would modify a normal L-Spatz 55. Later this project turned into a normal restoration of this L-Spatz 55. Now it is in beautiful shape and is owned by the Hungarian Vintage Glider Club.

Last year, in 2014, we became the proud

owners of a very rare Scheibe SF-24B Motorspatz, which we bought from Germany, near Köln. Its registration number was D-KEBI (serial number 4029) and was built around 1962/63. The plane was in quite bad condition because it hadn't been flown since around 1973.

In 2014 we immediately started the restoration. This year we hope that we will fin-

FROM AROUND THE WORLD



The Motorspatz in its early days.
Photo: via internet



The Motorspatz prior to restoration. Photo: Patrik Ungár

ish the two wings, which are now being covered. Our plan is to finish the wings this year in including the paint job. After the wings, the fuselage will require much more work, as the engine requires a total overhaul and the tailplane being unusable, due to water damage.

Basically we don't know too much about our Motorspatz's history. But maybe someone out there knows the history of D-KE-BI? If you know something about D-KEBI, please contact me by email at: **ungarpatrik@gmail.com** Also we are looking for parts for this pro-

ject. We would like to buy a Hirth F10 engine and also an original Motorspatz tailplane, or any other parts. If you have something, feel free to contact me. I also attached two photos of the motor-glider. One is from the internet, and one is how the motorglider looks now.

Switzerland



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Spalinger S-15k in Weelde on 21st July 2015. Photo: Daniel Steffen

Spalinger S-15k OO-ZIW is back in Switzerland

Koen van Rooy sold his Spalinger, S-15k (OO-ZIW) to the Stiftung Segel-Flug-Geschichte in Switzerland on the 21st July 2015. The Belgian registered glider was the only Spalinger S-15k in flying condition worldwide. The glider was designed by the Swiss designer, Jakob Spalinger in 1934 and built by Rudolf Sägeser in Switzerland after the Second World War. Sägeser sold two Spalinger S-15k's (HB-449 and HB 450), to the Belgian gliding club, 'De Meeuw', in Antwerp in 1947.

After a period of about 20 years of the glider flying, OO-ZIW was then left in an open shelter for more than 30 years. Johan Kieckens started the restoration in 1998. After 1,000 hours of work, he stopped the restoration, because he was uncertain about the quality of the casein glue. Then Johan sold the project to Koen van Rooy, who took the glider to a professional workshop in Poland, SZD, in Jesow (former Grunau). The maiden



Spalinger S-15k OO-ZIW in Weelde on 21st July 2015. Photo: Daniel Steffen

flight took place in spring of 2010. The Spalinger S15k is now based in Switzerland, carrying its original Swiss registration of HB-449.

The S-15k was the first glider of Jakob Spalinger with gull wings. About 20 examples have been built at different locations. The performance of the S 15k is slightly better than a Grunau Baby. Fritz Glur built the prototype S-15k (HB-150) in 1934/35. With this glider, Glur stayed



The former owners, Koen van Rooy (left) and Johan Kieckens. Photo: Daniel Steffen

airborne 16 hours 20 minutes on 26th August 1936. This was a Swiss duration record at that time.

The Stiftung Segel-Flug-Geschichte owns five Spalinger gliders at the moment; S-15k, S-16, S-18 III, S-19 and a Spalinger Kranich.

FROM AROUND THE WORLD

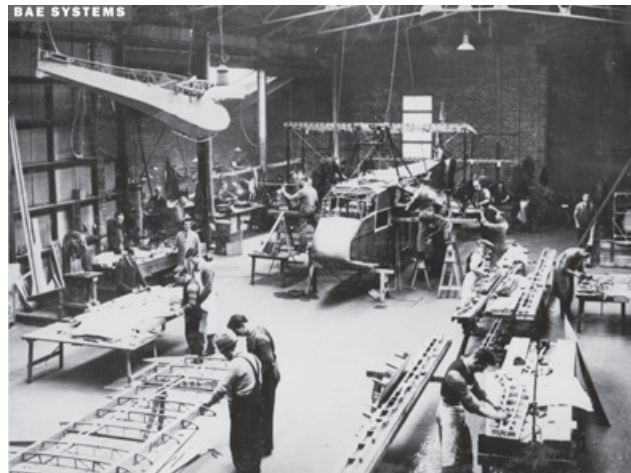
UK



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Due to my ongoing house rebuilding project, sadly I have been unable to do any gliding this year apart from an odd flight here and there. To try and get away from the brick dust and chaos around the house, back in June I jumped onto a company aircraft and popped over to see our VSA friends in America. With the kind hospitality of Simone and Jim Short, I spent 5 days attending the Annual Midwest Vintage Sailplane Regatta. Whilst there I managed to squeeze in some enjoyable flights with the gang in Lawrenceville. During my stay, I even managed to get signed off to fly gliders P1 in the United States, the highlight being to sample the delights of the Olympia club's EoN Olympia, ART. This, alongside my newly renewed US PPL, now gives me full access to US skies. Whilst processing my US Airman's ticket, I had to smile however as the nice man at the FAA office in Cincinnati even signed me off to fly a US registered 767, VFR, private hire. Where I might find a private owned Boeing 767 on a US private register to fly VFR is anyone's guess however!

