

# VGC News

No. 148 - Winter 2016



VGC International Rally  
Rendezvous and International reports



We Remember  
Robert Meray Horvath



Feature Article  
Weihe Restoration-part 1



A Dutch visit to Lithuania  
and much, much more...



# PIN BOARD

## The VGC welcomes the following new members :

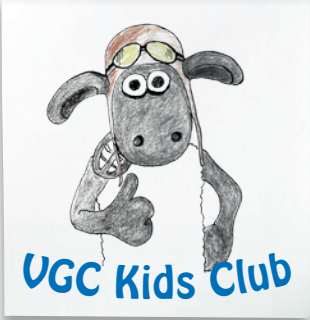
- |      |                   |         |
|------|-------------------|---------|
| 5576 | Markus Hatakka    | FINLAND |
| 5577 | Ian Cook          | UK      |
| 5578 | Herrie ten Cate   | CANADA  |
| 5579 | Ollie Korhonen    | FINLAND |
| 5580 | Harri Mustonen    | FINLAND |
| 5581 | Oscar Eldridge    | UK      |
| 5582 | Ryan Hobson       | UK      |
| 5583 | Stephen Alexander | UK      |
| 5584 | Kevin Briggs      | UK      |
| 5585 | Chad Wille        | USA     |
| 5586 | Bernt Hall        | SWEDEN  |
| 5095 | Bruce Gordon      | UK      |

You may remember that Michael Auberger publically proposed to his long standing sweetheart (and pilot!), Yvonne Stempfle at Terlet last year? Well what a year that followed, with their civil marriage ceremony in December, the joyous arrival of their new-born son, Lukas, in June and in mid-September, a joint baptism and blessing of their marriage! This was complete with an LS-4, with the happy occasion being attended by members of their gliding club, Luftsportring Aalen and VGC members, Uli Grau, Peter Ocker, Gere Tischler and Alexander Giles. Everyone at the VGC would like to extend our congratulations to the happy couple and little Lukas and we look forward to seeing more of the happy family at our future VGC Rallies.

**Photo: Alexander Gilles**

It would seem that Mr Jarvis has a lot to answer for in starting a trend with his flashy new number-plate (see issue 147). Recently spotted were these two VGC registrations, presumably to help overcome any tendencies of Alzheimer's and remind the drivers which glider belongs to whom?

**Photo: Graham Saw**



Land of the giants? 18-month-old Aleksandra Kreis performs a last minute canopy safety check before the launch commences.

**Photo: Krzysztof Kreis**



The title of the worlds most experienced SG-38 'ground pilot' must go to 10-year-old Silas Fink, who happened to be about the right weight for moving the SG around during the recent Hayingen event. With 54 'ground flights', Silas has now logged several hours under his belt and is now considered somewhat an expert at skilfully guiding the SG-38 back to the runway threshold!

**Photo: Daniel Steffen**

Partners in crime? Ian Forster and Sjulke Stikkelbroeck in the 'get away' vehicle!

**Photo: Andrea Forster**



It seems some in Finland were born to be glider pilots? Goran Bruun as a very young 18-month-old under the umbrella of a Harakka at Artukais airport in Turku, summer 1956.

**Photo: Ingrid Bruun**



And from Russia comes 4-year-old Sychev Pavel, who clearly is a connoisseur of fine reading and keen to follow in the footsteps of his dad!

**Photo: Sychev Aleksei Vyacheslavovich**



All this gliding malarkey is clearly good fun as 6 year old, Amelie Irvin, can testify! Not to be outdone by her big sister, 3-year-old Holly gets in on the act!

**Photo: Scott Irvin**



50 years later, Göran (on the right) is fully grown but in reality still a big kid and is now allowed to go out and play in a real glider. Here he is pictured with Jörn Assmann in his Slingsby T21B at Borkenberge, Germany 2006.

**Photo: Göran Bruun**

**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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England

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Please submit material to VGC News  
**Editor:**

[editor@vgc-news.com](mailto:editor@vgc-news.com)

Bruce Stephenson  
Napier House, 201 Bridge End Rd,  
Grantham, Lincolnshire NG31 7HA  
England

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Rosa Platz, Cologne - Germany

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**Front cover:** Peter Ocker's stunning Weihe (read part 1 in this issue).

**Photo: Wolfgang Kizler**

**Backcover:** The launch point at the Vintage Glider Meeting at Enemonzo is framed in an idyllic setting.

**Photo: Vincenzo Pedrielli**



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Räyskälä 2016

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## OFFICERS OF THE VGC

### President



**JAN FORSTER**  
(Board member)  
e-mail:  
[president@vintagegliderclub.org](mailto:president@vintagegliderclub.org)

### VICE-PRESIDENTS



**HARALD KAMPER - GERMANY**  
e-mail:  
[harald.kamper@vintagegliderclub.org](mailto:harald.kamper@vintagegliderclub.org)



**NEELCO OSINGA - NETHERLANDS**  
e-mail:  
[neelco.osinga@vintagegliderclub.org](mailto:neelco.osinga@vintagegliderclub.org)



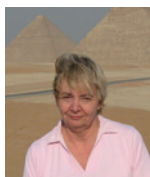
**ANDREW JARVIS - UK**  
e-mail:  
[andrew.jarvis@vintagegliderclub.org](mailto:andrew.jarvis@vintagegliderclub.org)

### CHAIRMAN



**PETER BOULTON**  
(Board member)  
e-mail:  
[chairman@vintagegliderclub.org](mailto:chairman@vintagegliderclub.org)

### Board



**CHRISTINE WHITAKER**  
VGC SECRETARY  
e-mail:  
[secretary@vintagegliderclub.org](mailto:secretary@vintagegliderclub.org)



**SUE BROOKE**  
VGC TREASURER  
e-mail:  
[treasurer@vintagegliderclub.org](mailto:treasurer@vintagegliderclub.org)



**RAY WHITTAKER**  
VGC MEMBERSHIP SECRETARY  
e-mail:  
[memsec@vintagegliderclub.org](mailto:memsec@vintagegliderclub.org)



**KLAUS SCHICKLING**  
VGC INTERNATIONAL RALLY SECRETARY  
email:  
[rallysecretary@vintagegliderclub.org](mailto:rallysecretary@vintagegliderclub.org)



**WOLFGANG ULRICH**  
PUBLIC RELATIONS  
e-mail:  
[pr@vintagegliderclub.org](mailto:pr@vintagegliderclub.org)

### Non-Board Positions



The Board is assisted by :  
**DAVID WEEKES - VGC SALES**  
e-mail:  
[sales@vintagegliderclub.org](mailto:sales@vintagegliderclub.org)



**ANDREW JARVIS**  
UK RALLY CO-ORDINATOR  
e-mail:  
[ukrallysec@vintagegliderclub.org](mailto:ukrallysec@vintagegliderclub.org)



**PETER OCKER**  
EGU REPRESENTATIVE.  
email:  
[egu@vintagegliderclub.org](mailto:egu@vintagegliderclub.org)



**FRANCIS HUMBLET**  
COORDINATOR  
VGC HISTORIC GROUP  
e-mail:  
[historic@vintagegliderclub.org](mailto:historic@vintagegliderclub.org)



**DAVID WILLIAMS**  
ARCHIVIST  
email:  
[archivist@vintagegliderclub.org](mailto:archivist@vintagegliderclub.org)



**IAN PATINGALE**  
TECHNICAL OFFICER  
e-mail:  
[technicalofficer@vintagegliderclub.org](mailto:technicalofficer@vintagegliderclub.org)



**BRUCE STEPHENSON**  
EDITOR  
email: [editor@vgc-news.com](mailto:editor@vgc-news.com)



**KLAUS FEY**  
PUBLISHER  
SPROTTAUER STR. 52  
53117 BONN GERMANY  
TEL. +49.228.96699011  
FAX +49.228.96699012  
email: [fey@eqip.de](mailto:fey@eqip.de)

### International Council

**DIDIER FULCHIRON - SECRETARY - FRANCE**  
333 rue Louis Blanc, 38420 Le Versoud, France  
email: [vgcfrance@free.fr](mailto:vgcfrance@free.fr)

**ALAN PATCHING - AUSTRALIA**  
22 Eyre Street, Balwyn, Victoria 3103, Australia  
email: [calbpatc@netspace.net.au](mailto:calbpatc@netspace.net.au)

**FIRMIN HENRARD - BELGIUM**  
Rue de Porcheresse, , B-5361 Mohiville Hamois, Belgium  
email: [henrard.f@belgacon.net](mailto:henrard.f@belgacon.net)

**JOSEF MEZERA - CZECH REPUBLIC**  
email: [potk.josef@post.cz](mailto:potk.josef@post.cz)

**NIELS EBBE GJOERUP - DENMARK**  
Seglen 69, DK-8800 Viborg, Denmark  
email: [nejjoerup@mail.dk](mailto:nejjoerup@mail.dk)

**GORAN BRUUN - FINLAND**  
email: [bruun.goran@gmail.com](mailto:bruun.goran@gmail.com)

**PETER OCKER - GERMANY**  
Arthur-Boecker-Str. 86, 86633 Neuburg, Germany  
email: [weiheflieger@web.de](mailto:weiheflieger@web.de)

**VINCENZO PEDRIELLI - ITALIA**  
Via Tintoretto, 7 - 20033 Desio  
email: [vincenzopedrielli@gmail.com](mailto:vincenzopedrielli@gmail.com)  
[www.vincenzopedrielli.it](http://www.vincenzopedrielli.it)

**IAN DUNKLEY - NEW ZEALAND**  
email: [ian\\_dunkley@xtra.co.nz](mailto:ian_dunkley@xtra.co.nz)

**JOZEF OTT - SLOVAKIA**  
Panska Dolina 2, Nitra, Slovakia, SK94901  
email: [Jozef.ott@zoznam.sk](mailto:Jozef.ott@zoznam.sk)

**INGVAR HYLLANDER - SWEDEN**  
email: [i.hyllander@telia.com](mailto:i.hyllander@telia.com)

**WERNER RUEGG - SWITZERLAND**  
Uf Rüti 8, CH-8636 Wald, Switzerland.  
email: [w\\_ruegg@hotmail.com](mailto:w_ruegg@hotmail.com)



Jan Forster - VGC President



# From the President's Corner



## Remember and go forward

*The flying season for the northern hemisphere is over and on the other side of the world our colleagues are preparing for their season. What a variety of activities we have had. First of all the National and International Rallies and the specific glider type rallies, then the Aero exhibition held every year in Friedrichshaven and as usual, a most interesting event. Then the highlight of our season was the Rendezvous*

*Meeting and International Rally, held this year in Finland.*

There were, as expected, not so many participants, but for those who were able to attend it was really worthwhile and what a nice rally it was for those fortunate enough to participate. At the same time we were delighted by the publication of the long awaited English translation from the German of Hans Jacob's 'Werkstatt-praxis' (English title: 'Workshop Practice'). This enormous task was edited by Neal Pfeiffer and Simine Short, and published by our sister organisation, the Vintage Sailplane Association in the United States. Thanks a lot for all the hard work that this has entailed from all those involved over many years. What a wonderful collector's item for the bookshelf. This book can be ordered from Equip and is an essential classic manual for anyone involved in the restoration and building of wooden gliders.

Finally, last but not least, we have just enjoyed the Annual Dinner and prize giving, this year held at Friedrichshafen, in Germany! When we made the decision to rotate the location of the dinner around various European countries instead of holding the occasion every year in the UK, the intention to bring the dinner to the members, rather than the other way around. Looking at this year's dinner, which was probably the best attended ever, there were many members from the UK, the Netherlands, Switzerland and of course Germany. The speaker was the only woman Zeppelin captain in the world, and was from the UK, flying with a German company! We can definitely say it was the most interna-

tional dinner we have ever enjoyed. We also met many members we had never had the chance to meet before and that is what it is all about; organising opportunities for the VGC members to bring them together and enjoy seeing how worthwhile it is to be a member of our wonderful Club.

Bringing together is also the function of VGC News. I want to say on behalf of you all, thank you to Bruce Stephenson and Klaus Fey and his team, who make it possible to produce our magazine which is so attractive and interesting to read.

Some people often want to participate as individual's in activities outside their own country so by advertising your various activities with details of what and where they are, you will attract those members who may be interested. As a Club we don't always know all the activities taking place around the world, so it is important to pass the details of your activities (not confined to Rallies) onto our Rally secretary, Klaus Schickling (rallysecretary@vintagegliderclub.org). He will put them on the calendar, published on the website, as well as in VGC News.

Looking at the past year there were also sad occasions; including the passing away of our long standing members and wonderful friends of the VGC, Colin and Alice Anson (see elsewhere in the issue for a full obituary). It is very sad that they have now left us, but reflecting on their life shared so long with such a similar background, it was no wonder that they died within two weeks of each other. It was touching to see both coffins placed side by side during the funeral, where many VGC friends were in attendance to pay their respects on our behalf. The Anson family has requested that if anyone has photographs of the pair showing happy moments from past VGC meetings, could they forward them to the family via the VGC Secretary. It would be gratefully appreciated. Thank you.

There is so much more to remember, but we are now looking forward to the excitement of next year, 2017. Meanwhile, I wish you all the best for you and your families during the coming winter.

**Jan Forster**  
President

Peter Boulton - VGC Chairman

# Chairman's address

## Greetings!

*By the time you read your magazine, I expect you will have already seen changes to the Vintage Glider Club's website. As I write we are waiting eagerly for the revised website to go live. The new website will be easier to use and more attractive.*

I'd like to extend my thanks to those who have worked hard to bring this about. I won't mention any individual names, because if I do so, I will almost



certainly miss out someone who I should have included, so I'll just ask you to join me in thanking everyone involved. In this issue of the magazine, there will be a report on the 2016 VGC International Rally, which was a resounding success. Although the location in Finland meant that fewer people were able to attend, the rally was friendly and busy. Everyone involved worked hard to make sure that we had a really efficient launch point, with queues at an absolute minimum and excellent winch launches as well as tug launches. There were thermals on most days, so we got a chance to view the beautiful scenery; lakes and forest in abundance. Nearly everyone tried the saunas and went home thinking 'can I get a sauna installed at home?' A really wonderful aspect of the rally was the arrangement for people to rent gliders at the site if they hadn't been able to bring their own. Again, a lot of people must have been involved in this, so I'll ask Göran to pass on the thanks of all the attendees who were able to take advantage of this and all of our thanks go to everyone involved in working so hard to make the rally so enjoyable.

Wenn Ihr dieses Magazin in Händen haltet, habt Ihr sicher schon die Änderungen auf der VGC-Website bemerkt. Während ich diese Zeilen schreibe, warten wir gerade gespannt darauf, dass sie online gestellt wird. Der neue Auftritt wird anwendungsfreundlicher und ansprechender sein. Dank an alle, die das möglich gemacht habe. Hier sollen keine Namen erwähnt werden, weil dann sicher der ein oder andere fehlen würde. Deshalb der Dank an alle Beteiligten!

In dieser Ausgabe befindet sich ein Bericht über die ausgezeichnete International VGC Rally 2016. Obwohl – bedingt durch den Austragungsort in Finnland – weniger Teilnehmer kommen konnte, erlebten wir eine sehr freundliche und aktive Rallye. Alle Beteiligten gaben ihr Bestes für einen sehr effektiven Flugbetrieb. Die Wartezeiten am Start waren minimal, Winden- und Flugzeugschleppstarts optimal. An den meisten Tagen gab es Thermik und wir konnten die wunderschöne Landschaft genießen: Wälder und Seen soweit das Auge reicht. Fast alle probierten die Sauna und manch Einer wird auf dem Heimweg überlegt haben „wie kann ich mir zuhause eine Sauna einbauen?“

Eine besonders gute Idee der Organisatoren, denjenigen, die kein Flugzeug mitbringen konnten, finnische Oldtimer zu verchartern. Auch hier waren viele Helfer beteiligt. Meine Bitte an

Our dinner in Friedrichshafen was in the beautiful dining room of the restaurant at the Zeppelin museum, overlooking the Bodensee. We had a fascinating talk from the world's only female Zeppelin pilot. Most of us decided that the cost of a sightseeing tour in a Zeppelin would stretch our budgets a little too far! A few people did mention that they didn't have enough time at the dinner to chat to old friends, so we hope to make minor changes to the programme of the next Annual Dinner to mitigate this.

Please encourage as many of your gliding friends as you can to join us in the VGC. Even those who don't own a vintage glider will probably enjoy the chance of a flight in one at a rally, and of course, they will get a fascinating magazine into the bargain.

I'm looking forward to many more successful events in the future, and to joining as many members as possible in the fun.

**Peter Boulton  
Chairman**



Göran, den Dank an alle weiterzugeben, die dies ermöglicht haben genau wie an all diejenigen, die so hart daran gearbeitet haben, uns diese Rallye so angenehm zu gestalten.

Unser Dinner in Friedrichshafen fand im wunderschönen Restaurant des Zeppelinmuseums statt, mit Blick über den Bodensee. Die einzige Zeppelinpilotin der Welt präsentierte uns einen faszinierenden Vortrag. Die meisten von uns kamen allerdings zu dem Ergebnis, dass ein Flug mit dem Zeppelin unseren Etat doch arg überstrapazieren dürfte. Einige Teilnehmer bemerkten, dass es während des Dinners zu wenig Zeit gab, sich miteinander zu unterhalten. Beim nächsten Dinner werden wir dies durch kleine Änderungen im Ablauf ändern. Bitte überzeugt so viele Eurer Segelflugfreunde wie möglich, Mitglied im VGC zu werden. Auch wenn diese keinen eigenen Oldtimer besitzen, können Sie bei den Rallyes damit fliegen. Und obendrein erhalten ist sie noch unser großartiges Magazin.

Ich freue mich auf viele weitere erfolgreiche Ereignisse in der Zukunft und darauf, den Spaß mit möglichst vielen Mitgliedern zu teilen.

**Peter Boulton  
Chairman**

Bruce Stephenson - Editor

## Editor's Comment

**Well it's the close of yet another year and what a year it's been!**

Gliding in 2016 for me has been almost non-existent. With

only time for an excursion to this year's IVSM, it came as a very welcome distraction to my own personal life of being preoccupied with work, family



and ongoing renovations on our home. On a personal level, this of course has left me largely disconnected from much of the VGC, however feedback and general communication for the magazine, keeps one's ear to the ground, so to speak.

It was heartening to note that Issue 147 generated some very encouraging positive feedback, but there were also some 2<sup>nd</sup> hand comments that complained of repetition in some areas, such as Kids Club. Some feel that the same children seem to be popping up with regularity. This of course is a fair observation; however it comes down to the simple fact that if you don't send us your pictures in, we simply can't publish them. So please, don't hesitate to send me photos of your kids indulging in our fantastic sport.