With my time being so limited, other planned projects have therefore taken a backseat. This includes trying to get our waning Vintage Group at Buckminster Gliding Club back on the tracks. I did manage to get the T31 of David Gibbs through its CofA, however this turned out to be a long and drawn out process, again all due to my personal workloads and lack of time. This glider had not flown for some years after coming out of a then recent rebuild and proved to be in excellent condition. Unfortunately due to the then popular trailer rigging setup of attaching the fuselage to a central rail, the mainwheel had gone flat and the overhead fork holding the fuselage vertical had disengaged. This left the fuselage free to flop about and during transport, the result of which was a hole in the cockpit sidewall, which further cements my personal distain for this type of system. It is hoped that next season the T31 will be giving group members many enjoyable 'minutes' of flight time (T31's are not famed for their duration records after all!) and will also be used as a check-ship before pilots being



The Airspeed factory in its glory days at Piccadilly in York. The Tern glider can be seen partially complete hanging above the Airspeed Ferry, clearly still under construction. The Airspeed Ferry was the first aircraft of the then new 'Kings Flight'. Photo via Ian Reed

allowed to fly the Prefect.

I am also saddened to say that progress on the EoN Baby at Buckminster has also been at a complete standstill this year as well. Not only that, things are so bad that again this year my Mucha has been firmly stuck in its trailer for a second season with no current CofA. There is however some light at the end of the tunnel! During the planning stages of our house build project, my long suffering wife noticed that the garage had grown in length considerably, and now miraculously, a glider wing will now fit in... I still don't quite know how that happened, however it certainly may come in handy in the near future with my personal restoration projects on hold at the moment!

Onto another snippet of news. The ex-Underwood GB3 that has gone to a syndicate at the Midland Gliding Club, is currently undergoing a detailed inspection by Roger Andrews before work begins to bring this lovely glider back to the air. We look forward to news on the gliders progress guys. VGC member, Trevor Dale, recently wrote to me highlighting the plight of the old Airspeed factory at Piccadilly in York. The building has been lying derelict for some years now, and despite local efforts to have the building listed and saved, is in imminent danger of being torn down. The building is of some interest to UK Vintage readers, as this was the same factory where the Airspeed Tern glider was built during the 1930's. The factory also had other famous connections through Airspeed co-founder, Nevil Shute Norway.

Shute enjoyed a successful career in aircraft engineering, working as Deputy Chief Engineer on the R100 Airship project under Barnes Wallis (when Wallis left, he became the Chief Engineer for the project). With the cancellation of the R100 project in 1931, Shute teamed up with the talented de Havilland trained designer, A. Hessel Tiltman,

to co-found the aircraft construction company, Airspeed Ltd.

Taking over what was then a former trolley bus garage, it was here that the first British aircraft with retractable undercarriage was produced, the Airspeed Courier (from which the highly successful Oxford was developed).

Shute and Tiltman also designed the Tern glider which reputedly held the first British official straight-line distance record to be recognised by the British Gliding Association. Shute had gained his 'A' Certificate with the Tern, first flying at Sherborne-in-Elmet in August 1931.

On the 17th of August, 1931, the German pilot, Carli Magersuppe, flew the Tern from Stoupe Brow, Ravenscar to Scarborough beach, a straight line distance of 8.3 miles (13.4km), however covered a total of 16 miles in 38 minutes. The Tern enjoyed other successes, including a second place in the Distance competition during the de Havilland Cup. It also won yet another second in the cross-country Wakefield Trophy contest, again flown by Magersuppe.

This was not to be the end of Airspeed's foray into gliding however. During the war, Airspeed was responsible for designing the famous Horsa troop glider, Britain's most successful combat glider, which took part in several major battles during WW2, including the Normandy landings.

Shute also was a keen and successful writer. Author of over 20 novels, he is probably best known for his work, 'A Town like Alice', and 'On the Beach', both of which became big screen hits.

In recent years there have been efforts by members of the Yorkshire Air Museum to save the old factory building (which still houses Shute's old original office within). Headed by Ian Reed, the group are currently working closely with City of York Council and Local developers regarding the future

FROM AROUND THE WORLD



Domestic bliss? The 2nd Kite wing is now under construction with the Underwood living room. Photo: David Underwood



Peter Underwood proudly unveils the Prototype Slingsby Kite 1 after a six year rebuild on its 80th Anniversary. Photo: Phil Lazenby

of this site in order to ensure the history of this unique aircraft factory is not forgotten. They presented plans back in 2009 for the redevelopment of the original building as a museum for local manufacturing and social history of the 1930's, however the structure of the building has deteriorated further since then and is now in such a state that its immediate future now hangs in the balance.

Lastly comes more news of the Underwood's Kite capers. If the prototype wasn't enough, news has filtered through that restoration of a second Kite is now under way with wing ribs and tail feathers being produced at a prodigious rate. The prototype Kite is now largely complete and there was a recent push on to get her ready for display at the Sutton Bank Slingsby Rally back in September, as David Underwood writes:

Bruce,

Some time back we thought it would be a good idea to have the Kite prototype finished for its 80th birthday at Sutton Bank, since it was in the National Comps there 80 years to the week. Unfortunately it has not been finished yet, despite six years of working on it. Many things have happened during that time. Things like other gliders and mum (Peggy) being ill, then passing away, not to mention Peter having a slight stroke! A week or two before the Slingsby week, Peter said we should get the Kite to Sutton Bank for its 80th. So he contacted YGC to see if they could hangar it, as I could not be there all the time to help rig and derig. So we took it the 200 miles up north back home to Yorkshire. I had hoped to get a cake or have dancing girls, but in the end we had someone better, Caroline Coates! What more could one ask for? She looked af-

ter Peter now at the age of 87 and still going strong. She told him to remember the cake trolley on the Titanic.

Anyway back to the story, we rigged the Kite after one slight problem, which we soon overcame (2 strut pins left at home in the kitchen). We then put it on display outside the club house for all to look at. Many people had a good look and made some encouraging comments, including the local MP who came to visit. I think it looks better without the fabric, but it will be covered over the next few months. All being well, we hope to have it flying some time next year. In the meantime over winter, I will start making wing ribs for my other Kite.

*Best wishes
Dave U*

Gliding Heritage Centre News Update

There has been no let-up in activity at the Gliding Heritage Centre since I wrote my last news update. We were absolutely delighted, when near the end of May the news came from the Netherlands that enough pledges of money had been collected to purchase the only remaining Scott Viking 1 glider for the GHC. At the 43rd VGC International Rally held at Lasham, Bob van Aalst began an appeal fund to raise money to buy the Viking for the GHC from his friend Willem den Baars. Initially, he planned to raise the funds from his friends in the Dutch Vintage Glider Club (VHZ), but when he realised that their not inconsiderable generosity was close to exhaustion, he decided to extend his appeal to the Vintage Glider Club world-wide. The plan was that the glider was to be presented to the GHC at a special ceremony to

be held at this year's International Rally at Terlet, and the target of €8200 had to be raised in time for this ceremony to take place. Again the VGC community worldwide kicked into gear and the target was met in a very short time. It is testimony to the international friendship that binds the VGC together that this could happen, and the GHC will always be eternally grateful to the 76 clubs and individuals whose generosity made this so.

At a special ceremony on the 1st August at Terlet; in front of many of those who do-



The Scott Viking arrives in Terlet in style! Photo: Paul Haliday

nated towards the appeal, Colin Simpson and Gary Pullen accepted the Scott Viking 1 on behalf of the Gliding Heritage Centre from Bob van Aalst. And as a mark of our gratitude to Bob for his tireless efforts, we were delighted to present him with the very first Gliding Heritage Centre medal.

FROM AROUND THE WORLD

Bob, not wishing to forget his friend Willem den Baars part in the proceedings, presented him with a beautiful hand carved model of the Viking before we all drank a toast to the Scott Viking and all those who made her homecoming possible.

Whilst the final arrangements for the presentation of the Scott Viking were being put into place we heard some less positive news from the Heritage Lottery Fund (HLF). The HLF decided to refuse our application for funds to build a museum, as they felt that we were a very young organisation and that the building of a £2million museum would be a very risky undertaking for them to support. They were also wary that we were an organisation that runs very much on voluntary lines, and would have been happier to see us work on a more professional footing with paid qualified staff.

In truth we were not entirely surprised by the HLF decision. The feeling was that there would have been a very great deal of HLF influence in how we were to create and present the museum and this would perhaps take away some of the character that makes the GHC such a representative organisation of Vintage Gliding.

We have always have had a plan 'B', which involves redirecting our efforts towards building a second hangar to help house our ever-expanding glider collection and to also provide extra workshop space. So it is this that we will be focussing our development intentions in the near future.

If the Scott Viking Appeal and presentation, the HLF decision and its implications were not enough to be thinking about, we also had been planning and preparing for our very first GHC open day. Held in conjunction with a local organisation, 'Energy Alton', they promoted the use of electric

vehicles. Entitled 'Silent Wings – Silent Wheels', the event extolled the virtues of these silent forms of transport. Members of the public who visited for the opportunity to drive in an electric car, also were able to take flights in gliders, including the T21 which is such a popular resident of the GHC hangar.

We all hoped for good weather, and our luck was in. The 6th September proved to be an absolutely gorgeous late summer's day with gentle winds and some thermals. Over 400

visitors came to have a look around our hangar, 29 of them taking flights in gliders, with the T21 proving very popular indeed. Visitors could also try their hand on the T. 38 Grasshopper that was mounted on the pendlebock frame and the kids could sit in cockpit of our condemned Ka6 glider and practice their flying skills. Many people drove the electric vehicles, with the burger stall being staffed by our more culinary-minded GHC members, did a roaring trade! Over 40 volunteers made this event possible. That's nearly a third of the GHC membership, which is a remarkable achievement that we all should be proud of!