This however, leads me neatly to a wider question. The VGC has an aging membership, no more so than here in the UK. As a club, if we are to flourish into the future, we need to effectively address the problem. Kids Club was largely introduced to at least openly promote a more family supportive culture within the club and with it, brings a more youthful feel to the magazine and by default, the club itself.

Recently in my regular S&G magazine Vintage column, I interviewed and ran an article on the subject of younger glider enthusiasts and Vintage Gliding. The basis of the article centred around a very young pilot who had recently soloed on their 14<sup>th</sup> birthday and what's more, happened to be in the minority in British gliding, a woman. Furthermore, she happened to be flying Vintage and Classic; not because she was especially interested in Vintage, but because Vintage was different, fun

and more importantly, more accessible to her limited means as a student.

But it was not what she was flying that was more telling to us here at the VGC, it was what she wrote, and I quote: *There is a certain romance of vintage aircraft that has somehow been lost in the current generation of young pilots. Perhaps it hasn't been lost, but it's certainly not encouraged.* These words are of course, devastating to those within the club that work so hard to promote our club. Nevertheless no matter how depressing this may be, it hits on a failing that I personally feel that the club needs to address for health of our long-term future.

Personally I think that the VGC could do more. The latest news of reducing membership fees for certain age groups is clearly a positive step in the right direction, however this issue needs and deserves, far more debate within the club than it currently receives. I also feel we can and should do more to encourage family participation at our Rallies. We also need to seriously look how the club supports and interacts with the wider gliding community and the achievements of younger pilots, especially those achieving significant flights in Classic or Vintage gliders. We need to promote a more positive image that we are not just an aging club that has a diminishing appeal to younger pilots and need to look hard at how we can better engage pilots across the entire age-range of our gliding community. It is a challenge that we should ignore no longer.

So in signing off for 2016, here's to a Merry Christmas with friends and family and a great new soaring year!

**Bruce**

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## VGC Annual General Meeting

The VGC AGM was held at the International Rally in Rääskälä on the 28<sup>th</sup> July 2015. Those attending the AGM were asked to remember those that had passed during the year and in particular, Colin and Alice Anson. There was a book of condolence for members to sign and record stories of Colin and Alice. They will be greatly missed.

The Chairman opened the AGM by welcoming everyone and thanking all those that had helped the Board throughout the year.

The Chairman suggested that we must think about the future of the club and asked the question 'can a fibre-glass glider be a vintage glider?' He went on to say that some of the first fibre-glass gliders are older than some of the wooden gliders that were vintage gliders when the VGC was founded.

Sue Brooke reported that the club was financially in a good position. Membership is stable at the moment and Wolfgang has ideas for trying to increase the membership through his PR position on the Board. Klaus Schickling said that everything was in place for the Rendezvous and main rally next year. For several reasons the International Rally will now be held at Dunaujvaros about 50km south of Budapest.

Jan Forster and Peter Boulton were re-elected as President

and Chairman respectively. Andrew Jarvis was elected as a Director of the VGC and Sue Brooke and myself were re-elected for a second term by members present at the AGM and proxy votes.

A proposal by Ernst Schmutterer that there should be a reduced membership fee for certain eastern European countries was discussed. It was felt that this was not something that could be given full consideration at the AGM so a small number of members proposed to look into this at a meeting during the rally and over the following months to see if there was something that could be done.

There has been a concern that the membership is not getting any younger. It was proposed that we reduce the membership fee for younger members up to the age of 24 so that this would include University students as well. The Board will discuss this further.

The AGM closed remembering Chris Wills, our founder.

**Christine Whittaker, VGC Secretary**

## Membership reminder

**This is a reminder that your membership fees for 2017 are due on the 1<sup>st</sup> January.**

**The fee for 2017 is £32.50 or €40.00.**

When the new website comes on line, you will see that the PayPal payment page has changed. I hope that you will find it easier to use. If you can't remember your membership number, just leave the box blank or enter "99". Don't worry if you don't have a PayPal account, just log in as a guest and use your credit or debit card.

If you wish, you can still pay by cheque, provided it is drawn on a British bank.

If for some reason you are unhappy using PayPal, there is an option to use a bank transfer. PayPal is preferred to bank transfer as some banks have high charges, this year we were charged almost half the membership fee by one bank.

For bank transfers there are two different accounts.

**If paying in euro**

**IBAN: GB78 MIDL 4005 1569 208369**

**BIC or SWIFT CODE: MIDL GB22**

**If paying in pounds sterling**

**IBAN: GB74 MIDL 4014 1441 871153**

**BIC: MIDL GB2122G**

The bank address if you require it is:

**HSBC, 27 Gloucester Road North  
Filton, BS7 0SQ, United Kingdom**

Don't forget to add your name and membership number if paying by bank transfer.

I wish you all a good soaring season in 2017 and hope to meet some of you at one of our rallies.

**Ray Whittaker**

**Membership Secretary.**

## Thank you!

**And just to prove how big a task it is to mail VGC News out to you all, here's a big 'thank you' from our unstinting Treasurer, Sue Brooke, to all those unsung heroes behind the scene...**

*This is a 'Thank You' from the Treasurer! Without the help of our dedicated band of membership organisers we would not have the means to run the Club and distribute our fantastic VGC News.*

*So a very big thank you to those membership co-ordinators from around the world:- Nell Dijkstra, Netherlands; Claudia Stengale, Germany; Werner Ruegg, Switzerland, Didier Fulchiro, France and Vincenzo Pedrielly, Italy.*

*Special mention must be made of Ray Whittaker who fastidiously manages the entire membership of the club.*

*Thank you!*

*Sue*

## New VGC News team member!

**VGC News is delighted to introduce a new member to the proof reading team, Robert Pfeiffer.**

Robert is a keen supporter of Vintage Gliding and is a well-known and popular figure on the VSA circuit in America. He regularly accompanies his dad, Neal (who is VGC News' Work-

shop guru) to many VSA meetings. Robert's first love is not gliders however (we can forgive him for that I guess!), but is more at home sniffing high octane fuel on the American race-track and is an avid F1 follower. So whether he is on the pit-lane or fine-tuning my awful grammar, welcome to the team Robert!

## Keep them coming folks

The more eagle-eyed reader might notice that this is the first issue since we have revamped VGC News, that we are not featuring what has become a regular slot, Poets Corner.

May I take this opportunity to reiterate my plea in 147 for your support for regular slots, especially Readers Album and Poets Corner etc.

Although we can often fill Readers Album with Rally Photos, ma-

terial for Poets Corner has dried up if late, so we need your help. We would also be especially keen to hear from those of you who have an ear for the more lyrical form of writing. So if you have any personal poetry works, or indeed wish to share a special gliding or aviation themed poem, please send us your work.

Remember, our club magazine relies heavily on your involvement, which without, we wouldn't have a magazine in the first place.

## Stop Press!

The VGC Board is excited to announce that we have a newly revamped club website which has now gone live. With a major redesign, we are looking at ongoing improvements and development

of the site, so why not visit the website now and take a look?

[www.vintagegliderclub.org](http://www.vintagegliderclub.org)



Wolfgang Ulrich

# 2016 VGC Annual Dinner, Friedrichshafen

The Annual Dinner took place this year at Friedrichshafen, a lovely town beside Lake Constance in the south-west of Germany. Lake Constance is surrounded by four countries: Germany, Austria, Lichtenstein and Switzerland. We arrived on the Friday and in the evening we sat in a Biergarten overlooking this picturesque view with a cool drink in hand. Brilliant. What a nice beginning to the weekend.

The next day started with sunshine and nice temperatures inviting us to prowl around the promenade and what a surprise; meeting old friends and making the acquaintance of other VGC members. This was the first opportunity of the annual dinner. The next opportunity was the visit of the Zeppelin museum, the birthplace of the Zeppelin airship. The museum houses the world's largest aviation collection and chronicles the history of the Zeppelin airships. With the event being organised by Gere Tischelr, we had a guided tour of the museum. Because there were so many of us, we were split into four groups. At the centrepiece of the Zeppelin displays is a full-scale, partial model of the airship, LZ 129 Hindenburg. The exhibition also includes an original engine nacelle of the LZ 127, Graf Zeppelin and a Maybach Zeppelin car. A great number of airship models, not only from Germany, were also on display in the technology department.

The Hindenburg was 245m long and had a maximum diameter of 41.2m at its widest part around the midsection. It was propelled by four Daimler Benz diesel engines with a capacity of 772.3 kW (1050 hp) each and reached a maximum speed of about 130 km/h.

After the impressive overview of the partial model from the outside, the folded-down retractable aluminium step-ladder invites visitors to go on board. It leads into the lower deck, the B-deck, which has a bar, a smokers' lounge and toilets. The passenger cabins are arranged on two decks stacked one on top of the other. In the cabins, visitors can experience the special inside ambience of a 1930's airship and get to know the technical aspects of this aircraft. The beds inside the cabins are made of aluminium. Every cabin has a wall-hung wash basin (with running hot and cold water from a tap), a curtained wardrobe niche, a folding table, a stool, and a ladder for climbing into the upper bunk. The cabins also have electrical lighting and are ventilated and heated.

The Hindenburg travelled 18 times to North and South America. On 6 May 1937, whilst landing in Lakehurst, New Jersey, the airship burst into flames just before touch-down and crashed.

This information and much, much, more was given during the tour which took us almost two hours. After the visit you definitely needed a coffee break and there was a little time left to see the centre of Friedrichshafen.

The dinner was attended by 78 people and started with a welcome glass of sparkling wine at 19:00 hours. We gathered around and selected our tables, wondering who our neighbor might be. Our Chairman Peter Boulton opened the dinner. It was a tasty Swabian buffet selected by Gere, containing soup with thinly cut pancakes, sausages, mixed salad, spaetzle of different kinds and pasta squares filled with meat and spinach.

Our President, Jan Forster, conducted the prize giving. Unfortunately none of the winners were present.



*A gripping and highly interesting tour of the museum was to kick off the evenings proceedings. Photo: Alex Gilles*

Following the prize giving we heard an interesting talk by Katherine Board, the only female Zeppelin captain. She enthusiastically told us about her life and how she became a Zeppelin pilot. Her job includes mostly flying passengers but also flying all over the world to perform special events.

The longest part was the raffle. Again hosted by our Chairman, this time he was supported by Oscar, one of our youngest members. Sorry to say, but this took too long as we had too many prizes generously donated by members. Although the Chairman shortened the raffle by giving three prizes for each ticket, it was time consuming. The Board is looking at the format of the dinner so that people have time to chat with friends that they have not seen for a while. Finally as a surprise, we had an auction of a necklace made with fresh water pearls. The auction was held by Maureen Pullen and the necklace went to our Chairman, well done Peter.

The dinner was a really enjoyable evening and was a great success. Thank you very much Gere.



*Our special guest speaker was Captain Katherine Board, from the UK and is the only female Zeppelin captain in the world. Photo: Alex Gilles*



*Even the VGC's youngest member, 3-year-old Ian Forster, managed to give some of the adults a run for their money. Photo: Andrea Forster*

# 2017 Vintage Rally Dates

07/01/2017 – 15/01/2017	Vintage Gliders Australia Annual Rally	Bordertown, South Australia, Australia
11/02/2017	CH OSV-GV 2017 Birrfeld	Birrfeld, Switzerland
04/03/2017 – 12/03/2017	Vintage Kiwi National Rally	Taumarunui Airfield. Nth Island, New Zealand
05/04/2017 – 08/04/2017	AERO	Friedrichshafen, Germany
29/04/2017 – 01/05/2017	5 <sup>th</sup> VGC Season Opening	Aschaffenburg/Obernau, Germany
05/05/2017 – 07/05/2017	Eastern Vintage/Classic Regatta	Chilhowee Glider Port, Benton, TN, USA
26/05/2017 – 29/05/2017	Western Vintage/Classic Regatta	Mountain Valley, Tehachapi, CA, USA
27/05/2017 – 02/06/2017	UK VGC National Rally	Aston Down, UK
01/06/2017 – 07/06/2017	38 <sup>th</sup> Grunau Baby Meeting	Ithwiesen, Germany
10/06/2017	Glider Saturday	Western Antique and Automobile Museum, Hood River, Oregon, USA
12/06/2017 – 25/06/2017	Vintage Mountain Week	Aspres sur Buech, France
15/06/2017 – 18/06/2017	Midwest Vintage Classic Regatta	Wabash Valley Soaring, Lawrenceville, USA
16/06/2017 – 24/06/2017	Oldtimer Glider Meeting	Jelenia Gora/Jezow Sudecki (Grunau), Poland
23/06/2017 – 01/07/2017	22 <sup>nd</sup> Camphill Vintage Rally/Capstan Reunion	Camphill, UK
02/07/2017 – 04/07/2017	Vintage/Classic Regatta	Tidewater Soaring Society, Virginia, USA
24/07/2017 – 29/07/2017	VGC Rendezvous/Czech Oldtimer Meeting	Rana, Czech Republic
31/07/2017 – 10/08/2017	45 <sup>th</sup> VGC International Rally	Dunaujvaros, Hungary
19/08/2017 – 20/08/2017	Massey Vintage/Classic Rally	Massey, MD, USA
26/08/2017 – 03/09/2017	Slingsby and Vintage Rally	Sutton Bank, UK
02/09/2017 – 04/09/2017	Experimental Soaring Association Western Workshop/Vintage Sailplane Meet	Mountain Valley, Tehachapi, CA, USA
21/09/2017 – 24/09/2017	Great Plains Vintage/Classic Regatta	Wichita Gliderport, KS, USA
07/10/2017	VGC Annual Dinner	Holiday Inn Hotel, Farnborough, UK

Peter Ocker

## Introducing AERO 2017 5 - 8 April 2017

The 25<sup>th</sup> AERO exhibition at Friedrichshafen in 2017 will again include the gliding industry which only attends bi-annually. So it will be a good year to visit and meet a lot of VGC members like Tilo Holighaus from Schempp-Hirth and Alfred Spindelber-

ger from Cobra, plus other influential names.

The topic for the VGC booth is not yet decided, but we will certainly have some nice gliders there. It is a great focal point for all VGC members and other people to meet and come together. So if you if you

have friends with an interest in aviation, why not bring them along and show them what the VGC is all about? You too could help promote our club actively.

So why not come and see us on the shores of Lake Constance in April?

**Peter Ocker, President VGC Germany**

## UPCOMING EVENTS

Die 25. Ausgabe der AERO 2017 findet wieder mit Beteiligung der Segelflugindustrie statt, die ja nur alle 2 Jahre dabei ist. Also eine gute Idee dort vorbeizuschauen und viele namhafte VGC-Mitglieder zu treffen.

Wir haben zwar noch kein endgültiges Thema, aber wir werden wie immer einige sehr interessante Segelflugzeuge zeigen können. Unser Stand ist ein Treffpunkt für alle VGC-Mitglieder und solche, die es noch werden wollen. Nehmt also die Inter-

essenten bei der Hand und kommt vorbei. Wir sehen uns zwischen dem 5. und 8. April am Bodensee.



Patrik Ungar

# A warm welcome to the 2017 International Rally, Dunaújváros, Hungary

31 July - 10 August 2017

Dear VGC Members, We would like to invite you to participate in the next VGC Rally, which is going to take place on Dunaújváros airfield (LHDV), central Hungary. The airfield is located only 60 kms south of Budapest and 10kms south of the town Dunaújváros between the settlements Baracs and Kisapostag. From Vienna the travel time is around 3 hours by the M1, M0 and M6 motorways.

As you will know, we formally planned to hold the 2017 Rally at Farkashegy, which many will remember, has hosted 3 Rallies before in 1976, 1983 and 1996. Though many of you may have good memories of these events, unfortunately due to logistical difficulties, airspace restrictions, limited hangar and storage space and general lack of infrastructure, we have decided to relocate the event to a more suitable location for our needs.

Dunaújváros airport is one of the best competition airports in Hungary, with more than 20 National Championships having been held there over the years. Not only that, it is also one of the biggest sport airfields in Hungary with a main runway of 1100m long and another runway of 500m wide on one side and 700m wide on the other. This allows separate winch and aero-tow starts and sufficient landing areas for both gliders and tugs. The main hangar is sufficiently large enough to support about 80 gliders. There are many suitable surrounding fields for out-landings and so offers plenty of good options.

The immediate airspace above and around the airfield is free from restrictions. The maximum allowed altitude is the upper limit of the uncontrolled airspace, 2800

meters above sea level, so allows for many options in terms of where you can fly with ease and even allows tasks to be set for our vintage gliders as well.

Located just 2km's from the banks of the river Danube, the airfield is perfectly placed to take advantage of the great Hungarian Plains, which offer some of the best thermal conditions in Hungary during summer. Not only that, a recently constructed bridge across the Danube located just 1km north of the airfield, now allows easier and quicker retrieves with an out-landing. There are also numerous great local sights which can be found, such as the beautiful Kiskunsag National Park.

During the rally we will be planning to launch as many gliders as possible, with the emphasis in keeping down waiting times for both for winch and aero-tow. For that purpose, we intend to operate 2 winches (+1 spare) and about 5 tugs, from the morning until sunset. There will be plastic cable on at least one of the winch drums. We intend to operate towing and winch launching from two separate starts in parallel. There will be two-seaters available for check-flights and for passenger rides. Additionally, there will be gliders available for rent, which will be listed on our webpage.

We would like to draw the attention of any pilots intend to bring Annex II gliders, that such gliders will need permission to fly in Hungarian airspace. The procedure and required documents will be listed on the webpage and sent to the pilots who register and indicate that they intend to bring an Annex II glider to the Rally.

There are two areas at the airfield which

will be designated for camping. One is close to the road, where many trees provide shade, the other is next to the main hangar and parallel to the runway. A security service will patrol the area and sanitary equipment will be provided for the campsites. There is also opportunities for other forms of accommodation, which will be listed on the webpage.

A meeting area will be set up for briefing, social gatherings and dining. For breakfast, lunch and dinner, multiple menus will be available. We aim to give you the unique taste of traditional Hungarian cuisine with buffet type service, with an evening bar in operation.

From the airfield you can easily reach Lake Balaton and the Balaton uplands in an hour, which of course is a famous holiday destination with a great landscape and many vineyards. We intend to organise a wine tasting tour if there is sufficient interest.

For more updated information please check our Rally webpage at:

[www.vgc2017.hu](http://www.vgc2017.hu) where we look forward to receiving your registration for the event. The page will be regularly updated with useful information such as accommodation, the daily program and meals. Should you have any questions, please feel free to contact us at [info@vgc2017.hu](mailto:info@vgc2017.hu)

We are looking forward to seeing you at Dunaújváros in 2017!

**Sandor Plosz, Patrik Ungar (Organising Staff Leaders)**

## UPCOMING EVENTS

David Roberts

# Welcome to the 2017 UK National VGC Rally, Cotswold Gliding Club



27 May-2 June, 2017

The Cotswold Gliding Club has operated at Aston Down airfield in Gloucestershire, UK, since 1967, some three years after the club was formed on 1 August 1964, at Long Newnton airfield near Tetbury.