Another notable event was the annual Vintage Glider Club dinner, which was held at Lasham [see page 9]. This gave us the opportunity to meet up again with some of our friends, many of whom we only saw a couple of months earlier at Terlet. Again the weather was kind to us, being soarable both days of the weekend. It was really



Bob van Aalst (L) receives the very first Gliding Heritage Centre medal to be awarded from the GHC's Gary Pullen (R) and Colin Simpson (C) in recognition of his outstanding efforts to get the Scott Viking back to the UK. Photo: Paul Haliday

heartening that our German and Dutch guests would travel so far to come and see us and also to fly our gliders. The GHC Steinadler and Oly 2b flew almost non-stop, with the privately owned Swallow, Cadet Mk1 and the ever popular T21 also flying a lot.

With the skies darkening early now, and the chill wind in the air, the gliding season has come to a close, with attention now turning towards GHC workshop projects. The Foka 4 wings are awaiting their cables and new paint. The long queue of GHC gliders await their CofA's, with our newest member of the fleet, the Scott Viking 1, hopefully moving a step closer towards flight once again after a very thorough inspection and restoration.

In the last couple of days I have heard about the possibility of the GHC collection acquiring two new members, one that will be totally unique. I hope to have news of this and all other goings on in my next GHC update in the New Year.

USA



Correspondent:
Lee Cowie
Contact:
USA@vgc-news.com

VSA Journalism Award

In an effort to get more members to write magazine articles on old gliders

and gliding history, the Vintage Sailplane Association offers an annual award. The material can be published in any magazine worldwide. The writer must be a VSA member when the feature is printed. The subject may be technical, historic, or possibly coverage of a current event for old gliders. Members are asked to make nominations to their officers, who then forward the information to the awards committee. The 2014 winner of the VSA Journalism award is *Glider Flying in St Louis in 1904* by *Simine Short* (Bungee Cord, Vol 40 No. 2, Summer 2014).



Simine Short receives her VSA Journalism award from Lee Cowie. Photo: Bruce Stephenson

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 the last issue of

VGC News, I invited two of these friends, John Slater, whom I met few times in the 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

Vincenzo Pedrielli

6th Vintage Glider Model Meeting

20 September 2015

On the 20th September 2015, at the airfield of Annicco, near Cremona, the 6th meeting of the Vintage Glider Models was held. It is an event in which the number of models and pilots increases in number year upon year. In this, the 6th year, some 33 pilots were attending with 43 models, all of which were from different regions of central and northern Italy. In addition to the 43 models, there were a further 11 tow plane models to launch the model gliders in the air. The G.A.C., Gruppo Aeromodellistico Cremonese, had placed 20 members of the Club to take care of the various stages of

the event. With this force, deployment of the event could not have been carried out any better and in such a full and safe manner.

At lunch on the field, we sat down to pasta and fried fish, with over a hundred meals being served, together with white and red wine. A relaxing moment, shared by friends and model fans, many of whom have not been seen for a year. There were stories to tell and many technical questions to ask!

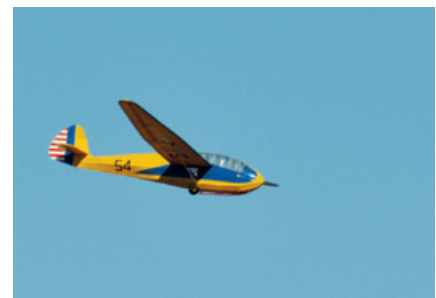
6^a EDIZIONE 2015
RADUNO ALIANTI D'EPOCA 3^a CREMONA
Vintage Gliders
Domenica 20 Settembre 2015
sul Campo Volo del G.A.C.
Gruppo Aeromodellistico Cremonese,
avrà svolgimento il
6° Raduno per Riproduzioni di Alianti d'Epoca.
 Al Raduno saranno ammesse tutte le riproduzioni di Alianti antecedenti il 1960 possibilmente realizzate in Struttura Classica
 Il Programma prevede Voli Liberi a partire dalle ore 10,00
 Avranno benvenuti anche i Voli Istruttori
 Cucine attive in loco per pranzare in/rieme
 La mappa per raggiungere il Campo Volo di Annicco è disponibile sul sito <http://www.gac-cremona.it>
 Per la Gradita Conferma dell'adesione e per ogni informazione contattare:
Marco Paffoni 339 263 73 41 - Email: marcopaffoni@alice.it
20 Settembre 2015



Carlo Cobianchi with his Orlik II



Nice cockpit of Christian Duratti's Jastrzab



Schweizer TG-2 in flight

MODEL NEWS



Egidio Sala's Bocian landing



Gheppio of Francesco Forza



Stefano Corno flying his Slingsby T-21

After lunch, and before continuing flight activities, a lottery was organised by the C.A.G. The first prize was a model Swift, offered by the X-Model company, whilst the second prize was a 50th anniversary watch of the 'Frecce Tricolori', the Italian Air Force Patrol. The watch was donated by Tullio Facchini, one of the historic founders of the C.A.G., there was great participation in the lottery and much satisfaction for the lucky winners!

The merit for the success of this meeting should also be given to the weather. After starting out with partly cloudy skies early in the morning, around noon the sun appeared with its summer heat and many the cumulus clouds began to form, creating

appreciable thermals. Because of the large number of pilots, to allow everyone to fly, it was necessary to limit the duration of flights. It was a difficult task to try and rank the most beautiful models; a really tough question! I can only say that some models in flight be readily taken for the full-size glider. Many pictures I took prove this. I was also very pleased to note the presence of several scale models of Italian design. Among them a was a CVT4 Strale, designed by the Morelli brothers, the Sparviero and the Turbine of the original Italian designer, Teichfuss, the Gheppio of Gianfranco Rotondi of the Feltrinelli Institute of Milano and the CVV6 Canguro of the Politecnico di Milano.

Just one small criticism that I would like to make for those perfectly built scale models without a pilot in the cockpit. You do not need buy expensive scale pilots. Just a simple small puppet will do to fill that void and it really increases the reality of flight. And so at 6:00pm the 6th Vintage Model Rally ended to the satisfaction of all those present. The happy and satisfied pilots began to derig their models, preparing to return to their respective homes.

I can now conclude with warm thanks to Marco Pattoni and his group of helpers. See you next year at Annicco, same place, same time, for the annual 7th Vintage Model Glider meeting!



07: Ka3 of Guillermo Di Gennaro



Luigi Teichfuss Turbine



Marco Torchio Petrel prototype

Chris Williams

UK round-up.

Spalinger S10 consigned to history

Back in the month of June, the Ghost Squadron, which can be loosely described as the gliding arm of the Large Model Association, held their annual fly-fest in a farmers field near the town of Cheddar, in Somerset. I drove



Dave Pullinger with his impressive half-scale Spalinger S10 Zurivogel

MODEL NEWS



Airborne at last!



down there on the least windy day of the week-long affair in the hope of getting my camera around something special, and I was not to be disappointed. Earlier in the year I had noted the maiden flight of Dave Pullinger's Spalinger S10 on the **Scale Soaring UK** forum with some interest and had high hopes of seeing the beast at this event. This model is a tour-de-force of the modelling arts, and a very challenging subject to boot. As well as being a biplane glider, it has no ailerons, roll control being activated by the warping of the upper wings. Six years in the making, this half-scale model is a follow-on from Dave's original 1/4 scale design, published so long ago that Fred Flintstone was still wearing shorts at the time. No expense had been spared in the making of this masterpiece including the installation of two half-scale pilots and the use of a sign writer to complete the finishing touches. So keen was your reporter to see this beast in action, that he refused to fly himself, lest the great moment be missed! Taking at least a couple of hours to rig, the first attempt didn't take place until

near lunchtime, whereupon proceedings ground to a halt, as no one else wanted to miss it either. Although the wind was forecast to be light, it was still blowing at right angles to the runway, and it became evident as the poor little tug roared and trembled, and the Spalinger reluctantly moved at walking pace, that the wing warping was going to be unable to prevent the downwind wingtip from scraping on the grass, thus demolishing any hope of getting airborne. There was a deep irony to this situation, contingent to the rules and regs that apply to models over 20kgs. Event organiser, John Greenfield, had brought along his new half scale Klemm, a model more than capable of towing up the Spalinger, but he was the only person on-site certified to fly both models! Eventually, after three attempts, the Spalinger became airborne, and after an agonisingly slow climb to altitude, we were treated to the re-creation of a small piece of history. This model was indeed an impressive sight in the air, and three or four more flights were embarked upon during the

course of the day. Sadly, and for reasons unknown, on the last flight the S10 went into a dive from which it didn't recover, and this little piece of history became history itself. In his eighties, Dave showed the resilience of a true aeromodeller, accepting the cards fate had dealt him and vowing to move on to the next subject. I, for one, can't wait to see what he will come with next. On a personal note, the Kite 2a project came to a successful conclusion a few weeks later. The massive decalage of the full-size had been diminished to a mere 2 degrees, whilst still retaining the wing's angle of attack relative to the ground. The ailerons had more diagonal bracing than stated in Fred's original specification, but, by and large, I like to think that the model retains a fair degree of similarity to the full-size. It has proven to be an excellent performer, both on the slope and from aerotow, and now I'm staying with the patriotic theme by embarking on a project to produce a Type 42 Eagle.

Photos: Chris Williams



John Greenfield (in the middle) with his imposing half-scale Klemm



Author launches the 1:3.25 scale Kite 2a

Carlo Simeoni

Bowlus Super Albatross



A nice photo of the Super Albatross full size (from an old copy of the magazine Aero Revue)

In the spring 2003 my friend, Sergio Mantovani, was completing the scale model of the Canadian sailplane, the Harbinger. Unfortunately that was the last model he built, as he passed away soon after the test flight. Talking to my son Matteo and telling him my intention to build something new at the level of the Sergio's model, he suggested the Bowlus Super Albatross, which had been nicely displayed that month on a sailplane wall calendar.

Why not to build it in 1:2 scale? Starting from an accurate 3-view-drawing and the great support of the computer, I drew with Auto-Cad, a detailed drawing including all formers, spars, ribs, washout etc.