For the first 13 years the club's tenure was far from secure as the airfield was provided by the Ministry of Defence on a licence basis with one week's notice! Aston Down started life as a grass airfield in 1918 when Australians were based there. Later, in about 1938, the hard runways were created; 03/21 which is some 5,000 feet long and 09/27 about 3,500 feet. A third runway, 15/33 fell into disuse and some of it is now grass again. The two main runways are still in excellent condition.

After the RAF finished using the airfield for 'touch and goes' from nearby Central Flying School at Little Rissington, the Club had the opportunity to purchase the airfield in 1980-81 and was successful in doing so, though it took several years before we arrived at the current land holdings. It was a

complicated business, buying an airfield. We own well over 50% of the land - some 135 acres (68 hectares) - mainly within the perimeter track, and two farming interests own the rest of the land.

As a venue for the VGC Rally, Aston Down has near perfect conditions and facilities; the long main runway with adjacent extensive grass take-off and landing areas, a flat site without any hazards, 2 x Skylaunch winches and a double-decker bus as the "mobile control tower". The buildings include a control tower converted as a clubhouse with lounge / dining area, kitchen, bar, briefing room, 4 bedrooms (8 beds), hangars and workshops, and also a caravan parking area. There is plenty of space for visiting gliders and trailers to be parked. For owners of vintage gliders who want to keep them rigged during the rally we can probably persuade some club private owners to give up their hangar positions for the week to enable vintage gliders to be stored in the hangars.

Aston Down lies within a beautiful part of

England, the Cotswold hills. The surrounding countryside has delightful honey-coloured stone cottages, houses and excellent pubs and eating places. There are lots of things to do and places to see if the weather doesn't behave well for gliding.

And most of all if the weather does behave well, the thermal soaring can be first-class, with possibilities of cross-country flights in all directions without any airspace restrictions that create a complete barrier on a route. In a W to NW wind direction we can often contact wave, and some 12km west of site is the neighbouring gliding club at Nymphsfield which is on Cotswold ridge running roughly 05 / 23 for some 100 km. So, the Club looks forward with enthusiasm to hosting the VGC to Aston Down from 26 May to 2 June 2017 - you will be made very welcome and some of our members with older gliders will be joining in the flying as well.

**David Roberts**  
Chairman, Cotswold Gliding Club

### Stop Press

The UK National Rally dates have been amended to coincide with school half-term. This will allow our few remaining non-grey-haired members to bring their families and these will be the dates for future UK National Rallies.

The rally now officially opens on Saturday 27<sup>th</sup> May, taking in Whitsun Bank Holiday and officially closes on Friday 2<sup>nd</sup> June. Expect heavy traffic on Friday 26<sup>th</sup> May, so early starts are needed.

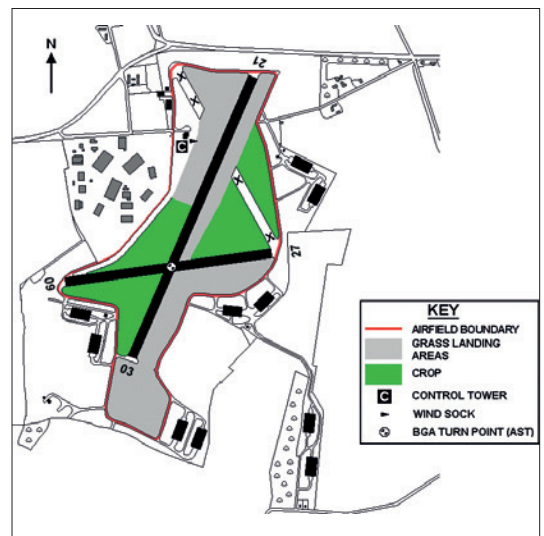
We plan a special welcome for our aeromodelling members, who often get a rather short straw at our rallies. The local aeromodelling club will also participate.

There is plenty of camping space, together with an excellent kitchen in the club house. Although there are never enough electrical hook-ups for camping and caravans, we will do our best. Sockets for battery charging are plentiful.

We can provide four or five hangar spaces for hard-to-rig gliders. These will be allocated by a very complicated formula, taking in date of registration, claimed time to rig and likeability of the owner, and offers of beer to Robin Birch, the man in charge.

It would be nice to have an RAF theme in this classic ex-military site, so gliders with roundels will be especially welcome. The apres-ski and the dreaded wet-weather programme has not been forgotten, with planned attractions that will include a museum visit, quiz night, and classic film evening. So something for everyone!

**Robin Birch and Andrew Jarvis**



Aston Down airfield map



Correspondent:  
Göran Bruun  
Contact:  
Finland@vgc-news.com

Marijke Waalkens and Andrew Jarvis

# 2016 VGC Rendezvous Rally, Finland 18-25 July 2016



Just some of the superb facilities that greeted us at Oripää. Photo: Marijke Waalkens

For the second time, the Turku Aero-club organised the VGC Rendezvous at Oripää Airfield.

With many changes to the airfield since our last visit, it has transformed itself with a large briefing room with sanitary facilities and a huge hangar for a biannual Agricultural show organised by the Lions Club. Not only that, the military use it about once a year to park their helicopters and in 2013, they even hosted the World Glider Aerobatic Championships. How to run a profitable gliding club I guess!

With around 20 VGC members attending, much of the talk was how we all got there, with Lilly Grunbacher being almost arrested in Estonia for transporting a Russian secret weapon! The cosy clubhouse looked miniature between all the new facilities, but Antti Jouppi and his team gave us a perfect welcome. There was even the obligatory Sauna, complete with delicious blueberries to complement the evening gatherings.

The first three days gave a good opportu-

nity to fly and explore the air above and around Oripää. Both Monday and Tuesday presented spectacular skies which somehow looked different from 'our' skies; and the reason, the simply incredible visibility. Wednesday was still very soarable, though semi-blue and quite windy, with flying at Oripää proving to be interesting indeed. Often on final approach we saw paragliders coming down to land at their special corner at the field. Flying, you often suddenly heard that the box was open for aerobatics, all this together with motor air-planes and gliders flying around! It's amazing that so many disciplines can operate safely together. On many other fields there are many more restrictions!

Unfortunately the last three days was not fit for gliding. A belt of rain with some thunder passed through on the Thursday, though flying became possible in the long evening. Friday was distinctly murky and developed into a shopping and museum day. Saturday was again not great, but we were treated to a wonderful aerobatic

flying by a member of the club in his own immaculate home-built 'Pitts Special' aeroplane, with a tour around the 'other' hangar on the field, which contained an amazing selection of interesting aeroplanes.

Despite the vast distances, many pilots brought their own gliders, including Lilly Grunbacher's Elfe, Jörg Ziller and Reiner Karch with a Bergfalke, David Weekes, Skylark, Ray Whittaker, and his Ka6, Thorsten Kremer and Sabine with a Ka2b and Gerhard, Gaby Maleschka with a Foka and Erkki Aaltonen with a Ka6.

Being in Finland, the locally built PIK's deserve special mention. Not only were there some lovely PIK gliders, but there was a very interesting PIK 15 'HINU' tow-plane. Originally designed in 1960 by Eng Kai Mellén for clubs to assemble from drawings, the wood and fabric prototype first flew in 1964. Ten examples were subsequently built.

On the PIK glider front, there were two lovely PIK 16C 'Vasama's' present, one of which was hired by Klaus Schickling. The Vasama is a Standard class glider designed by Kurt Hedström and Tuomo Tervo in 1959, winning the Ostiv-prize in 1963 and placed third in Argentina the same year.

With the Rally coming to an end, Saturday was rounded off by a delicious barbecue and many happy memories before we departed for the main event in Räyskälä. Special thanks go Antti Jouppi, Markus Hatakka and their small group of helpers who all did such a wonderful job.

**Special thanks to Marijke Waalkens and Andrew Jarvis for the compiling of this report.**



Happy Birthday. (Its tough work blowing out all those candles dad!). The VGC's youngest member, Ian Forster, celebrated being a whole 3 years of age at Oripää. Photo: Andrea Forster



Not every day was flyable, but it didn't mean that all birds were grounded... Photo: Andrea Forster

## RALLY REPORTS

Harri Mustonen

# 44<sup>th</sup> VGC International Rally, Finland

**We like to fly gliders with many years of good memories...**

At the turn of July and August about half a hundred pilots gathered for the 44<sup>th</sup> International VGC Rally at Räyskälä. Thirteen years had passed since the previous VGC International Rally in Finland, which was held in 2003 at Jämijärvi.

This summer we welcomed visitors from nine countries; United Kingdom, Germany, Netherlands, Switzerland, Belgium, Italy, Denmark, Lithuania, and Sweden. Many of the pilots also brought their family and assistants with them, so all in all, there were nearly a couple of hundred visitors at Räyskälä.

The Rally was arranged by the Finnish Vintage Glider Club, Oldtimer Finland, and Räyskälä-Säätiö (Räyskälä Foundation), who were responsible for the arrangements at Räyskälä. Some of the key people in the team were Office Chief, Mari Heikkilä, from Räyskälä-Säätiö, and Rally Director, Vesa Airaksinen. But there were also a lot of volunteers who did a tremendous job so that the Rally would be successful and so that all of the vintage glider enthusiasts could enjoy the gliding as well as the Finnish summer.

The Rendezvous, where foreign pilots were able to explore the Finnish flying and weather, was held at Oripää the previous week. The visitors there enjoyed the hospitality of Turun Lentokerho (Turku Aviation Club). The Rendezvous camp was organised by Antti Jouppi, and the visiting pilots got to know the Finnish thermals. During the Rendezvous week the weather was rather good and some pilots were able to get about two hour flights.

### VINTAGE BUT NOT CLASSIC

Although the journey from Central Europe to the North is long and one has to cross the Baltic Sea to get to Finland, some brave pilots even bringing their own gliders. Some of them were heavy two-seat gliders; two Bergfalques, a Bocian



*A once common sight at small airfields at Finland in fifties and sixties with the Rhönlerche and the Bergfalke, set to a backdrop of cumulus clouds in the blue sky. Photo: Harri Mustonen*

and a Rhönlerche. One must admire such enthusiasts who were so keen to fly with their old gliders in the northern sky. Unsurprisingly, the number of participants was limited due to distant location of our country, after all, typically the number of pilots and gliders are doubled at Rallies in Central Europe.

Among the visiting gliders came a vintage Finnish-built glider from Denmark. The red painted PIK-16 Vasama, which was beautifully restored by Jørgen Bruun, Niels Peder Møller, and other enthusiasts. The Vasama was a top glider in the early sixties and most of the fifty-three manufactured Vasamas were sold abroad. The Vasama is truly a glider of which we Finns are proud. Another one is the PIK-20, but that's a different, fiberglass story. It is really nice to see that the Vasama is a valued vintage glider among enthusiasts.

Some Finnish enthusiasts were waiting for pre-war classic gliders like Grunau Baby, Kranich, or Hols der Teufel. Those are the gliders that played an important role in the history of our gliding in the thirties.

Unfortunately none of them have remained airworthy in our country. It would have been fantastic to see even one of the classic gliders flying at Räyskälä, but it wasn't to be the case this time. Let's hope we can see those gliders in our skies someday, perhaps at another VGC Rally in the future?

Those foreign pilots who didn't bring their own gliders flew gliders rented from Finnish owners (these owners were at least as brave as those who flew them).



*VGC President, Jan Forster, assists Shaun the Sheep during the opening ceremony.*

*Photo: Andrea Forster*

What came with the flying, was that all of the pilots who came to the Rally had a great opportunity to fly over our Finnish forests and lakes.

### HOW ABOUT THE FINNISH THERMALS?

Perhaps it is a little too dangerous to advertise our country to the VGC visitors as 'The land of a thousand thermals', as it could have easily rained all the time during the Rally. But all went well and we were able to fly seven days out of ten. So, we were lucky, and for several days there were 2m/s thermals or over, and the cloud base was at least 1200 meters. I had the opportunity to fly with my PIK-5, 'Fiver', over two and a half hours on my first flight at the Rally. It was awesome to fly near the cloud base in an open cockpit glider amongst the other various old gliders all over the sky. Afterwards I heard that some pilots enjoyed thermals up to 3m/s or over, which they had never before experienced. I suggest that we have a small Rally in Finland in spring, as then the thermals could be even 5m/s!

On the days we didn't have our 'Finnish Thermals' but the weather was otherwise convenient for flying, the pilots took short flights using winch launching, as it was easier on the pocket. With the winch

## RALLY REPORTS



Johan van Dijk prepares to launch in the PIK-5, OH-188. Photo: David Weekes



A PIK's eye view of Räyskälä. Photo: Hannu Koho



On the Sunday, dozens of lovingly restored or outrageously customised American vehicles rolled in complete with a bevy of beautiful girls in 50's attire. Tires smoking, they roared down the timed quarter-mile section of Runway 12. Photo: Andrea Forster

launch, one could climb to over 300 meters in the calm weather and if there was a headwind, over 600 meters. During the Rally there were 156 winch launches and 104 aero-tows. But, after all the hard work, we had a good time and it was very inspiring to meet vintage glider enthusiasts from all over Europe.

I hope we can all agree that our Finnish volunteers' motto 'We like to fly gliders with many years of good memories' will be remembered, and I am quite sure the slogan 'The land of a thousand thermals' came true for our visitors. Because our Ground Operations Chief, Jyrki 'Jysky' Viitasaari didn't get any an-

swers to most of his questions in the briefings, such as 'Do you know how many elves does Santa Claus have?'; we will have to find answers before the next VGC Rally in Finland!



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

Bruce Stephenson

## IVSM 2016 9-16 July 2016



The stunning setting of the NSM gave us a great private backdrop to cocktail buffets and speeches. Photo: Bruce Stephenson



The humble Cherokee was a welcome addition to the line-up. Photo: Peter F. Selinger

If one thing is for sure, America is a big place. With the hours ticking away, I stared, urging on the scenery slowly crawling past my windscreen. Then I caught a glimpse of it. Perched high on a promontory ridge, and topped with rolling grassed fields and trees, the northern outline of Harris Hill came into view and so marked the end of my long journey which had started out 24 hours before in the UK! Unpacked, with tent erected in an idyllic woodland park that was created during the Roosevelt years, my new home for the week

looked decidedly scout-like...hardly a surprise considering it has been a Youth Camp for the past 80-odd years! With the traditional bell-ringing in the event in the early evening, the next day the flight line was soon lined with a multitude of American beauties; all a rare and exotic sight to all of us visiting Europeans. Naturally there were the obligatory Schweizer 'ships', but snuggled amongst the pert and cheeky 1-26's were some altogether really rare birds; such as the lovable little Bowlus Baby, a dinky little Briegleb BG-6, a sleek

fork-tailed Prue 215A and even a super-rare Yankee Doodle 3, to name but a few. I was particularly pleased to see that that quintessential American pastime of home-built sailplanes, so popular during the 60's into the late 1970's, was represented by a lovable couple of Hall Cherokee's. Their presence served to remind us that these humble little numbers opened up soaring to an entire group of enthusiasts who might not have otherwise been able to afford to enter gliding, with homebuilding gripping the American imagination like in few other countries. Not only was there the smorgasbord of American delectables to grace one's eye, there was of course a good smattering of European gliders. With the choice ranging from a beautiful new-built Rhönbussard, to the more common Ka6s and Bergfalke etc, whilst on the British front was Dennis Bar-

## RALLY REPORTS



*What would an IVSM be without a 1-26? Here VGC News' very own Klaus Fey samples the type's delightful handling in Bill Batesole's gorgeous little number. Photo: Peter F. Selinger*

ton's lovely Gull 1. But without doubt, star of the show however goes to Gerry Wenger who brought both his resident craftsman, Tom Evelo, and for many the star of the show, the world's only 'other' Slingsby Petrel (recently restored). This glider had to be seen to be believed, with Tom's craftsmanship deservedly sweeping up a number of awards during the awards ceremony. As anyone who has been lucky enough to fly from Harris Hill will testify, it can be a challenging site indeed. With steep drop-offs each end of the field, it can be unforgiving for those failing to read the conditions and finding themselves hot and high. Although the general panic and almost inevitable ground-looping that follows does wonders for spectator participation, it can however, result in some rather unfortunate damage to some very pretty gliders. So it was without surprise that this year the organisers had heeded lessons from the past and thanks to some extremely thorough and informative daily safety briefings, led to an almost incident free week. Only one glider received minor damage after being ground-looped to prevent it making an unplanned excursion down the steep hill to the southern end of the field. But enough of splintered wood and roaring bonfires! Getting airborne is a breath-taking experience. As the ground rapidly drops away, it presents a magnificent vista of the Chemung Valley and some of the most

stunning scenery as I have seen anywhere. Once airborne the treeline seems to stretch from one horizon to another, with the Finger Lakes to the north glistening in the dappled sunlight like an emerald necklace. Allied to a full and captivating daily flying program, each morning's briefing was held in the museum's large meeting room. A totally absorbing, and unique tradition of daily speakers giving short lectures on various gliding subjects (take note VGC). The subjects were as varied as the speakers, with short lectures on the history of the Rigid Midget, Peter F. Selinger giving a thoroughly interesting talk on early glass, to... well yours truly, who managed to bore the pants off everyone present! And what better place to hold a Vintage meet? I cannot forget to mention that the Soaring Museum provided a wonderful backdrop and focal point to the entire event. For me, it had a special significance, with my quieter moments getting close and personal to two of my all-time holy grails of my glider greats; the beguiling Orlik and the exquisite Zanoia. Both are rarer than rare and despite being from different continents, share a common place in American soaring. Not only that, the trustees of the museum threw open the doors and soon we had all slipped into the role of over excited little kids (not hard, I assure you!), crawling about the museum's fascinating stor-



*With a cram-packed program of evening excursions, it was hard to tell which stood out the most? How about a special dinner in amongst some rare aircraft, cars, motorcycle's, boats, and planes at the Curtis Museum for starters? Photo: Bruce Stephenson*

age facility as even more rare birds came to light. With a full week of evening excursions to local sites, each night sported a different theme and location; all with dinner thrown in! This ranged from stunning evening cruise part-way up Lake Seneca, a fascinating visit to the Glenn Curtiss Museum, to a visit to K&L Soaring, run by Les and Kyle Schweizer (son and grandson of Ernie Schweizer), who continue to uphold that famous family name. Much of their business today centres around the rebuilding and upgrading of the entire range of Schweizer glider products, with special upgrades for America's significant fleet of aging 2-33's, which still offer clubs an unparalleled tool in terms of simplicity, ease (and beauty) of flying, not to mention its acres of cockpit space. With the closing ceremony and meal on the Saturday night, this thoroughly unique and enjoyable event drew to a close and reminded us all of the hard work that Jim Short and the rest of the team had invested in making this one event to remember. Thank you Jim and a huge thanks to the NSM, Harris Hill and all those involved in IVSM 2016! [To view more photos of this event, please see Issue 147.Ed]

Lee Cowie

# USA Regatta roundup

## Wabash Father's Day Regatta

**A**fter trying different weekends, the Wabash Valley Soaring Association (who fly at the Mid-American

Airport at Lawrenceville, Illinois), settled on the Father's Day weekend as the ideal time of year for their regatta. When you

plan an event a year ahead of time, you don't know what the weather will be. When the long range forecasts appeared,



## RALLY REPORTS

they called for rain and it did rain before the regatta, but the first day of the regatta dawned sunny and clear and it remained good soaring all weekend. As lift diminished in the late afternoon, gliders returned to the field to stay airborne for as long as they could. Pilots above the field carried on conversations between the ships as they hung on to each bubble of rising air before finally landing. As in past years the evening meals were outstanding. Good food and good flying - what more could we ask for?