For the wing profile I decided to go with the original airfoil Göttingen 549, evolving in Göttingen 617, with a washout of 4.5° and 4.5° dihedral. This was based on my experience and by reading various publications. I felt comfortable to have a root cord of 68.5 cm and to be in the RN range (Reynolds Numbers), much closer to full-size sailplanes than those of typical models.

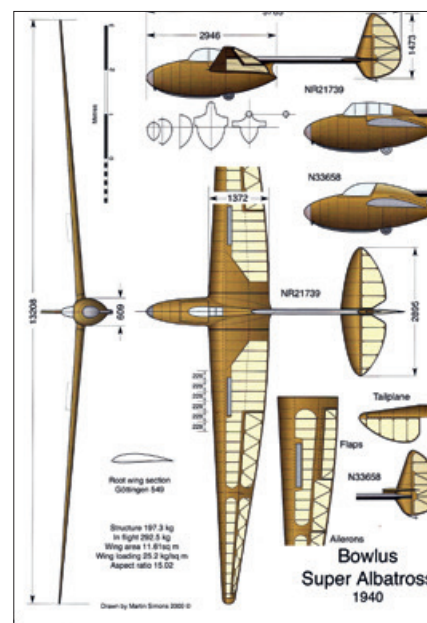
As usual, I started building the tail-plane.

Great help came from my friend, Horst Niederwanger, who milled all ribs and formers in both birch and poplar. I built the fuselage in two halves and later accurately assembled them, skinning them with 3mm sheets of balsawood. I then covered the fuselage with 170gr. Fiberglass and epoxy resin. Finally the fuselage has been coated with primers and finished with acrylic mat paint.

Now about the wing; the D-box was skinned with 0.4mm birch plywood and the rest of the wing covered with Antique Solartex (after having impregnated the wood structure with diluted cellulosic glue). The same procedure was employed for the tail plane. Mounting the wings, I started thinking how to make the canopy. Great help came from Karl Eberhardt, who introduced me to a German model builder, who works in a pharmaceutical company dealing with plastic packaging. The maiden flight took place on the 2nd June 2011, at the MFG Nördlingen airfield, assisted by my good friend Danilo Boselli and my sons Luca and Matteo.

Before taking off, Rolf Negele, the tow pilot, told me: 'let's take off, climb gradually and before turning let's go straight for about two hundred meters to give you the opportunity to trim'. "Come on then," I said in an apparently calm voice! Taxiing, take-off, releasing and...unbelievable it flies without touching the trim! The first landing was not the best, but after seven additional flights, I got to know my model and landed properly as an old glider pilot should. A great experience, which I wish to all model building fans!

Those who saw my Super Albatross flying thought it flew slowly, but actually it flies along at 55 km/h. To build in larger scale like 1:2, it simplifies both flight stability



Drawing via Martin Simons

and responses from radio-control inputs, etc. On the contrary, it introduces some construction headaches, mainly concerning robustness.

This project of the Bowlus Super Albatross took me many hours to construct, some of which was with the help of my sons, but I mainly counted on the patience of my dear wife, Gemma.

Unless stated, all photos: Carlo Simeoni

Postscript The 1939 Bowlus-built Super Albatross was built with an all-flying tail and pendulum elevators. The 1942 Kelsey-built glider had the horizontal stabiliser mounted on top of the boom, ahead of the rudder. There were other minor differences. Kelsey was a Bowlus employee.

Raul Blacksten



The model pilot in the cockpit



A smooth landing Photo: Vincenzo Pedrielli



The author at work

THE BOOK NOOK

Review: Bernd Diekmann

Kassel und die Luftfahrtindustrie seit 1923

von Rolf Nagel, Thorsten Bauer



Kassel und die Luftfahrtindustrie seit 1923 - Geschichte(n), Menschen, Technik
 Bernecker MediaWare AG, 34212 Melsungen
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 39,80 Euro zzgl. Versand
<http://www.bernecker.de/verlag/buecher/#c1124>

Wenn man zurzeit an Luftfahrt in Kassel denkt, fällt einem in Deutschland meist nur ein nicht ausreichend ausgelasteter Flugplatz ein. Doch die beiden Autoren Rolf Nagel und Thorsten Bauer zeigen in ihrer neuen Veröffentlichung, dass die Industriestadt auch eine der Wiegen der Luftfahrtindustrie in Deutschland war und ist. Auf über 450 Seiten arbeiten sie die Geschichte der lokalen Luftfahrt auf und geben genaue Beschreibungen zu Firmen die teils vergessen, teils aber noch immer wohlbekannt sind. Es ist eine lange Liste: Dietrich-Gobiet Flugzeugwerk AG, Raab-Katzenstein Flugzeugwerk GmbH, Espenlaub Flugzeugbau Cassel. Kegel-Flugzeugbau Kassel, Gerhard Fieseler Werke GmbH, Junkers, Motorenbau Werk Kassel, Henschel Flugzeug-Werke AG, Henschel-Flugmotorenbau GmbH, Airbus Helicopters Deutschland GmbH und ZF Luftfahrttechnik GmbH.

Zu jeder dieser Firmen finden sich umfangreiche Texte und viele unbekannte Aufnahmen. Der Segelflug nimmt allein etwa ein Drittel des Buches ein. So kann man hier viel Neues zum Bau der berühmten Segelflugzeuge von Robert Kronfeld oder Wolf Hirth erfahren. Vorgestellt werden dabei Details zu allen Typen von Kegel-Ackermann (wie etwa Kronfelds Ku-4 „Austria“ oder Hirths „Lore“), zum ersten Flugzeugschlepp von Raab-Katzenstein und dem folgenden Rechtsstreit mit Fieseler und Espenlaub, den futuristischen Entwürfen von Wilhelm

Kirchner („Hessenland“ und „La Pruvo“), zur Segelflug-Produktion in den Gründungsjahren bei Fieseler und auch viele Geschichte und Anekdoten, die sich um all die Kasseler Konstruktionen herum abspielten. Die historischen Kataloge der Kasseler Segelflughersteller werden umfangreich wiedergegeben. Außerdem finden sich aktualisierte Biografien zu den bekannten Personen, welche die Luftfahrtindustrie in Kassel aufbauten. Auch diese Liste ist lang: Richard Dietrich, Anatole und Egon Gobiet, Kurt Katzenstein, Antonius Raab, Gottlob Espenlaub, Max Kegel, Gerhard Fieseler und Oscar R. Henschel. Ein Buch dass eine Lücke schließt, nicht nur für die Region Kassel.



Kassel und die Luftfahrtindustrie seit 1923 - The city of Kassel and its Aviation Industry since 1923

Today if people in Germany think of aviation in Kassel, they think of a rather sleepy airport. The authors, Nagel and Bauer, however have provided a fascinating insight into Kassel's place as one of Germany's leading centres of aviation industry. With over 450 pages, they write about local aviation history since 1923, right up to the present day. Highlighting the detailed his-

stories of the many companies based there, many of which are now largely forgotten. But there are still some famous names in Kassel, and each of these companies receives extensive coverage, supported by many rare and previously unseen photographs. Readers will also find the updated biographies of many of the famous people who

worked within the aviation industry in Kassel. Again it is a long line of names. But it is not all about powered aviation however. Gliding makes up for nearly one third of the book, and along with the names of the people who made it all happen, closes a gap in the place Kassel has played in German aviation history.

LETTER TO THE EDITOR

Robert Maxwell

Scott-Viking Models

Hi Bruce,

I recently bought an isometric drawing of a Hutter 17 that had belonged to W.R. Scott, the designer of the Viking 1 & 2 sailplanes, from his son, David.

He was not aware that the Viking 1 had been brought back to the UK, and was quite interested to hear of this. He remembers his father and employees assembling gliders on the large lawn at home, as there was insufficient room at the factory, this would have been when he was 9 or 10.

David lives near to Lasham, and I have put



him in touch with Robin Bickers, so he can arrange a time to visit the GHC and be reunited. David mentioned to me that he owns scale models of both the Viking 1 and Viking 2 sailplanes, these being made at Scott's factory by an apprentice. I think



that these are important survivors, and judging by the attached photos, would appear to have been very skilfully made.

Best regards,
Robert Maxwell.

Christian Hülshager

Inspiring the kids?

When we decided to christen our Bergfalke, 'Otto' (after Otto Lilienthal, the missionary of human flight!), my then 12 year old daughter, Meret, designed the 'Otto' lettering with quill and ink. The original was then converted to a sticker.

I have supplied a picture of her after her first flight in 'Otto' on the 28th July 2015, which was her very first flight in a glider. During last winter she decided that one side of the trailer would be hers and so she painted the albatross, 'Orville', from the



Meret hard at work!

picture 'The Rescuers' on it. He is depicted after one of his 'best landings'! I hope she did not have her father's landings in mind when she made her decision!

All photos: Christian Hülshager



The finished trailer.



Meret's flight in the Bergfalke.

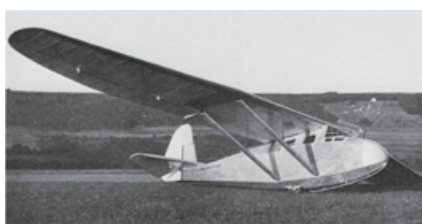
Martin Konermann

Göppingen GÖ2 information wanted

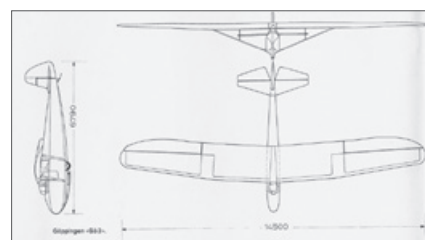
My name is Martin Konermann, Beside Hellmut Hirth, I am one of the Vice-Chairman's of the flying museum Hahnweide, near Stuttgart, in south of Germany. After finishing our restoration project of the GÖ1 WOLF, we are also very interested of any information about the two-seat trainer, the Göppingen GÖ2, designed by Wolf Hirth.