VSA President, Jim Short, flew his Schweizer 1-21 often during the Midwest Regatta.

Photo: Mary Cowie.



Jon Slack climbs into his Schleicher Ka 6cr for another flight at the Midwest Regatta.

Photo: Mary Cowie.

## The Great Plains Regatta

The Great Plains Vintage Glider Regatta is held each year near the end of September at the Wichita Gliderport. A week before the event, the long range forecast said it would be breezy, with rain every day. Breezy in Wichita, Kansas, is a little different than in other places, gusts were near 30 MPH. Some people came without gliders and others stayed home. For those who either didn't look at the long range forecast, or just brought their gliders anyway, were rewarded with flying on two out of the three days. Several pilots even earned coins. So it just goes to prove, if you are only going to attend events with a perfect long-range forecast, you probably won't get to fly much!



Dartanyan Ingram takes off in his natty little 'Marski Pioneer' at Wichita. Photo: Paul Rabourn



Silent Knights Glider Club Schweizer 2-22 was in high demand throughout the Wichita Regatta.

Photo: Paul Rabourn



Correspondent:  
Josef Mezera  
Contact:  
Czech@vgc-news.com

Tomas Mezera

# The Czech Sohaj Cup in a low pressure trough

For the sixth event in a row, the gliding competition of Šohaj and other compatible historic gliders took place at Rana airfield in northwest Bohemia during the last week of May 2016. This year's races were innovative in many ways. Apart from the traditional Sohaj gliders, other historical types, with a performance index 79,9 or lower, were also eligible to compete. (The Sohaj has an index of 74). In addition to the more modern Kaiser Ka6CR's and Scheibe two-seater Bergfalke III, there was also an EoN Olympia 2b

which appeared on the launch grid (an English copy of the DFS Meise originating from late 1938). A revolutionary change to the rules was the so-called 'flying in the old way'. In the spirit of our historical gliders, we were prevented to fly with modern navigation devices. This means that pilots had to rely on 'old-fashioned' navigation aids, such as 1: 500.000 and 1: 250.000 maps, pencil, eraser and a triangle. Meanwhile GPS loggers were left onboard just as black boxes for later evaluation. Turning point sectors

were used for photographic control and were 3km deep within a 90-degree FAI sector. I have to say that this type of flying was more attractive and proved challenging, reinforcing just how difficult it is for modern-day glider pilots, including older pilots who had lost the art to correctly identify and get into the sectors. It is worth me noting, that it was the glider that was awarded the points, not the pilot, so the tasks could be alternatively flown by different pilots in the same glider. The first day looked like a nice day for

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Reminiscent of days gone by and not a GPS in sight, pre-competition briefing takes place. Photo: Vaclav Kysilka



Jiri Klicnar, the winner of Cup contemplates the task ahead in his Sohaj. Photo: Josef Mezera



Miroslav Major (white hat) handles his Sohaj after a field landing in his Sohaj. Photo: Vlada Abraham

gliding. A gentle wind favored our historical gliders, with nine gliders forming up on the start grid (5x VT425 Sohaj, VT125 Sohaj, Bergfalke III, Ka6CR and the Olympia 2b). Because it was the first day of the competition, we decided to set a relatively easy task of an 82.3-km triangle. Soon, however, the weather began to deteriorate with clouds spilling out into large layers, leaving it far more difficult to find the thermals. Finally, only Jiří Klicnar from the Brno Medlánky AC successfully managed to complete the entire task in his VT125. Second place went to Vladimír Abrahám with his Ka6CR, which landed out less than 3 km from the finish, with the loser of the day going to Václav Černý from Plasy in his VT125, who incorrectly turned at a different castle ruin as a TP. True, it may not be the best choice to use a castle ruin in a landscape full of other ruins as a TP, but it was in keeping with how it used to be done in the old way of competition.

The following day the weather was sunny, warm and stable, so the only solution was to try to fly an endurance task. The start was delayed until after 3 P.M. however, after watching three gliders as guinea pigs trying to keep themselves in the air. Finally we decided to scrub the day, but nevertheless the gliders took off anyway; because nobody wanted to tow the gliders across the whole airfield to the hangar! But the weather didn't surprise us and with the Sohajs' landing in short order. Jiří

Leník became the hero of the day however when he circled in the Olympia over the hillside in weak thermals for over an hour. Since the previous Monday, our patch of Europe had been stuck in a trough of low pressure which produced rain, fog, clouds and thunderstorms, which wasn't exactly very popular with glider pilots!

Wednesday we enjoyed flying just for fun. Launching from the winch, up and down went the gliders, including the historical replica of the Hol's der Teufel.

Thursday brought to us the second, and what turned out to be, the last competition day. An easy task was declared, around this time, a 'chimney' polygon over 3 TPs and a distance of 80.6 km. Even so it was to prove challenging for the historical gliders and even though the wind was blowing lackluster, five contestants ended up in fields and three returning to Rana. Jiří Leník rescued the day however, by completing the task in his old EoN Olympia 2b. Neither of the next two days were suitable for gliding, so after only two tasks we had to settle for the winners and losers. First place went to Jiří Klicnar (Medlánky Aero-club in a VT125 with 44 points, second place going to Miroslav Burdych and Petr Seibr (Náchod Aeroclub) in a Bergfalke III, with 32 points and joint third place going to Miroslav Major and Václav Kysilka (GAC Benešov, who alternatively shared flying their VT125), and Vladimír Abrahám (Raná Aeroclub) in the Ka6CR, all with 28 points.

It could be argued, however, that we were the losers to the real winner, the weather. But for the first time in the history of the Sohaj Cup, two valid tasks had been flown in the discipline of the more classical type of racing. I have to say we made a very good decision to fly only by using traditional methods and paper maps, which made competition much more interesting. We very much enjoyed each other's good company along with a very nice collection of beautiful historic machines, so let's hope that next year the weather gods will be more favorable to us?



Traditional skills were put to the test to varying results! M. Burdych and Petr Seibr in the Bergfalke III put their skills to the test. Photo: Petr Seibr



Correspondent:  
Vincenzo Pedrielli  
Contact:  
Italy@vgc-news.com

Vincenzo Pedrielli

# 1<sup>st</sup> International Vintage Glider Meeting in Enemonzo

17-25 June 2016

**A**fter a week of continuous rain, the sun finally reappeared to welcome the glider pilots participat-

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ing in the 1<sup>st</sup> International Vintage Glider Meeting, organised by myself and with the active cooperation of the Center Gliding North East (CVNE) Enemonzo.

**Friday, June 17:** 14 pilots arrived in Enemonzo with 12 gliders from Germany, Switzerland, Austria, Denmark and Italy.

**Saturday, June 18.** Following the first briefing, the sailplanes were rigged. The rally was off to a great start! So as not to miss the opportunity of what appeared to be a fabulous day, soon all the sailplanes were in the air. Towing was carried out by the CVNE club's Super Dimona (OE-9451), with the first day providing some remarkable results. For instance, Markus Schweiger, in his L-Spatz D-5638, carried out a flight of 320km in 4 hours and 46 minutes. Markus is not new to this type of result, but this time he was not alone in achieving such a performance; on the same day his friend Oliver Wolfinger, in his Ka6, flew for 5 hours and 54 minutes, covering a distance of 316km. Not far behind, the other pilots were in flight for several hours, all



Group photo of all the participants, pilots and organisers

inspired by the warm welcome of CVNE and the magnificent scenery of the Carnic landscape.

**Sunday, June 19.** Some flew despite the weather not being as good as the day before, however most pilots preferred to stay on the ground. That evening it started raining and we all went to the restaurant 'Al Fogolar' to discuss the events of the first two days of the rally.

**Monday, June 20.** As the meteorological forecast had predicted rain, it was decided to do some sightseeing. The President of the CVNE, Raffaello Del Moro, with a guide, Matteo Chiaruttini, led a visit to the 'Fortini del Vallo Littorio', a fortification that was an integral part of the defense complex built in Carnia during World War II. A really interesting visit and a good example of military engineering. Subsequently we visited the small airfield of Cercivento, a good option in case of out-landing. Last stop of the day was an aperitif in the restaurant of Silvio Ortis on Zoncolan.

**Tuesday, June 21.** The good weather returned, promising to remain for the rest of the week. All sailplanes were moved out the hangar, ready to take to the air. It proved to be a good day with many nice flights, in particular, Dietmar Poll, who performed a spectacular aerobatic program with his Lunak, BGA-5015 The day ended

with the traditional 'International Evening', with gastronomic specialties from various European countries.

**Wednesday, June 22.** A beautiful day, sunny, valley breeze and good thermals. No one stayed on the ground. The first start as usual was Markus, who flew 371.92 km in 7 hours and 54 minutes. Also, Alessio Bertocchi, with his Ka6E, made a flight of 5 hours and 7 minutes. The day ended with a 'Pasta party dinner' at the airfield, laid on by the CVNE. Applause to the cook Leo Mazzolini.

**Thursday, June 23.** Another beautiful day with blue thermals. Only at mid-afternoon did some cumulus appear in the sky. The scenario repeated itself; Markus and Oliver exceeded seven hours flying. A free evening, but for some reason we found ourselves together again at the restaurant 'Al Fogolar!'

**Friday, June 24:** Nothing new on the weather front. Yet another day of good flying conditions. Markus and Oliver continued their outstanding performances, with Markus flying 339km and Oliver, flying 408km. Noteworthy was the Werner Kalusa, Hütter 28, which flew 4 hours and 35 minutes. At 8pm the Closing Dinner with a generous BBQ, again cooked by Leo Mazzolini, along with a super Polenta prepared by Fabio Barazzutti, was a great success!



Markus Schweiger with his lovely L-Spatz.



Werner Kalusa's gorgeous little Hütter 28.

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An alpine setting for the Danish teams SHK-1.

**Saturday, June 25.** Half of the participants made for home, as did I. Throughout the week of the rally 52 aero-tows were carried out and a total of 162 hours were flown. And so the first edition of the International Meeting of Vintage Gliders in Enemonzo, had come to an end to the full satisfaction of the participants and organisers. Special thanks to CVNE who did everything possible to satisfy the needs of all

of the guests and pilots, and to the City Hall, which allowed us to use their facility on the airfield. Highly appreciated was the presence of the club members on the airfield and during the post-flight evenings. This meeting will remain in the memory of the participants as one of the best ever. A final warm thanks to the weather!

All photos: Vincenzo Pedrielli



The International Evening buffet.



Correspondent:  
Peter Ocker  
Contact:  
Germany@vgc-news.com

Peter Ocker

# German season closing event at Mengen



The SB5 is joined by Peter Ocker's small fleet, the A-15 and Weihe.



Despite organising the event, Gere Tischler finds time to fly his L-Spatz.



Gere gives some advanced tuition to Thorsten Kremer on the finer points of flying an L-Spatz.

For the 13<sup>th</sup> time, Gere Tischler was kind enough to organise this small meeting. Ten gliders were hosted and on Saturday, September 17, no less than 34 winch and 14 aero-tow launches took place. Although the weather looked nice at the beginning, it became overcast later on. Nevertheless, there was some convergence near the airfield and some gliders were able to climb above cloud base (800m above Mengen) to 1300m

next to a huge, long, and black cloud. The longest flight was by Peter Ocker in the Antonov A-15, who was soon joined in the convergence line by Gere Tischler and Uschi Kälberer (in the Sammet Kranich III), along with Matthias Schleinzer in his Ka 6. Even antique aircraft collector Günther Kälberer, who first joined us last year and was eager to have a glider in his collection, still does not have any gliders in his fantastic collection ([www.antique-aeroflyers.de](http://www.antique-aeroflyers.de)).

Günther, who is a great friend to us, was kind enough to hangar Klaus Schickling's T-21 for the night, and on Sunday we were not able to fly due to rain. Nevertheless, it was a great gathering of people, a great evening's dining out at a restaurant, complete with nice pictures from Alexander Gilles to review the 2016 gliding season and a great opportunity to show people the fantastic spirit of the VGC!

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Correspondent:  
 José Ignacio Garcia Colomo  
 Contact:  
 spain@vgc-news.com

José Ignacio Garcia Colomo

# Spanish Vintage Glider Rally, Santo Tome del Puerto Spain 30-31 July 2016



The launch point had some very nice gliders waiting to air their wings



Even the smallest of gliders got the chance to fly.



An array of beautiful models were gathered.

After two years, we again have our little rally. As in the past, it was organised by Carlos Bravo and Encarnita Novillo at the Loreto Gliding Club, in the town of Santo Tomé del Puerto, located north of Madrid at the foot of the Sierra de Guadarrama.

Although the meeting was advertised for the weekend of the 30-31 July, we were able to fly throughout the week from Monday the 25<sup>th</sup> due to the collaboration of other club members for the general organisation and flight control.

As mentioned above, attendance was not very large but they were nevertheless, very enthusiastic. The gliders present were Encarnita and Carlos' T-21, the Irishman Alan Sanders' Grunau Baby-III, the Loreto Club's Ka-13, the Royal Aero Club of Toledo's Bergfalke-4, and my Bergfalke II-55, which is based at the Ódena Igualada Gliding Club, near Barcelona.

An invitation also went out to modellers,

coordinated by Antonio Rodriguez. They came in great numbers, along with their great models.

Except for Friday the 29<sup>th</sup>, (in which a south wind made operations from the field difficult), conditions produced cumulus and some great thermals throughout the week, which led to numerous flights of long duration, often accompanied by local vultures. Typically these flights began in the late noon and lasted until nearly sunset, at about 21:00L.

During the morning of Sunday 31, up to 13.00L, a gathering of model sailplanes and flying took place. The models were aero-towed aloft, with awards being made for the best gliders.

I have to comment that in addition to local pilots from the Loreto Gliding Club, throughout the week we also had visits by the Toledo Gliding Club, as well as Alan Sanders from Ireland. We were also pleased to welcome a British member of

the VGC, Russell Kastel, who flew in the T-21 and Bergfalke II-55.

Naturally with the difficult conditions on the Friday, we took the opportunity to visit the towns around the area and enjoy the local gastronomy.

*All photos via José Ignacio Garcia Colomo*



The local cuisine was enjoyed by all.



Correspondent:  
 Bruce Stephenson  
 Contact:  
 UK@vgc-news.com

Mike Armstrong

# Camphill – Vintage Style

It is good to report another successful rally. Remarkable, considering the dire summer weather from May to July, every day of the rally was a flying day at some stage, even if the soaring opportunities

were often limited. Reports from a competition at Aston Down during the same week show that there was one competition day with a 155km task and only 3 pilots completed it, so we did well.

A total of 25 club members volunteered to help for one or more half days during the week which made the rally much more enjoyable for our visitors (lots of positive feedback from them) and hopefully for the

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*A typical day at the launch point*

volunteers too. Thanks are due to everyone involved, including the rest of the organising team of Jenny, Rob Faulkner, Pete Gray, Andrew Short, Jan Szladowski, and of course Lucy Faulkner who kept the logging system going when possible and brightened the bar each evening whilst serving us so efficiently.

A total of 28 visitors attended with 13 vintage gliders flying. As for the statistics, the rally flights comprised 203 launches and 68 hours of flying. On one day the rain stopped at 3pm and the sun came out. The planned barbeque was delayed to allow many of the pilots to take 28 launches and enjoy over 27 hours soaring, with ridge and wave to the base of the airway. That even included half a dozen relatively short check flights and some instructor training. Flying discipline was excellent, with good attention paid to the local briefings by the visitors, so no-one missed the airfield or had unduly low final turns.

Tasks were set every day again by Pete Gray after he presented his comprehensive weather forecasts. Not all the tasks were cross-country tasks, but well over 200 cross country kilometres were flown without a plastic glider in sight! One K8 out-landing was achieved by Tom Edwards (who else!), pushing too hard and ended up in the 'Brough' field starting the second lap of a task.

One Capstan, BPV, belonging to Graham Barrett and Martin Cooper (Coops), was made available to other instructors for an extra 24 launches, enabling other rally

participants and many Club members to experience the delights of side-by-side two seater flying during the week. A second Capstan, BSK, joined us from over the Scottish border (Portmoak) with Matt Stickland, Richard Lucas and Mike Cartney. Bob Playle's Capstan, BUR, finally took to the air again, looking resplendent in its new colour scheme, after almost taking root in the workshop for over 12 months.

Miroslav again brought his beautiful Foka 4 that won the Open Class World Championships in 1965 at South Cerney. Gary Western arrived with a pretty Swallow, the regular Kent team led by Bob Lloyd brought most of their fleet (Prefect, Oly 463, K18, Skylark 4) and Dunstable was represented by 'Corney' with his Skylark 2. The Camphill Club's K18s and K8s also proved popular. On the social side, every evening saw lots of people in the bar enjoying the food from John and Sylvia with a convivial glass or two of their favourite tippie, and the Gin Tent was also busy. It was a pleasure to be there listening to tall (?) stories from all over the country. Tony Senior's quiz was very popular as were talks by Rob Faulkner and Chris Dawes. The horseshoe competition was contested by teams from Poland, Kent, Lee on Solent and Camphill, but needed a smokey BBQ to be lit to repel the midges.

The staff of Alan Jolly, Andy Wilkin, and Shirley and Anne all coped well with the extra workload and nothing but compliments flowed for them all and for the catering. The raffle raised over £200 for the Air Ambulance charity.



*The world-famous 'international' horseshoe competition*

A labour-free (well almost) bungee launching system was tested and proved workable although it was the following week before it was actually used in anger. Hopefully we can use the bungee more often in future for Club operations and the 2017 rally. Every visitor said that they had a good time and hoped to be back next year. No complaints apart from the weather (and I thought it was pretty good!), phone reception, and WiFi. The latter is still a work in progress. So where are you taking your vintage glider next year? What about sampling the beauty of the Peak District?

*All photos via Mike Armstrong*



*A trio of Capstans*



*Mike Armstrong's lovely Sky takes to the... well, sky, I guess!*

Phil Lazenby

# Slingsby Week, Sutton Bank Aug 27–Sept 3

The 2016 annual rally turned out to be one of the most successful in terms of flying achievements. Throughout the week the wind was generally from a westerly direction providing hill soaring every day with wave and thermals thrown in for good measure.

In five days 15 vintage gliders took 86 launches and clocked up around 150 hours in the air. Amongst the many highlights, Mike Armstrong's cross-country flight of 195kms round 4 BGA TP's in his Olympia 463 demonstrated that gliders don't have to be made of plastic to go places. A fur-

ther example was a landing north of Thirsk by the visiting T21 after climbing in wave to over 6000ft.

It being 2016, an Olympic theme for the week seemed appropriate. 'Gold' medals were awarded each day to the winners of flights deemed to be Olympic award win-

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*A pair of Swallows prepare for flight.*



*The Slingsby camp's rigging area.*

ning standard after the day's results were in. September got off to a cracking start with a sky full of wave throughout the day, fortunately with a short wavelength, which allowed the vintage machines to go some way upwind. Height gains averaged around 6500ft, all launches being by aerotow which was the best option for condi-

tions on that day. In fact the wave system did not go particularly high and a maximum height of just under 9000ft by Dave Cornelius in the K6 matched the highest by club members flying glass. The best gains by vintage machines were around 7000ft by the SB5 and the Skylark4, both of which had ended back low down on the hill be-

fore contacting the wave proper. Overall the oldies climbed an aggregate of more than 5000ft in the wave on that day. Over 40 rally and club members enjoyed an excellent mid week meal provided by Liz and helpers. This was followed by a quiz which was fiercely contested; naturally the winning team received gold medals at briefing. Phil Lazenby notched up his 5000<sup>th</sup> hour in his logbook during the week flying the Oly 463 he owned some 30 years ago in which he flew two of his diamond badges.

YGC staff and members worked hard to ensure all visitors had a safe and enjoyable week at Sutton Bank. Thanks are due to them and also Hill Aviation, who sponsored the bottles of wine handed out to daily winners. We can't wait for the 2017 event!

*Photos: David Underwood*

John Randel

# Gold at the Wenlock Olympian Games



*The Midland Gliding clubs Ka8 is evocatively framed against the fields around the Mynd.*



*Ludlow Castle gave a competitors birds-eye view of England at her best. This 11<sup>th</sup> Century pile of stone dates back to the Norman Conquests and sits prominently on the banks of the river Teme.*



*Krzysztof Kreis was over a rainbow when he took Silver in his beautiful Dart, which was also voted 'best glider'.*

**T**he Wenlock Olympian Games Gliding competition only managed 2 competition days. We welcomed 14 competitors, many of whom had entered the first competition in 2012.

Once again Adrian Emck beat off the competition to triumph again, winning the

gold medal. He was closely followed by Krzysztof Kreis (silver) in his Dart, with Roger Andrews (bronze) in third place in his Oly 2b. Krzysztof also won 'The best glider' competition with his lovely Dart.

On the opening Saturday, 9 July, the Wolves model aero club gave an excellent

static display of gliders, both Vintage and modern, taking the opportunity to utilise the new workshop facility that was empty awaiting fitting out. In the afternoon, in the face of high winds and frequent rain showers they managed to demonstrate how to winch-launch the model gliders.

A quiz night and a Cider tasting night helped to pass the time, as well as some visitors taking the opportunity to visit Cosford, where courtesy of a fellow glider pilot, a discount on all food items was offered to all Olympian competitors and helpers.

The Hog roast and medal presentation on the last Saturday was well attended.

All in all, a fun event, so we can only hope that we are blessed with better weather for the next Olympian in 2020!

*All photos: Krzysztof Kreis*



*An aerial study in Kaiser. Roy Fergusson-Dalling pushes on in his Ka6 CR.*

## RALLY REPORTS

Andrew Jarvis

# Whispering Wardrobes, Booker

10-11 September 2016



Launch point line-up. Photo: David Underwood

Graham Saw has resuscitated this nice 'nearly end of season rally'. The phrase 'small but perfectly formed' would be an apt description for the rally, and that it is! Personally, I love mini rallies, it's amazing how much can be crammed into a weekend.

This rally was especially mini, as the near-drought summer broke into heavy rain throughout the Saturday. The fortunate early arrivals were invited to 'The Grouse and Ale', at nearby Lane End, for an outstandingly good evening meal. Camping is verboten at Booker airfield, maybe they fear that tents would be blown away by helicopter rotors, or more probably, it would simply 'lower the tone', but our campervans slipped under the security radar and we were all made very comfortable.

Sunday dawned bright and promising, and we were given an excellent briefing by CFI, Richard Crockett. (Like policemen, aren't CFI's young these days??). We were threatened with a blue day, but happily this fear was misplaced as clouds were soon popping up all over the place. Inevitably thermals were patchy at first, but were abundant later on.

The rally was lots of fun. Graham was the

perfect gliding host and also a veritable bundle of energy. He not only helped with rigging, de-rigging, innumerable check flights in the trusty T21, but also performed an unforgettable dual tow, details shortly. The line-up of gliders comprised of Graham's ageless Petrel, the Underwoods' glorious Slingsby Kite prototype, now looking superb in clear varnish and natural fabric. Nick Newton's Hutter re-appeared after a spell in Devon, but sadly could not be flown. I brought the Oly 463 from Ringmer, rather an ugly duckling next to the gull wings, but certainly a practical classic; chronic tyre problems allowed just one flight however, though it was a good one. Lastly, there was the Booker-based Slingsby Sky and of course, the trusty T21, logging flight after flight. And last but not least, an aerial visitor from Lasham, as Richard Moyses pattered over in great vintage style, in his immaculate Motor Tutor.

Distinguished guests included Peter and David Underwood, Ted Hull, Martin and Gillian Smith, John Dredge, Nick and Inge Newton, Richard Moyses, Robin Willgoss, Brian Wise, Mick and Marian Cooper, and John Tournier, but please forgive me for leaving some out. The Newtons' globe-

trotting VW campervan became the social centre of the rally, dispensing tea as required.

'When will the Kite fly?' was the question in many minds, but we were not disappointed: in the late afternoon, when thermals had died down, an unforgettable dual tow was made; the Pawnee, flown in rock-steady style by Sam Schonevelt, who hauled up the Petrel, flown by Richard Crockett, and the Kite, flown by Graham. The gliders eventually released, and with infinite grace, gently orbited in close formation back to earth, making not one, but two passes close to the moon! Who needs rockets?

A fitting climax to a hugely enjoyable meet with a wonderfully spontaneous feel to it all, thanks entirely to Graham Saw, not forgetting the lovely Booker team of CFI, tug pilots and also the ever-helpful cadet members. Rather like Kenley, clouds of doubt hang over this near-London site, but we very much hope the Wardrobes Rally continues and flourishes in the future! Finally, a thank you to Shelagh Clowry, who was trapped in the office and issued our temporary memberships and collected a modest amount of dosh at the end of play.



Nick Newton's Hutter is rigged. Photo: Andrew Jarvis



The Petrel and Kite 1 gave an impeccable display of formation flying. Photo: David Underwood



Bruce Stephenson, enhanced and based on an original article by Chris Wills

# Róbert Méray Horváth



The photo that captured my attention and led to this trail. One of a handful of colour photos of 'Munyo' from around the early 1940's.

**It is often said that only the good die young.**

Having never previously heard of Róbert Méray Horváth, some years ago whilst rifling through some of Chris' (Wills) collection of photographs, I had stumbled across some startlingly crisp images of a young smiling man captured in a few fading photos. His youthful gaze, barely out of his teenage years, put simply, captured my attention. With an evident enthusiasm and love of gliding still shining through all those lost and faded years, I queried Chris, who was looking on with his urgent and worldly gaze, appealing for more information, urging me to learn more about this remarkable young man. As it often transpires, history can be a fickle mistress to those that delve into the past, often with fate dealing a cruel hand to those lost to our yesterdays. Delving deeper, fate was indeed to dictate what a short life this young man was to lead, convincing me that this extraordinary young life deserves a more permanent place in our gliding history. In my journey, I will hopefully go some way to bringing this youthful vibrant life to the attention to our modern gliding generation in which history is being slowly, but surely, fading to another age; often all but lost to only those within living memory.

In order to fully understand the political circumstances of the day however, one must turn to the past. Hungary in the 1930's was to be a period of great uncertainty and had been under the Regency of Miklós Horthy since the 1920's after the collapse of the short-lived Romanian occupation.

After the 1<sup>st</sup> World War, Hungary was left in a precarious state. With

**B**orn in Budapest on the 25<sup>th</sup> April 1922, Róbert Méray Horváth, or better known to by friends and family as 'Munyo', was to cram

more into his short life than most of us would in a lifetime and in the process became one of Hungary's greatest gliding personalities.

the collapse of Austro-Hungarian Monarchy, the Romanians were keen to ensure the success of the national aspirations of securing Transylvania in the coming Peace Conference. In April 1919, the Romanian Army was ordered to attack over the Carpathian Mountains into Transylvania.

After the Trianon agreement in 1920, Hungary lost two thirds of her territories and was ordered to pay war reparations to her neighbors. The treaty was dictated by the Allies rather than negotiated, and the Hungarians had no option but to accept its terms under this new hard political environment.

As a result, Horthy made an alliance with Nazi Germany in the late 1930's in the hope of regaining some of their lost territories. Capitalising on the situation, large amounts of territory were handed back to Hungary under the Germans during the Vienna awards, which ensured Hungary's loyalty, who entered the 2<sup>nd</sup> WW after the German invasion of Stalin's Soviet Union.

With the Hungarian Army suffering heavy losses at Stalingrad in 1943, Horthy was worried at the way that the military situation had deteriorated further to the west (also by this time the Allies had invaded Italy) and entered secret negotiations with the British and Americans.

Suspicious of Horthy's deceit, Hitler immediately had Horthy placed under house arrest, with German troops occupying the country in March 1944. September 1944 saw Soviet Forces crossing the border and the announcement by Horthy that Hungary had signed an armistice with the Soviet Union. The Army ignored the order and Hitler replaced Horthy with the NAZI collaborator, Ferenc Szálasi, along with his notorious 'Arrow Cross' Party. Soon after Hungary was to become a battlefield.

By October 1944, the Red Army had started its offensive on Budapest with over 1 million men and on the 7<sup>th</sup> November of 1944, entered Budapest's eastern suburbs. By the 26<sup>th</sup> December, Soviet troops had completely cut off the city. January of 1945 saw Wehrmacht and Waffen-SS troops launch a second major offensive to the south of the city, quickly making some ground. Stalin ordered his troops to hold the city, no matter the cost. With fatigue and supply issues taking their toll, the German offensive of the city quickly turned to retreat, with the fate of Budapest's defenders being sealed. By February 1945 the last remaining defenders of the city had surrendered. It was under this backdrop of war that Méray Horváth's young life was to end.

Born into a successful industrialist family, the family name was adorned on the fuel tanks of the family business who manufactured Méray motorcycles (utilising the

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*An extremely rare photo of a Méray motorcycle (rider unidentified).*



*Ski-Jumping was a winter passion in which the young Méray Horváth excelled in, making the National Hungarian Ski-Jumping team on two occasions in his short life.*

highly successful and powerful British engine, the JAP). It was during his early schooling that the young Munyo was to first display his talent as a natural sportsman and having completed four years of elementary schooling, he started into his higher education at the Toldy Ferenc Grammar School for Sciences, in Budapest. It was here that he was to reaffirm his natural sporting talents as more than just mediocre, excelling in the sport of skiing. Having completed his high school years, he enrolled into the Legal Faculty at the University in Pécs (a small town, southwest of Budapest) as a law student. Due to the war, he studied at Pécs for only 3 years. During this time he continued his

passion for sport, winning numerous titles and races in skiing, including winning Junior Champion Downhill titles in both downhill and slalom races. Not only that, he also excelled in the sport of Ski-jumping, and was a member of the Hungarian National Ski-jumping teams on two occasions and the National Slalom team. At Garmisch-Partenkirchen in 1942, he was ranked as the best Hungarian skier, and won the Swiss Gold Medal and achieved second place in the Slalom during the Swiss-Hungarian High School Championships in Murren in 1943. He also won the Giant Slalom during the Championships at the Mencsul (1380m) located in the Carpathians in 1943, not to mention various other college-student championships. As if skiing wasn't enough, Munyo's other

love was not of snow and ice, but that of the silent and graceful sailplanes that soared high over the hills of Budapest. His early gliding career was to take off at the tender age of 10, after visiting the nearby Farkashegy airfield, located on the hills of the western suburbs of Budapest. Watching these silent graceful machines soaring above one's head and the heady status their pilots commanded, must have been a potent brew indeed to a boy so young. So it wasn't surprising to learn that by the age of 16, Munyo was sitting at the controls of a primary, embarking on his first official flying lessons in 1938, and in quick succession, had gained his 'A' and 'B' Certificates. On the 11<sup>th</sup> Sep-



*It would appear he felt equally at home either way up....on the ground and in the air!*



*An early photo of Munyo on a Zögling Primary glider*

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*Hol's der Teufel. Graduating to bigger and better things. A whole new world was about to open up to him.*

tember of that same year, he gained his 'C' Certificate with a flight of 37 minutes (certificate number 148). With it started incomparable series of successes. At the age of 19 in the summer of 1941 he gained his Silver C, No.41 in the Hungarian list (ISTUS No. 1954). After this, it is clear he had more grandiose plans.

Eager to make his mark, it wasn't long before the young Munyo had turned his sights to the then existing Hungarian duration record set by Lajos Rotter in 1934, with a flight of 24hrs. 16 min. The record attempt had been suggested by Professor Geza Toth of the Meteorological Institute and having already completed flights in excess of 5 hours, on the 8<sup>th</sup> September, 1942, at 16:30 at Farkashegy, Munyo took to the air in a MOVERO club Rhönadler and started the long lonely flight throughout the approaching night, silently beating back and forth along the ridge above Budapest as the Chris Wills' original article was to testify: *During the long winter night he had not only to fight against sleep, but also with heavy snow-falls. It fell to him to carry out the first night flight from Farkashegy. The next day went much easier for him. The new record had to be 5% above the old record and therefore, in order to make this clear to him, the gliding pupils formed up in the figure 5 on the ground. He was able to overfly the critical*



*As an instructor, he was extremely proud of his student's achievements. Farkashegy circa 1943, with student (unidentified) on a R-07a Tücsök Primary glider.*

*time and was brought down only by the weakening wind. He landed in the valley by the stream (Brunnental) at 7.10 with the help of lights from motorcycles.*

Not only was Róbert Méray Horváth the new Hungarian duration record holder, but as an additional bonus, the flight also awarded him with his Instructors licence, issued by the President of the Aero Association. Munyo's main gliding club had been the MOVERO club at Farkashegy, however in 1942 the Aero Club of the Hungarian Optic Works (Magyar Optikai Művek-M.O.M.) was formed. Its founder was Jenő Luxemburger, a 'C' badge glider pilot and the chief engineer of M.O.M.'s precision mechanics factory. Luxemburger had persuaded the top management of M.O.M. to finance the purchasing of two Kranich two-seater gliders, the first of which was delivered in 1942.

Munyo quickly accepted Luxemburger's invitation to become the CFI of the new club, which must have been praise indeed, such was the respect that this young man by now commanded. In addition to the slow Rhönadler and the more capable Meise, Munyo now had the newly purchased Kranich 2 at his disposal and was to be instrumental, not only in training, but future record flights. The Kranich proved to be a wonderful training machine and was often seen top of the stack over the slopes, with far better performance gliders below. Munyo was justifiably proud of his pupils and their achievements and under his leadership,

countless A, B and C Certificates were gained with the 'Frici', the name of an R-05 Vöcsök, a nacelle Primary glider with an 11.6m wingspan.

Meanwhile, Munyo's duration record was to prove to be short lived however, as on the 13<sup>th</sup> November 1942, his hard work was to be bettered by a rival, István Király. Flying a Meise over the north-eastern slopes of Hármashatárhegy, Király had beaten the Munyo's record by over two hours.

Keen not to be outdone, 1943 was to prove to be a very fruitful year for the young 21-year-old. Determined to regain his short lived record, he set out in a Meise in the spring of 1943 and utilising a north-easterly wind, took off from Hármashatárhegy to claim back the record that had been in his hands for such a short time. This time Munyo firmly stamped his authority on the record, with a mammoth flight of 33hrs.10min, thus consigning Király's record to history.

With the Hungarian duration record firmly now back in his pocket, Munyo now turned his sights to the Gold 'C' badge. The first Hungarian Gold C had been awarded to László Tasnádi, who had flown from Budaörs to Bánffyhyunyad, a distance of some 355km and recorded a gain of 3770 meters altitude during the flight, which was then a national record. Spurred on by Tasnádi's success, he found that his study schedules at the university permitted him to spend a lot of time at Farkashegy and so began training himself

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in the art of cross country and cloud flying and on the 15<sup>th</sup> May, 1943, secured his altitude leg of his Gold C with a flight gain of 3030 meters in the Rhönadler.

With the Kranich beginning to fulfil all of its promises, on the 30<sup>th</sup> May, Munyo, along with Jenő Luxemburger, (who was by now the president of the M.O.M. Aero Club), set off in a north-easterly wind from Farkashegy and flew 315km to Beograd, across the border of neighbouring Yugoslavia. The flight meant not only the completion of his Gold C (ISTUS number 45), but during the flight, they gained 2378 m in altitude, new Hungarian 2-seat record! During the following month while attending a gliding camp at Hajdusoboszló (a spa in eastern Hungary), flying an M-22, Munyo flew a distance of 270km to Balatonfüred. At the same training camp, several of his students were to earn their Silver C badges.

During that same summer, Munyo worked tirelessly throughout July and August instructing in gliding camps at Farkashegy. On the 8<sup>th</sup> August, he took to the air in a Kranich; this time alone. With only the Kranich's undercarriage dolly as ballast in the back seat to keep him company, he set off. He finally landed in the village of Kolozsvár\*, in Transylvania, a recorded straight-line distance of 372km. During this flight, he recorded an altitude gain of 3930m, and was to become another of his success stories, as he added yet another new Hungarian record to his mounting tally.

By 1944, the clouds of war began to close in on Hungary and marked the beginning of disruption to the dynamic evolution of Hungarian gliding, with mounting restrictions on distance flying. During the summer of 44, Munyo spent five months at Pipishegy airfield (located on the slopes of the Mátra mountain in northern Hungary) as a leader of a camp with the aim to study gliding possibilities in the region. The camp proved to be a total success, with the participants logging some 300 hours and six flights achieving over 3000 meters altitude gains, in addition to a flight of 15 hours with a Kranich.

It was here that Munyo flew two most remarkable altitude flights. The first, on the 2<sup>nd</sup> July, again in a Kranich, he along with a passenger climbed to 4,100m and recorded a gain of 3882 m in altitude. Again customary to Munyo, it proved to be yet another new Hungarian 2 seat record! This flight would have been an International record, but as the F.A.I. does not recognise record flights performed during war, it was never to be certified.