It is a further development of the Grunau 8 with a canopy and modified rudder. The wings and tail-plane must be the same as for the Grunau 8. Only a few were built, and to our knowledge, three examples were delivered to France, Romania and Brazil. I think it would be more than three. So we would be very grateful to hear from you if you have any information about this rare glider (place of delivery, pictures, construction drawings, - also of Grunau 8-, parts, stories etc).

Please contact me, Martin Konermann at: koni.m@freenet.de



The Göppingen GÖ2, designed by Wolf Hirth



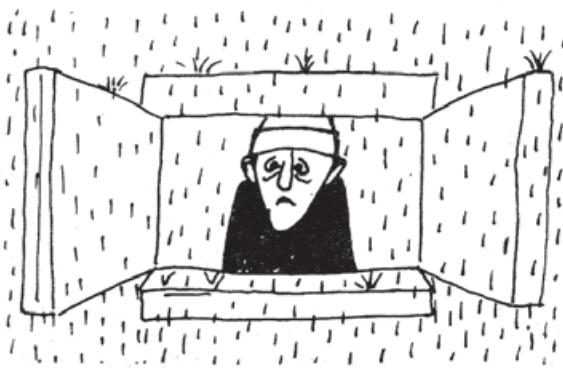
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von Klaus Czesny
Zeichnungen von Barbara Dussel

TRÄUMEREI

Ein Flieger – nach der Wetterkarte – schon glaubte, dass er morgen starte zum langersehnten weiten Flug. Er meidet abends Weib und Krug, nimmt sich die Karte nochmals vor und legt sich früh genug aufs Ohr. Doch auf dem rechten, noch dem linken kann er ins Traumes Glück versinken, denn rechts da piept der Dreiecks-Floh, der links jedoch will nach Bordeaux! Nun schliesslich doch der Sandmann siegt, und unser Flieger fliegt ... und fliegt ... und fliegt ... und fliegt ... und siehe da: er landet glatt in Afrika. –



Am nächsten Morgen, nach dem Bangen: der Himmel ist ganz grau verhangen. Im Radio der Sprecher knapp: „Das Tief zieht heute noch nicht ab.“
Moral: Die Me-te-o-ro-lügen verhelfen zu den schönsten Flügen, doch ob im Traum oder real, das ist den Typen ganz egal.

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**

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

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For Sale

Ka 6E



Opportunity to purchase my beautiful Ka6E, D-4619 (regularly seen at VGC rallies).

Built by Schleicher in April 1966, total hours 1790, takeoffs 1840.

680 hours since complete overhaul by Eichelsdorfer. Empty weight 199,5Kgs

Winter instruments (80mm), Dittel FSG 40s radio, CofG

release hook, E-Vario VW 831. Closed trailer

Easy rigging, ARC Sept. 2016. Trailer 04-17

Always stored indoors. Glue joints sound (Aerodux)

See VGC year book p. 209 & 194.

Outstanding condition € 7000,--

Additional items: IGC Flarm + Butterfly display + € 800,--

Spekon Series 5 parachute (2009) + € 900,--

(Prices for sale with aircraft)

Contact David Hall on 0049 (0)171 460 3019 or email

david.hall@t-online.de

Pictures and more information by email on request.

For Sale:

Aluminium Instrument Panel from Olympia 463;

no instruments. Details of cut-outs available on request.

Following instruments available. Unknown if serviceable – may be suit collector or for display. No paperwork or certification. Fuller details available on request:

Altimeter – Believed to be Kollsman Mk XIV. Fair condition, face faded, paint to numbers flaking.

Artificial Horizon – Sperry Gyroscope Co Mk 3C, Fair condition, but front glass is cracked.

Electrical Inverter – Probably associated with Artificial Horizon. Manufacturer unknown. Good condition.

Fore and Aft Level – Manufactured by PZL. No serial numbers or other markings. Good condition.

Offers? Please contact Hugh Maddams (Essex, England) at hugh.maddams@gmail.com

Wanted

Slingsby T-21b in good flying conditions with a valid CofA.

With or without Trailer.

Please contact Gere Tischler at:

gerhard.tischler@gmx.de

Wanted

Complete Ka6br tail-wheel and tail-skid assembly.

With or without Trailer.

Please contact Chris Dennis at:

Chrishdennis@aol.co.uk

Auf der Suche nach einem perfekten Geschenk für die bessere Hälfte?

Hier ist es!

Nur noch eine beschränkte Anzahl von Peter Ockers einzigartigen zweibändigen Buches

"Hans Jacobs- Pionierleben im Flugzeugbau" verfügbar.

Schön aufgemacht, aufwendig illustriert, mit vielen seltenen Fotos und Zeichnungen.

Bestellungen bei Peter über: www.peterocker.de

Looking for that perfect Christmas present for your significant other half? Then look no further!

Only a limited number of copies of Peter Ocker's unique two volume set on one of the world's greatest glider designers, Hans Jacobs - Pionierleben im Flugzeugbau, remain.

Although only available in German, they are beautifully presented and lavishly illustrated.

Packed with many rare photos and drawings (additional English text to the photos are also available via Peter's excellent website), you can order yours today by contacting Peter on:

www.peterocker.de/english



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