The second flight, on the 1<sup>st</sup> August, saw Munyo being launched by winch in a Meise and released at a height of 150 meters. After circling for 10-15 minutes in weak lift, he caught a glimpse of a stork climbing rapidly and immediately headed for his new-found 'tutor'. Following the stork's path, he was rewarded with some weak lift, which took him to 800m altitude. By now, all around him, surging storm clouds were forming eve-

rywhere. Under one of these clouds he found 2-3 m/s lift as he entered the base of the cloud at a height of 1000m. After climbing to 2600m, Munyo left the cloud and immediately headed for the largest cloud, whereupon entering it, found 3-4 m/s lift. As he climbed, the instruments of the Meise began to freeze upon reaching just over 3000m, and by 4000m, ice began to appear upon the leading edge of the wing as well.

At this height he flew out of the cloud and again immediately headed for the highest part of the towering and surging monster as yet again he plunged into its darkened interiors. This time it was to the full fury of the monster, experiencing strong turbulence, rain, hail and lightning. Climbing hard at over 5 m/s, Munyo now found himself at over 5000m, at which point the ailerons started to freeze over. With much difficulty, he managed to continue the flight however and finally left the clutches of the monster at a height of 6100m, by now struggling with the effects of a lack of oxygen. His gain of height was 5778m and yet again was a new Hungarian record! With this, he had almost come within 1,000 metres of the International height record of the time which was held by the Lufthansa Captain, Drechsel, in a Minimoa.

In spite of Róbert's extraordinary successes, he always remained modest. Of a jovial and friendly character, he was always accommodating to all. He was initially exempted from military service



After landing the Kranich at Kolozsvár (Cluj) on the 8<sup>th</sup> August 1943. The 365 kms distance was a single seat Hungarian Goal Flight record.



Munyo just after his record-breaking 33h 10min flight in the Meise. Rival, Kiraly Istvan (L), who had broken his previous record, congratulates him on his achievement.

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Munyo in his Flight Academy uniform in 1944.

due to his university studies. This was sadly not to last however, as during September 1944, he was drafted and sent to one of the training camps of Horthy Miklós Nemzeti Repülő Alap (Miklós Horthy National Flying Foundation), where he earned his powered pilots licence. On the 1<sup>st</sup> November 1944, he was enrolled into the Flight Academy. As the Russian front advanced from the East, the Academy was moved repeatedly to different parts in western Hungary.

Munyo and his pals knew that sooner or later, that they would be moved towards Germany, and overcome by the need to see his family one last time at Christmas, wanted to say his farewells. With Budapest by now all but surrounded by Russian troops, somehow he managed to reach the besieged city and made his way to the family home located in the western part of the city, however by this time the encirclement of the city was virtually complete and he found himself stranded there unable to re-join his Academy comrades.

As Chris Wills' article was to highlight many years later, during the attack, Munyo had come across his Chief Flying Instructor, Jozsef Szonyi, who said; *as he turned to say goodbye with his always smiling face, 'but you will also manage to fly after the war'.* But in Munyo's case, destiny was to be cruel, for he was rounded



Farkasrét Cemetery, the final resting place of Róbert Méray Horváth, one of Hungary's greatest glider pilots.

up by Russian soldiers and made to work shovelling snow. It is not possible to establish exactly how events unfolded, but it is thought that Munyo, or a member of the work party, mistakenly cut through a telephone cable and he was cut down by a salvo of machine gun fire. A more gruesome version later came to his parents that the entire work party was decimated by the Russian soldiers.

Whatever the events, sadly it doesn't alter the stark fact that this vibrant young life was cut desperately short at the hands of an enemy that neither understood nor cared of this young and gifted human. Who knows what he would have gone on to achieve? One thing is certain however, he would have continued to make his mark on Hungarian gliding, but sadly was taken from his family and like so many in times of war, had been taken in such a cruel and tragic way.

Munyo's body was buried on a building site on Csipke Street on the 7<sup>th</sup> January 1945. Not having any news of her beloved son, Munyo's mother spent many long and anxious hours searching for her much loved son in the then many POW camps, until news of his tragic fate finally reached her. One can only imagine

the magnitude of a parent's grief upon learning of the death of one's child, especially as the entire tragedy had played itself out less than 1km from his parents' house in Kutvolgyi Street.

After long investigations into the events, his remains were exhumed in November 1945. He was identified through his ski pullover and his ski boots and along with his few worldly remains, was finally laid to rest in peace in a dignified manner on the 7<sup>th</sup> November 1945 in the Military section of Farkasrét Cemetery, where he still lies in peace today.

Róbert Méray Horváth was just 22 years old at the time of his death.

\*Kolozsvar is today known as Cluj and had become Romanian territory after the Trianon agreement. In 1940 and the time of our story, it was again restored to Hungarian territory through the Second Vienna Awards. It was later handed back to Romania after the 1947 Paris Agreement.

All photos via Patrik Ungar

**Reference:** 'A Remembrance of Robert Meray Horvath, translated by Chris Wills. VGC News, Spring 1985

**Special thanks to:** Patrik Ungar and Gábor Fekes

# VGC International Rally

RÄYSKÄLÄ 2016



Photo: Alexander Gilles



Photo: Alexander Gilles



Photo: Alexander Gilles



Photo: Andrea Forster



Photo: Andrea Forster

# VGC International Rally

RÄYSKÄLÄ 2016



Photo: Harri Mustonen



Photo: Carl Irjala



Photo: Vesa Nuotio



Photo: Carl Irjala



Photo: David Weekes



Correspondent:  
Peter Ocker  
Contact:  
Germany@vgc-news.com

*Peter Ocker's Weihe, the white one registered D-0700, disappeared after the Achmer 2009 meeting. Did he lose the keys for the workshop or the trailer you may ask? Did he lose interest in flying his dreamship? No, not at all. Read on as Peter takes us into part one about his first ideas, strange discoveries, philosophic questions, decisions to be taken and special thoughts, some early enough, sometimes very late. So together let's go on a journey and discover his trials and tribulations over the next three editions of VGC news.*

I first saw my future dream ship in 1989 at the VGC rally in Farkashegy, Hungary. There she was, Ulli Seeger's restored Weihe that he acquired in 1980, and which was then (1984) in a very sad state. Since 1984 he had been flying this white beauty, but only after an extensive restoration in his Hildesheim workshop. In 1994, he decided to sell it – to me! How happy I was, especially having seen other Weihe's in dark barns or rotten trailers, in various sad states. From 1995 on, she sported a new, historic-style canopy, of which I was very proud. In 1996, I broke the main-skid at the VGC rally at Farkashegy, due to a short (bad?) landing however we had some nice days in the local workshop. A lot of VGC members helped, so the Weihe was repaired during the rally, with repairs to the fuselage, elevator and rudder. Some further damages came up over the time due to the non-state-of-the-art trailer that required lifting the whole glider on a special trolley. In 2009, I damaged her during rigging at the VGC Rally at Achmer. Mournfully I asked myself, how is this possible after so many years of experience?

**Lesson 1: avoid damage from external distractions.**

Helping me to rig was another VGC member, who was constantly telling strange stories during rigging, so I lost my concentration and forgot to line up the airbrake rods. So instead of being in line, they were 90° to each other and while my willing, strong helpers on the wingtips gave their very best, the resulting efforts killed 2 ribs. Therefore the lesson was; no talking during rigging, except for the guy in command (or with the wing-pins in hand). It's not the first time that somebody has disturbed the pilot

Peter Ocker

# A 3-part story of a once in a lifetime 'simple' glider overhaul Part I



The Weihe at Achmer in 2009.

– no matter if we are rigging, or on final rigging checks, or our start-check procedures, the message is clear, if a pilot needs to exercise concentration, so please shut up!

So winter 2009/2010 came and I had to open the wings to gain access to the areas that needed the repairs. S\*\*\*. So I thought, why not put new fabric on the wings? After all, the fabric had been on there for 26 years and would thus avoid unsightly areas of visible repair. Good idea I thought and no doubt a quick job! There were also some cosmetic repairs to do on the fuselage too, so I decided to also do the fuselage and the tail-plane (with its repairs from Farkashegy).

**Lesson2: talk to your inspector**

Either you stay with the inspector you have always had (and who knows the glider), or find one who is an expert on vintage gliders. The ideal is a combination of both. Check his age, if it threatens to be the saga I endured, you may find that he might have to resign his duty during your overhaul! He is your supervisor and should have the status of a good friend, one who has enough enthusiasm to follow the coming weeks and months, or possibly years to oversee the progress in the workshop. He has to finally sign off everything you do and this should be in line with his expectations, experiences and instructions. For it is your inspector who has all the background knowledge with paperwork and authorities. These can become a real threat to your project if you overlook something of which you have no

knowledge and thus have not been applied or respected. He will also ask you to take as many pictures as possible. In times of digital cameras, this should be easy. And you also may be happy that you did! Often your inspector, or in some cases other authorities, need a picture. You will often find yourself referring to these photos yourself, because you have forgotten how the one or other assembly fits together. After all, it may have been stored in bits and pieces in a box for years. He may also punish you (depending on your point of view!) by requiring you to write reports. But you will finally end up appreciating the pictures as you will see that often they are more valuable to you than your inspector!

Also keep old parts, especially if it is some part of the original fabric or wood. You may need it later on for another mechanic or inspector, or maybe just as a showcase to somebody who is interested. If nothing else, it will be a handy decoration for your garage [or living room] wall!



My lost concentration resulted in 2 broken ribs.



## FEATURE ARTICLE – WEIHE RESTORATION



*Expect the unexpected with deep inspections!*

### Lesson 3: the true values of a thorough pre-restoration inspection.

Before starting all work, I carried out a complete check of the glider inside and out to analyse where any damage had, and was, occurring. What is the use of an overhaul if I put back the new wings into the same old rotten carpeted trailer pocket that makes the same scratches and smears the new paintwork as it had before? So I studied all damage to the glider that had come from the trailer, focusing on the wing dollies, fuselage dolly, hangar trolley, suspension belts to suspend the glider for storage under the hangar's roof (which can easily damage the paintwork), not to mention checking for areas of damage inside the glider. For example, how many Spatz gliders have the same sort of damage to the fabric, when the pilot releases his belt buckles and the locks fall against the fabric, resulting in the outside layer of paint chipping off? (Also a typical sight on Ka 7's and ASK 13's, Bergfalke, etc). So as a precaution to these things, you may want to consider reinforcing high risk areas etc.

Does the canopy fit correctly, or for that matter, other parts? What are the typical sorts of rigging damages? (Remember those broken ribs at Achmer?). The list went on and on, and grew into a very long one! At the top of my list was a new trailer. Thankfully I already had one and was able to adjust everything to accommodate the 'old' girl.

### Lesson 4: at home, at the club, or maybe renting is the answer?

As I have neither a huge workshop for my big ship, nor the necessary spare time in the evenings, I decided to have all woodwork done by a professional guy. This solved the question of space, which should not be too far away from your home (or work), otherwise you may lose more time (and money!) on the road than you spend on the glider.

The club's workshop is another possibility, however it is often in high demand during the winter months, so you have to work during summer, while the others fly...not good for motivation. If you are in a syndicate, at least one, or more, of the other members need to be motivated and the overhaul

should be a decision of everybody involved. Thankfully, I am alone, so I only had to motivate myself.

I found a professional wood-aircraft craftsman, Christian Fröhlich, with his own huge workshop at Walchshofen, Bavaria ([www.holzflugzeugbau.com](http://www.holzflugzeugbau.com)), which was only 40km from my home. I decided to help as much as I could, so I started tearing off the fabric from the wings. This proved to be the start of a nightmare of what lurked beneath the fabric and which was about to be unveiled to us.

### Lesson 5: expect the unexpected

When tearing off the fabric from the wings, I discovered not only the expected damage near the airbrakes, but dozens of other potential 'new' areas of work. Hidden damage, badly repaired, GRP areas on the wingtips (due to old wood that had got 'out of shape'), old inspection openings not fitting properly, but thankfully, no glue failure in the main structure. There was however an area around the torsion box that showed the early signs of the plywood beginning to delaminate. This plywood failure (the layers, or plies, had begun to separate from each other) would have never been visible as the D-box was covered with fabric too. Nevertheless, the D-box had to be opened anyway.

Thankfully the ailerons, which looked as if they belonged to a Junkers Ju 52, straightened themselves out again after some days, clearly indicating that the torsion on the ailerons was down to the old fabric, probably due to the over-application of 'Spannlack' tautening dope.

By now we had a strategy. The D-box in one section had to be opened, the airbrake housings were to be rebuilt completely anew, inspection openings re-installed, new cables, new bearings in most of the pullies, new turnbuckles, painting of metal parts (hinges, tubes etc, as initially it was not envisaged that the glider would have such a long life), replacement of nuts, bolts and screws, re-adjustment of aileron horns, and several smaller plywood items here and there. The wingtips received new plywood, which was readily available by my VGC friend, Matthias Felsch ([www.plandienst.de](http://www.plandienst.de)).

The airbrakes now fit perfectly into their housings, so there is no more turbulence due to gaps or semi-opened airbrakes. Just by chance, and thanks to another VGC member, Hartmut Sammet ([www.sammet-ltb.de](http://www.sammet-ltb.de)), we found enough cotton fabric that is now out of production. So we used cotton for the most areas, and light-weight ceconite for the D-box. It was standard at the time in Switzerland, where my Weihe was built, to use cotton fabric, so I decided to remain with tradi-

tion in these areas (in ply covered areas that would have been traditionally painted only, I used ceconite to strengthen the structure however). The elevator received complete new plywood on the stabiliser, with a lot of care being exercised on the trim-tab and its drive. All interior wood received a new coat of Rhodious varnish to conserve it.

### Lesson 6: Check all old repairs. Don't assume!

Then we started the work on the fuselage. Although a wooden fuselage, it was covered with fabric too. Having removed the fabric, we found a lot of filler on the nose, some GRP repairs and dozens of wooden repairs in the plywood. One complete plywood panel felt strange to touch, somehow soft. It turned out to be a repaired panel, but the thickness was 0.5mm too thin! What the hell I thought, so it was quickly decided not only to replace this panel, but all panels with less than beautiful repairs. At the same time this gave access to the rudder and elevator cables, so everything was checked and cleaned.

But the best was yet to come! The rear fuselage looked good from the outside, but not from the inside and had to be completely rebuilt. The rudder was fixed with two hinges only, which appeared to be strange. It was only after tearing off the fabric from the rudder, that it turned out that there was a third fixation point, but not on the fin! Somebody had decided that 2 out of 3 were enough. No way, so Bitz Flugzeugbau (once famous for its Bücker re-production) built a new hinge. The trailing edge of the rudder also needed a complete rebuild.

While nearly all flying control components in the front of the fuselage were disassembled, cleaned and newly painted, a lot of care went into the cockpit area. A new instrument panel had to go in, of course, no computers!

### Stay tuned for the next installment of my journey to return my cherished Weihe to the skies.

*All photos: Peter Ocker*



*Extent of the delamination of some of the leading edge plywood.*



Correspondent:  
Eric Munk  
Contact:  
Holland@vgc-news.com

Eric Munk

# A Dutch visit to Lithuania

(translated article from weekly De Vliedsport Friday 3 March, 1939)



The attractive Vanagas was constructed by Balys Karvelis (who went onto design the first glass glider in the Soviet Union, the BK-7 Lietuva). The Vangas was constructed in the loft of his house with over 4000 working hours. Photo via Benvenutas Ivanauskas

When I spent some time in Königsberg last year because of my studies, I had made my A-license shortly before and was aching to fly my B-license if an opportunity arose. I did not have to wait long. As it turns out, a gliding school is situated in Lithuania, not far from Königsberg, and I decided to visit during my Summer holiday.

Armed with a loaded backpack I set out for Lithuania in June by bicycle. On arriving in Nidda I met a group of youngsters who had learned to fly along the dunes and were about to return to school. Lucky for me their leader somewhat understood what I said to him, and I was able to get the reason for my visit across. He was somewhat surprised at my arrival, as if I had materialised from thin air, but recovered soon and took me to the school. A big wooden building containing a dormitory for boys, and a smaller one for girls. It soon turned out there was only one other girl visiting the school. Although facilities were primitive, I felt at ease. After dinner and a friendly chat, we all hit our beds around 9:30 for a fresh start in the morning. We were up at 6:00. While the boys were off to their pumps to wash, us girls had the luxury of a sort of washing

basin. After a healthy breakfast there was a roll call and the raising of the Lithuanian flag.

Then it was time to get the gliders from their hangar, and take them to the dunes. It was customary for the students to haul their own gliders over the dunes. Not an easy task! We made slow progress with our heavy load, singing 'The Volga' as we went. My Lithuanian hosts had noticed I had done some gliding, and invited me to fly my B the first morning I was there. There was cheering when I landed the glider after my final B-license flight. The unbearable heat caused flying to stop around 11:00. We were off into the ocean to swim and returned to the school refreshed, for lunch. It is customary here for students to rest after lunch. Overwhelmed by this mornings' efforts and emotions I soon slept soundly until I was awoken by trumpets. It was the call for round two that day.

A stormy easterly had rolled in, of more than 12 metres a second. C-license students had been waiting for this opportunity for months, and were eager to take it. As a fresh C-license candidate I was chosen to have a go at it with two other pilots. Soon the first student was away and after a lovely C-license flight he landed gracefully.

Number 2 had a go, but took a fancy for the water. After a short time he ventured outside the wind lift and emergency-landed in the sea, there being no beach because of the tide. He floated around for a while before the glider was beached. His flight was insufficient for a C-license.

For me this was not a very good example and my enthusiasm was somewhat tempered. Nevertheless I got into my glider and after a 7-minute flight I had done my C-license. After landing my colleague C-pilot and I were carried off to the school by an ecstatic hoard of students. The evening was a party in our honour, and we contributed a keg of beer greatly aiding celebrations. The pilot who had broken the glider on its watery landing had to endure a long mocking poem, after which he was offered a broken wooden sword to remind him of his mishap.

For me my stay at Nidda was nothing but happy memories, and the Lithuanians here were more than kind to me. After the dune-running here, I was offered the opportunity to practice aero-towing in the Lithuanian capital of Kaunas.

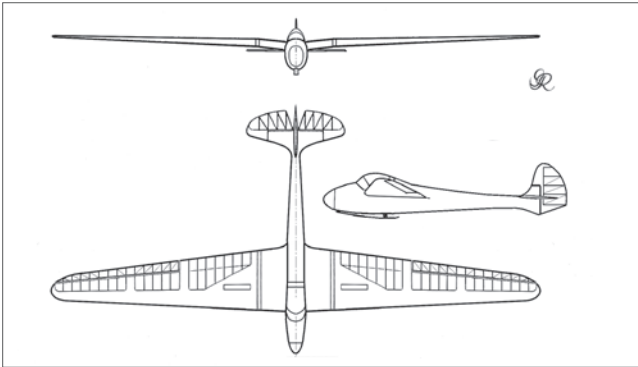
The next morning I joined one of the instructors in his motorised plane to fly to



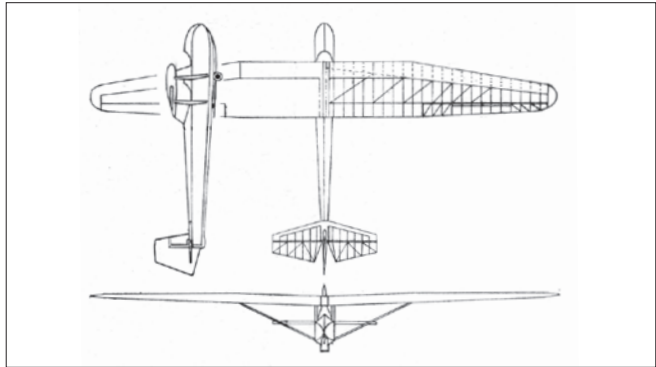
One of the photos that appeared in the original article of the Vanagas in flight. In the foreground is another Lithuanian design, the BRO-3.

Photo via Eric Munk

## LITHUANIA ARTICLE



The BK-1 Vanagas (Hawk). Photo via Benvenutas Ivanauskas



PAGY. Photo via Benvenutas Ivanauskas

Kaunas. The school in Kaunas has no facilities for students on the airfield, so I was taken in by a Lithuanian family nearby. Soon after I arrived in Kaunas, my aero-towing practice started.

The Kaunas school was very well equipped, with large hangars housing a myriad of types. Before my first lesson, I was photographed from all sides as I was the first woman here, and the first foreigner who came to practice aero-towing in Lithuania. My instructor was not easily satisfied. He hollered at me for even my smallest of mistakes. It therefore took me thirteen launches to fly solo. When that time came, I was determined to show him what I could do. He had told me not to do any steep turns before I went up, but as I came in for landing I discovered the only way to lose my excessive height was by steep spiral turns. It was more luck than wisdom when I finally landed the glider quite reasonably. The bollocking I got from the instructor for my steep turns however was severe.

To round my story up I need to tell about the gliders that are used in Lithuania. Apart from the German types such as the Mini-

moa, Grunau Baby and the like, there are three of Lithuanian construction. The first is a fully aerobatic glider with very nice handling. It has a short fuselage, short wings and a gull wing. The second is a large-span two-seater with bulky wooden wing struts. This I think was excessively heavy on its aileron controls. The third was a glider which is best described as a poor copy of the Grunau Baby. It struck me as too sensitive on its controls for students.

My time in Lithuania was most pleasant, and I hope it will be possible for the Lithuanian glider pilots to come over to the Netherlands to try out our winch launches. A technique which is in its infancy in Lithuania but which holds great promise. In that case, I hope the Lithuanian pilots are received as courteously as I was in Lithuania.

Leiden, February 1939

### Postscriptum

Although the name of the glider pilot who went to Lithuania is not mentioned in the article, it is thought to have been Emmy de Bink. She was a member of the Leidsche Zweefvliegclub, and studied in Leiden. She

is one of only 23 Dutch women who made either an A-, B- or C-license before World War Two broke out. She flew her A-license at Maaldrift, near The Hague, in February 1934, when she was only 17 years old. Contrary to the 1939 article, she actually flew her B-license as the first Dutch woman, from Eindhoven in the Summer of 1935.

Emmy de Bink was born in Leiden on 30 July 1917, and after World War II did not fly any more gliders. She married an aeronautical engineer, and in 1953 emigrated to the USA. She passed away in California on 16 April 2005.

The gliders mentioned in the article are interesting. The first is the Karvelis BK-1 Vanagas. The two-seater was the Pagy, designed by Paknys and Gysas. The third was a relatively new BrO-3 Pūkas, named Giriūnas. The Mini-moa mentioned was unique in Lithuania, and there were only two Grunau Baby's.

The Lithuanians never visited the Netherlands to return the favour they provided Emmy de Bink. Six months after she published the story on her Lithuanian adventure, World War II broke out.



Again a copy of this photo appeared in the original article. Lithuanian's first two-seater glider, the PAGY, which was designed with the cooperation of Antanas Paknys and Alfredas Gysas (it was based on GB drawings).

Photo via Benvenutas Ivanauskas



With the first flight of the PAGY taking place in late 1936, the glider was extensively used for aero-tow training as well as appearing at many airshows. Photo via Benvenutas Ivanauskas

**FROM AROUND THE WORLD**

# Germany



Correspondent:  
Peter Ocker  
Contact:  
Germany@vgc-news.com



Matthias Schleinzer and Andreas Geiger decided that one Weihe is not enough and purchased the Gerd Hermjacob & Westerwalbersloh Weihe from Gütersloh. Here Matthias' brother, Conrad, enjoys the delightful handling of Hans Jacobs masterpiece. Photo: Matthias Schleinzer

## Gathering of Weihe's:

Matthias Schleinzer and Andreas Geiger are currently working on the Weihe formerly owned by Barry Briggs. There was a lot of work to do and still some time to go yet before it is complete. They have been working throughout the summer in the club's workshop under the watchful eyes of BGA inspector, Andreas Streble. As the work is far from being finished and having seen Peter Ocker's Weihe at VGC season's closing event at Mengen, they decided that a second air-

worthy Weihe should be in their hands for immediate operation. So they bought the Gerd Hermjacob & Engelbert Westerwalbersloh Weihe from Gütersloh. Congratulations! So there are more and more Weihe's in Germany's South, as also Frank Konsek is continuously working on his Weihe. Peter Ocker's Weihe is now back in the air: Some may have seen pictures of it already

on the internet. After 6 years of exhaustive work, Peter's lovely lady is back in its element. The work and unusual discoveries he made in the last 6 years is described in a 3-part series, starting in this edition of VGC news. So to stay tuned for parts two and three and discover how the dream turned into a nightmare, but eventually to become a flight of joy.

Peter Ocker

## Namibian news:

A Zögling to Germany! On one hand, it is not very good that Namibia is losing some of its gliding heritage. On the other hand however, it appears to be the only way to preserve it. Some years ago a complete 'Holder Teufel' was imported from Namibia to Germany, which is currently undergoing a slow restoration. Recently I recovered a rud-

der, elevator and main fuselage structure from a 'Zögling' once built at the harbor city of Lüderitz. I had located it some years ago at Bitterwasser airfield [see Issue 141 Ed] and the Bitterwasser organisation was kind enough to understand that the best future for these parts would be in Germany. So a long-term lend basis was agreed and they

shipped it to Germany. I have a concept in my mind, that together with the remains of Alexander Gilles' stunning 'Zögling' in its original NSFK-markings, that they could be displayed together in the near future in a museum.

Peter Ocker

## News from the OSC, Wasserkuppe

Apart from my woes and not having a medical now since May 2015, I have been busy in our small club workshop rebuilding a Ka8 fuselage damaged after a landing. This was quite time-consuming finding a good workshop to do some welding (LTB Follmann), replacing a keel tube and driving the trailer to Trier from our workshop in Ruesselsheim and back, not to mention, then having to finish the fuselage with new wood stringers and covering. It has now been flying all summer and will hopefully continue for another 50 years.

At the OSC, at Waku, news is that our refurbished Rhönbussard had it's maiden flight in June at the hands of Jürgen 'Delli' Dellzeit, followed afterwards by Philipp Stengele. Delli carried out the first flight, with Philipp flying a little later and flew for half an hour in thermals. Both reported perfect handling, much better than before. Despite being fitted with a battery, radio and flarm equipped, the 10kg loss of weight made it more comfortable to thermal with-



Shortly after a successful second maiden flight in June 2016. From the left to right: Philipp Stengele, Kerstin Deters, Karl-Heinz Kellermann, Arnold Vielhaber, Michael, (Guest from Australia), Josef - Seppi - Kurz, and Jürgen - Delli - Dellzeit (pilot for the maiden flight).

out the old 'nose-down-tendency' that it had before the overhaul. Other than that, we have had several SG-38 weekends with clubs from all over Germany participating, even though the weather hasn't been very good; to put it mildly. Except for the later part of summer, it has rained almost every weekend.

In the workshop, the 'Udet Flamingo' replica we use to tow our old-timers is having a major refit with a lot of work on its tail feathers, plus a SG-38 is in for re-covering and an in-depth check on its woodwork. Other news is Claudia Stengele is now the director of the Gliding museum.

David Hall

## FROM AROUND THE WORLD



16 young pilots pulling together 49 times on a bungee-cord for 1 colleague. A good exercise in team leadership training. Photo: Daniel Steffen



The Schulgleiter SG-38, D-7038, can be easily towed by the 'Savage Cruiser'. Photo: Thomas Fessler



A dream come true for all participants; the pure joy of flying a Schulgleiter SG-38. Photo: Thomas Fessler

And now to some news from Daniel Steffen

### SG-38 flying at Hayingen 14-16 October 2016

Marius Fink and Frank Walz organised a weekend at Hayingen airfield for flying the Schulgleiter SG-38, D-7038. This primary belongs to the Luftsportjugend of the Baden-Württembergischer Luftfahrt Verband (BWLV). The replica was constructed by youngsters in the late 1990s. The manual (Flughandbuch) of the D-7038 and valuable information about SG-38 flying can be found on the Baden-Württembergischen Luftfahrtverband website: [www.bwlv.de](http://www.bwlv.de) Despite an invitation by Marius Fink at short notice, 18 pilots still found their way to the airfield Hayingen on Friday, 14 October 2016 however. Three pilots came from Switzerland, so it was an international event!

Very satisfactory was the fact that some participants were very young and strong. The SG-38 was rigged within one hour and then the fun could start. Most pilots carried out three bungee launches during the weekend in order to receive a bungee launching licence. All together 49 bungee launches were carried out. The Primary has been authorised for not only bungee, but auto-tows, winch and aero-tow. Five pilots used the opportunity to make an aero-tow. The tow-plane was a Savage Cruiser, which can fly very slow and is therefore the perfect tug for a primary. Aero-towing with an SG-38 may not be historically correct, but still makes for a lot of

fun! After releasing at around 500 meters above the ground, the pilot has enough time to feel and get used the enormous sink rate of the SG-38. The best tactic to land a Primary safely was to circle over the threshold of the runway. On Sunday (16 October) at two o'clock, the de-rigged SG-38 was returned unscathed and safely tucked up in its trailer, with many happy pilots. Due to the success, Marius and Frank have decided to repeat the event next year. Many pilots pledged to come again, with the next SG-38 weekend scheduled to take place between the 13<sup>th</sup> to 15<sup>th</sup> October 2017.

Daniel Steffen

## Netherlands



Correspondent:  
Eric Munk  
Contact:  
[Holland@vgc-news.com](mailto:Holland@vgc-news.com)

### Keep them Flying

A very slow but steady project was completed in September. A 1963 Schleicher K8b, PH-1206, was flown for the first time in over ten years on September 24<sup>th</sup>, at Lemelerveld. She flew well, with only a minor problem with a variometer needing rectification.

This K8 failed a glue inspection in 2006,



PH-1206 looking better than she did when new.

following which, the wings aft of the spar were completely rebuilt by Hans Buiters at Hilversum. His brother Norbert Buiters completed the wing work at Lemelerveld and

did the necessary work on the fuselage. The aircraft was then EASA-transitioned and is now ready for another 50 years of service.

**Meanwhile...**

## FROM AROUND THE WORLD



*Experienced aircraft restorers and 30 novices from all walks of life gather for two days of hard work.*

The Vereniging Historische Zweefvliegtuigen and the Service Centre, Terlet, ran a successful two-day course on small repairs to wooden aircraft structures. The mid-October

weekend saw seven experienced aircraft restorers and 30 novices from all walks of life (and aviation) gather for two days of hard work on a wide range of theoretical

and practical aspects of smaller repairs for aircraft to keep them airworthy. When the sawdust settled on Sunday afternoon, many plywood repairs, fabric patches and repaired ribs were drying, with the first beers being opened in celebration. Some repairs were better than others, but since the wings will not fly again anyway, it was all a great learning experience. A repeat of the course for 2017 is being planned, as there is apparently a great demand for the acquisition of skills and knowledge to keep our vintage planes flying.

Judging from international attention, we can expect one or two courses to start up abroad as well, which is very beneficial. Without the skills and knowledge to keep our gliders flying, they are bound to end up as museum pieces.

Here in Holland, we are now working on an advanced course too.

Eric Munk

*All photos: Eric Munk*

# Japan



Correspondent:  
Yasuhiro Yama  
Contact:  
[Japan@vgc-news.com](mailto:Japan@vgc-news.com)



*The grace and beauty of the MG in her element.*

### MG-19 flies again

As some readers will be aware, a few years ago Mr. Masayuki Honda, who was a well-known enthusiast and collector of gliders, passed away. His collections of gliders were subsequently moved to the Takikawa Skypark.

Takikawa Skypark is located in Takikawa City, which is south of Asahikawa, Hokkaido. It is an ideal glider-port and is lo-

cated on a large field with an 800m-long, paved runway with hangars. His famous 1936 Minimoa (JA2547) is still in good flying condition and is regularly displayed during the airshow season. The MG-19 (JA19MG/Serial Nr. 11a) built in 1958, was

also part of his collection, but the covering and paintwork had badly deteriorated.

So it was decided to restore the MG back to flying condition with volunteers carrying out a 4-year restoration. Fully completed in the summer of this year, it made its first post-restoration flight with Mr. Yuji Higuchi at the controls; who is the Chief Pilot of Takikawa Skypark.

During October an event was planned to allow the volunteers involved with the project to have the opportunity to fly in the back seat of the MG; however, on the day, the weather conditions worsened as the day progressed. As a result, only a few of the volunteers managed to fly (myself included), before flying had to stop. A new event to allow those that missed out is planned, probably around next spring.



*A big thank you went out to all those that helped to get the MG back in the air. Front seat is the pilot, Mr. Makoto Ishii of the Takikawa Skypark, whilst in the back seat is a thrilled volunteer, Ryouji Mori.*

Yasuhiro Yama

*All photos: Yasuhiro Yama*



## FROM AROUND THE WORLD

# New Zealand



Correspondent:  
Roger Brown  
Contact:  
Newzealand@vgc-news.com

### An Update and Launch of the Vintage Kiwi Archive

'Vintage Kiwi' has always had a very active archive section that has been quietly recording and storing NZ's gliding historical past for some years. These artifacts have been generally stored at various members' houses in different parts of the country, which although considered safe, were not easily accessible. Now due to our very good relationship with The Classic Flyers Museum in Tauranga, 'Vintage Kiwi' have now been given a central base to work from and are now an active part of the Classic Flyers Archive section. Classic Flyers is a non-commercial Trust that was set up by local businessmen and aviation enthusiasts and now sports a popular museum, cafe and shop.

To that end we share a large purpose built archives room with the ever expanding gliding section being managed by Peter Layne, one of NZ's foremost Aviation Historians. This now gives 'Vintage Kiwi' the ability to archive and store very safely NZ Gliding's very rich history at one secure location. So far we have traced the NZ Gliding family tree back to the very early 1900's. However, as a very good example of history being rediscovered, V.K has more recently come across a 22-metre two seater sailplane up north at Ruawai, which was designed and built by a farmer in the very early 1950's. No one other than the locals ever knew about it, certainly not the authorities. It even had a variable incidence main wing that was adjustable in flight along with some other highly advanced thinking which was well ahead of its time. Now that's gliding history!

Amongst items already received, 'Vintage Kiwi' also has a number of very old films that have now been copied into a modern digital format that will shortly be available to be viewed 'on line' from our new website, along with some many hundreds of photographs that are now in



Peter Layne (on the far right) in the new state of the art V.K. archive at The Classic Flyers museum in Tauranga. Photo: Roger Brown

the same format and will be able to be accessed the same way. The 'Vintage Kiwi' archive section have also collated and safely stored all of the NZ gliding publications/manuals, both past and present for future reference. These publications also gives us a very good historical 'flow chart' of how our sport in NZ has evolved and changed over the years. We have now also archived and stored a great many other historical items and documents as they come to hand either from past members of GNZ (Gliding NZ), or administrators of estates before these 'bits and pieces' get lost forever.

Everyone should have some understanding of their own family tree and gliding is no different. The very fact that what we are able to do now is the end result of our historic past. Dick Georgeson's pioneering flights in the South Island wave systems is a great example of this, which we all now fly as a matter of cause. Far more recently, the fact that a number of people now fly the west coast of the North Island along the sand dunes and cliff faces in a decent westerly is also the direct result of someone successfully pioneering that 'run'. This has now opened up a whole new world for everyone else to experience. All that is part of our gliding history. The fact that we now fly some very exotic sailplanes with some truly amazing performance envelopes can also be traced back to the many decades of design developments of their day. However, even today's high performance sailplanes will no doubt be seen at some time in the future as quite a

basic package in the same way as we may now regard our older fleet. Like today's high performance sailplanes, 'the older fleet' in their day were also considered to be the very best of handling and performance that money could buy at that time. (It's worth remembering that even the ASH 25 is now very close to being a 30 year old design and in some countries could in a few short years even be considered 'Vintage'). Today's activities can easily become part of tomorrow's history. That is why it is very important not to lose that sense of our historic past that has helped create the aircraft and knowledge that we all now take for granted.

As an update, 'Vintage Kiwi' now has six sailplanes on permanent display at the Classic Flyers museum in Tauranga, each one unique, in so far as our gliding history is concerned. These are sailplanes that for various reasons will never fly again and for that reason alone could have been lost forever, housed in some forgotten glider trailer somewhere in NZ to slowly die. One of these sailplanes on display still holds a couple of female records for distance and height which are still unchallenged to this day. This 'depository' could over time hopefully become the main source of reference for this great sport of ours.

Should any VGC News readers wish to contact the V.K. Archive Section, you can do so by contacting Peter Layne: [laynefam@ihug.co.nz](mailto:laynefam@ihug.co.nz)

Roger Brown

## FROM AROUND THE WORLD

# Russia



Correspondent:  
Sychev Aleksei  
Vyacheslavovich  
Contact:  
russia@vgc-news.com

### The Student glider group of the Moscow Aviation Institute.

Since childhood, I have been interested in aviation. I started with model gliders when I was a member of the 'House of Pioneers' [see issue 146. Ed] in my hometown of Dyatkovo, in the Bryansk region of Russia. After finishing school and technical College in Dyatkovo, I entered the Moscow Aviation Institute (MAI). In 2002 I graduated from MAI Aero Engines and worked as an engineer in the airline industry.

In my hometown of Dyatkovo an aviation cadet corps was established, which was named 'Ivan Andreevich Kashin. Kashin, born January 2, 1937 in the village of Zaharovka, Eletsy district, Lipetsk, was a Soviet pilot and commander of a Yak 40 passenger aircraft of the USSR civil air fleet. As a senior Lieutenant (Civilian pilots received military ranks after completing their training) he also was in the Army reserve.

Kashin became a hero of the Soviet Union after his aircraft was high-jacked by terrorists on a flight from Moscow to Bryansk on the 31<sup>st</sup> October 1973. During the hijacking, he managed to get a distress signal out, then calmly and courageously responded to the demands of terrorists. In extreme weather conditions, he then made an emergency landing in Moscow, where the plane was stormed. The terrorists were neutralised, the crew and passengers saved.

I participated in the organisation of a museum of aviation and a model aircraft club whilst in the cadet corps. Five years ago I returned to MAI and began working as an engineer in the design office, heading and teaching technological practices to the students. In 2015 I completed my second degree, and graduated with my Master's degree in applied mechanics for aircraft.

In 2014, my friend Evgeny Poletaev, gave me a glider, a LAK-16. This glider was produced in the then USSR, at the factory in Perenyi, Lithuania. The glider was



The LAK-16 and the electric motor that we are developing.



The LAK-16 in flight.

used for initial flight training in the Junior Gliding schools. In the Soviet Union, each regional center and district town had a Youth Glider school, where training was carried out for students from the age of 14 years.

With the help of friends and students, I started repairing the LAK-16 in my garage. The airframe was then transported to the 'Moscow Aviation Repair Plant'. Plant Manager, Paul Nenastev, provided an airfield and a container for the storage of the glider. During Soviet times, this factory specialised in the repair of aircraft for flying clubs, many of which are well-known Soviet aircraft, helicopters and gliders, such as the PO-2, YAK-18, AN-2, MI-1, MI-2, MI-4, A-1 and A-2.

In 2015, I organised a student glider group at MAI. The group was made up of participating students, post-graduates and young teachers of MAI. In MAI we started the substantial rebuild of another glider, a BRO-11. This included a rebuild of the wings, ailerons, rudder, and elevator from an existing glider. However the fuselage, cockpit and landing

gear have been fabricated from new and incorporate several improvements.

In 2016, we finished renovating the LAK-16 and in September started flying it. We have an instructor, Sergey Tolkach, who has provided a lot of technical support in the organisation of the flights. Sergei also had previous experience of flying the BRO-11.

In 2015 I visited Germany to attend the AERO-2015 exhibition, where I became acquainted with the work of the VGC. In September 2015, at the invitation of my German friends, Harald Kämper and Matthias Dubbick, I participated in the 'Day of Flights' [see issue 145. Ed] in the Kaliningrad region, Russia (the former Ros-siten, in the former German territory of Prussia). It was here that the well-known German glider school operated until 1945, and Ferdinand Schulz made his record flights.

A great help in our work are my many friends, as well as the pilots, engineers, and graduates of the MAI. Working with the cadets, we have been helped by the Advisor to the President of the Russian airline, S7, who is the honored military pilot, Aleksandor Ospishev. Here at MAI, we are also supported by the head of the MAI Flying Club, Michael Tetushev, who is also a lecturer of the Department of Aircraft Construction.

We are now completing the restoration of our BRO-11 glider. With the assistance of our flight instructor, Sergei Tolkacher, we have started repairing an 'Ovod' high-wing, powered aircraft with a Walter Mi-



Our winch used for launching.



The Antonov A-1, of which we hope to make a replica.



## FROM AROUND THE WORLD



Restoration of our BRO-11 is underway.



The BRO-11.



Our instructor, Sergey Tolkach.

ron engine, which was designed by the aircraft designer, Edward Babenko. We also plan to build an Antonov A-1 according to the original 1949 drawings, and plan to stage an airshow with the gliders and Ovod aircraft. We plan to use the Ovod aircraft for a second stage of flying training for our students.

Our group is also utilising modern developments of electric propulsion for light aircraft. We have made our own electric motor as well as a test stand so that we can test the engine with a propeller. This work is being supported by Sergey Ananov at the 'Federation of Aeronautic Sports of Russia'. (This organisation represents the FAI in Russia and our glider pilots.)



Students busy at work on ribs for the BRO-11.

I will update readers of our further activities in the months to come. I bid you all a Merry Christmas from your friends in Russia..

Sychev Aleksei Vyacheslavovich  
*All photos via Sychev Aleksei Vyacheslavovich*



Our Gadfly aeroplane under repair.

## Sweden



Correspondent:  
Thorsten Fridlitzius  
Contact:  
[sweden@vgc-news.com](mailto:sweden@vgc-news.com)

### Activities in Sweden 2016

Most of the veteran glider pilots in Sweden are members of the Gliding Veteran Society, SVS (Segelflygets Veteransällskap), with the main task of keeping the Ålleberg gliding museum alive. This means keeping some of the vintage gliders flying during the summer season. Not only members, but visitors, who come to Ålleberg are able to experience the thrill of flying vintage planes. The 1950's Slingsby T21B Sedbergh, SE-SMK, is especially popular. Also popular of course, is the ex-'Chris Willis' Kranich, SE-STF, (see the back cover of VGC News No. 146), which originated in Sweden. This year has proven to be very windy however, so the Kranich remained grounded in favour of the museum's more manageable 1961 Bergfalke II / 55, SE-TAB.



Peter Sandin tries out the seating position. Photo: Kent Petersson

### Two museums!

The enthusiast and glider collector, Petter Lindberg, from Norway, has settled down in Ålleberg. Petter, currently employed by the Norwegian Air Force, has the use of the 'Segelflygets' (the main Swedish gliding organisation) old hangar, storage room and workshop, where he has set up a summer residence at Ålleberg. This of course is something amazing. Petter has a very large collection of vintage planes, of which I hope to cover in one of the next issues. This year his Ka2B has been extensively used in the air, in addition to his Bocian and SB-5b.

This means that Ållebergs now has a large and varied fleet of flying old-timer gliders,



Master builder, Kent Petersson in his workshop. Photo: Kent Petersson

under the management of SVS and Petter Lindberg. This year we have made 190 starts, which, combined with good flying conditions in the area, means that both the SVS and Petter see a bright future with many visitors.

It was 50 years ago that a winch was first used at Ålleberg! Yet for the past two years we have been using a borrowed winch from our friends in Denmark. We hope to be able to use it for many more years to come.

### The Ålleberg Museum

The number of visitors who have visited the gliding museum this year stands at

## FROM AROUND THE WORLD

1150, which is a slight decline from 2015 when we had just over 1200. It is always gratifying to know that many visitors were delighted with the planes and some even became members! SVS has now received fifteen new members, many of which are young and some are residents of the neighborhood, which is a good thing. A negative factor in the SVS club activities is that the members are scattered all over Sweden. As Sweden is a large and long country, many find it difficult to regularly attend our meetings.

### Some more recent news on some of our gliders

**Grunau Baby IIB-2 SE-SFE** was manufactured by 'AB Flygplan' in 1945, production number 113. The plane has had around a dozen owners. Recently the veteran club 'Uvarna' in Eskilstuna generously donated the plane to the museum. It was restored in Bielsko-Biala, Poland in 1968 by Marganski & Myslowski and is still airworthy. The wings of 'SFE' are probably from the Air Force Baby, FV 8103.

**Bölkow Phoebus A1 CY-TFL**, serial number 798. The Phoebus flew for the first time in 1964 and was first registered in Sweden in April 1968. This glider has had four owners and is currently airworthy.

**Ka 6CR Rhönsegler SE-TFX**, serial number 6647. In June 1963, two distance world records were set with the CR, both on the



Petter Lindberg secures the wheel of the Slingsby T21. Photo: Thorsten Fridlitzius

same day! This CR was registered for the first time in Sweden in 1968 and is in good condition. It was previously loaned to the museum, but has now been generously donated by Laxå Gliding Club.

### Not only at Älleberg...

To our delight, some enthusiasts in Vaggeryd, near Jönköping (62km from Älleberg), have begun building three Primaries and a ULF-1 foot-launch glider. The organiser of this project is an SVS member, Kent Petersson (nick-named 'Åsa Nisse' a famous and funny Swedish film personality). Every Sunday and Tuesday there is a 'building night' for all invited (word has it that many come because they get free coffee and biscuits!). The ULF-1 is almost complete and will be launched by winch or auto-towing. There are no cut-outs for

legs and feet to self-launch however, as Kent believes that he is too old for running starts!

Kent and his friends are using Ron Sands' Primary drawings. His glider is a smaller and lighter version of the Cessna CG-2 Primary Glider, which was born out of the Great Depression. One of Kent's Primaries is almost finished. The builders will be flying either from a strip in the neighbourhood of Vaggeryd, or at the Jönköping Gliding Club airfield.

Kent is no beginner as a builder. He has been involved in building about thirty projects. Among them are nine Jodel D18's(!), some D9's, a 2/3-scale P-51D Mustang, a Mini-Max, and Menestrel 700. We can safely assume that the current production of gliders will get an abundance of high quality and attention.

Thorsten Fridlitzius

## Switzerland



Swiss Correspondent  
Daniel Steffen  
Contact:  
[pr@vintagegliderclub.org](mailto:pr@vintagegliderclub.org)

### Bungee launching

The Oldtimer Segelflug Vereinigung Schweiz (OSV) gave their bungee launching system to the Swiss Foundation of Gliding History (see VGC No. 147 page 43). The responsible people at the Foundation then tested the bungee cord during the Vintage Glider Meeting at Gundelfingen, Germany, on the 13<sup>th</sup> and 14<sup>th</sup> of August 2016. The launches of a Spalinger S-19 and a Moswey 3 were successful. So far many high-altitude launch points



Bungee launch of the Spalinger S-19, HB-225, at Gundelfingen. As a slow-flying 1937 glider, it known as a perfect glider for bungee launching. Photo: Karin Lehmann

have been tested, including Mauborget, Churer Joch, Balmsberg and Rigi, and it is planned to organise a bungee launching event in Switzerland in 2017.

### Wanted: A New OSV-president

Willi Fahrni, President of the OSV, informed

the members in a letter that he will give up his function after 31 years. Other resignations from the OSV board were Andreas Fahrni (secretary) and Andreas Platten (webmaster). The most important task of a new President however will be to find new young members.

## FROM AROUND THE WORLD

### Spalinger S-15 is certified

The Federal Office of Civil Aviation (FOCA) issued the Swiss certificate of airworthiness to the imported Spalinger S-15k, HB-449, in October 2016. This is the glider that had the former Belgian registration of OO-ZIW, and was perfectly restored in Poland by ZSD, in Jeslow (see VGC News No. 145 page 47). The first flight after the restoration took place in spring 2010. Since then the glider has completed only a few flights, but was intensively checked over by the Belgian and Swiss Civil Aviation Offices. The Swiss inspection on the 13<sup>th</sup> September 2016 started by a symptomatic act. The two experts from FOCA directed the spotlight away from the glider, to the paperwork. And with that, the light remained on the paperwork until the end of the inspection. It seems that the paperwork is far more important than the glider. The experts of the FOCA



*Spalinger S-15k, HB-449 (former OO-ZIW), during the inspection on 13<sup>th</sup> September 2016, however the spotlight wasn't on the glider itself! Photo: Daniel Steffen*

were specialists in helicopters and did not know anything about vintage gliders. Anyway, the fee of more than 1,000 Euro is paid and the Swiss Spalinger S-15k,

HB-449, will take off in Switzerland next year. And the lesson is? Don't get mad, be happy!

Daniel Steffen

## UK



Correspondent:  
Bruce Stephenson  
Contact:  
UK@vgc-news.com



*David Gibbs is about to break the Saltby Lunak's three year hiatus. Photo: David Gibbs*



*The prototype Kite takes to the skies after many years and a seven year rebuild to bring it back from the brink. Graham Saw had only but good things to say about all Peter and David's hard work. Photo: David Underwood.*

Some interesting new news in from VGC member, David Gibbs, is a short update on the Saltby based Lunak, OM-0973 (BGA 4970). After 3 years being on the ground, the Lunak made a successful post CofA test flight on 4 September at the hands of David, who is one of the Lunak's syndicate partners. It is heartening to know that she will again become a regular sight in the Lincolnshire skies. More news on the Underwood's proto-

type Kite. David writes to inform us that after a seven-year rebuild, the Kite has now been test-flown at the hands of Graham Saw. Graham reports that it is a delight to fly and has already made its airshow debut at Old Warden! Just a few days before, Graham and Richard Crockett had been given the green light on a display that they had been working on for the last display of the season at Old Warden. With the last meeting

of the season being a themed 'Race Day', it resulted in a pre-war glider race being held. So on the 2<sup>nd</sup> of September, Frank Chapman, flying the collection's Kite (towed aloft by Old Warden's Piper Cub), together with the Graham Saw's Petrel (flown by Richard Crockett), and the prototype Kite (flown by Graham Saw), were dual-towed aloft by the Booker Pawnee and all gliders released at the same time.

## FROM AROUND THE WORLD



A brace of Slingsby's finest, two Kites and a Petrel are prepared for the great vintage glider race. Photo: David Underwood.



Old Warden. The Booker Pawnee tug dual-tows the Petrel and Kite aloft to the start line. Photo: David Underwood.

With a nice bit of flying following, it was great to see three 1930s gull-winged Slingsby gliders in the air together. After

a few circuits of the airfield, the prototype Kite was declared the winner. It was one of Peter Underwood's (David's father) am-

bitions to see the prototype Kite fly at Old Warden, after all he has been going there since the early 1930s!

Bruce Stephenson

### Gliding Heritage Centre Update



Alan Baker winner of the GHC Task Week. Photo: Paul Haliday.



Ron Paige's Skylark 3 joins the GHC fleet. Photo: Paul Haliday.

***Hello from the Gliding Heritage Centre at Lasham. I have so much to write about that I better not waste time and get on with it.***

In August we held our 3<sup>rd</sup> annual Vintage Task Week. What a week that it turned out to be, the best task week that we have flown so far! Vintage gliders flew on 6 out of the 7 days flying cross-country tasks every day that they flew. Some really great tasks were flown; Richard Moyse flew 320k in his Slingsby Sky out and return from Lasham to Hembury Hill in Dorset, Garry Coppin and Andy Aveling (who are more used to flying an Arcus T together), flew 220k in the MG19a Steinadler and not content with his excellent performance in the T-34 Sky, Richard then flew 60km in his Mk1 Cadet, landing out at Marlborough. However, as the old saying goes, 'consistency wins comps' and that's what happened. The winner of the week was Alan Baker, who has made the Oly 463 something of his mount of choice these days, with Derek Copeland hot on his heels in Bertie the Bocian in 2<sup>nd</sup> place. Altogether the GHC collection gliders flew 42 hours and 2 minutes, which I think will pay for quite a few GHC C of A's.

The collection continues to grow. 3 weeks ago Gary Pullen headed up to the 'Park' to collect a beautiful example of a German Grunau Baby, which has been very kindly donated by Roger Slade. This glider is in wonderful condition and Roger has treasured it for many years and it really shows, thank you Roger.

Also we have a new Skylark 3f on the books, thanks to Ron Paige from London Gliding Club. This 'new' Skylark 3 will take turns with our existing Skylark 3b in being a member of the flying fleet. We find that Skylark 3's make very good gliders in our collection; they are easy to fly and have a reasonable performance, which makes them an ideal glider to fly if you are unfamiliar with flying vintage gliders.

We learned earlier this year that the R.A.F. Museum was intending to dispose of its EoN Eton primary glider. Interested parties were invited to write a proposal as to why they should take possession of it, with the most worthy recipient to collect the aircraft. Glyn Bradney wrote the proposal and I'm delighted to announce that the GHC has won the right to own the glider. It's not in our hands yet though, as

the R.A.F. Museum has yet to complete its internal processes before the glider can be handed over but we are really looking forward to its arrival.

Still on the flying front; in a virtual kind of way, the GHC simulator has just had a significant upgrade. A new more powerful computer has been installed to take advantage of super new local scenery that has been created by GHC member, Trevor Hills. This new scenery shows the area local to Lasham and the airfield itself in far greater detail than ever before. Now Lasham is rendered complete with hangars, clubhouse, trees and most importantly to us, a new virtual Gliding Heritage Centre. The Steinadler is even rendered in its colour scheme created and applied by Gary parked outside the front. Peeking in through the doors you can see the hangar stuffed with gliders from the collection. A new secondary high definition viewing screen has been added to the wall above the sim to allow visitors an even better view of the action without crowding round the cockpit.

We still have a steady stream of visitors who come to the Gliding Heritage Centre. We are particularly popular with car clubs who like to come to see us on their tours of the countryside. Last week the airfield was alive to the sound of powerful V8 engines as Surrey Street Rodders came to visit in 28 cars. Over 60 people walked around the hangar and thoroughly enjoyed themselves. The GHC received over £200 in donations, which nicely brings me to the next piece of news.

Our 2<sup>nd</sup> hangar fund has reached a major milestone. We have now raised over 50% of our target of £130,000, with our

## FROM AROUND THE WORLD

total now running at over £66,000, which is amazing news! Substantial donations keep coming in and in the 3 months since I wrote, the total has risen by over £10,000. That means that there are an awful lot of people out there who really want to see the GHC continue to grow and thrive as the only organisation in the United King-

dom devoted solely to the preservation and flying of vintage gliders.  
Paul Haliday

*The realistic graphics of the GHC simulator. It will have to be upgraded soon for a new hangar however! Photo: Paul Haliday.*



### Stop Press!

We are absolutely delighted to announce two pieces of amazing news from the Gliding Heritage Centre!

Firstly, an enormous thank you to Geoff Moore, who has donated the incredible sum of £10,000 to our second hangar fund, bringing the total to over £80,000! That means that we can now trigger the process of building our much-needed second hangar. Geoff has been a long-time supporter of the Vintage Glider Club and the Gliding Heritage Centre, having previously donated to the collection his Mü-13d glider and was also a great help to us in sourcing the

Lo-100 fuselage that is now the basis of the GHC simulator. Geoff attended the very first Vintage Glider Club rally at Husbands Bosworth in 1973.

Our second hangar cannot come soon enough however, as I also am delighted to announce that we have a new addition to our fleet in the form of the last Yorkshire Sailplanes YS-53 Sovereign ever to be built. A very big thank you to Paul and Alison Myers, and Henry and Yvonne Stott from Bowland Forest Gliding Club, who have very kindly donated this very distinctive and interesting two-seater glider. It is fully air-

worthy and in superb condition. I flew the glider today and was impressed with the unparalleled visibility from its cockpit and its very benign handling characteristics, except when close to the stall.

I am absolutely confident that this glider will become a very popular member of the GHC fleet and it emphasises the urgent need for our second hangar!

If you'd like to donate to the GHC hangar project, then please visit:

[www.glidingheritage.org.uk/donate](http://www.glidingheritage.org.uk/donate)

Happy Landings,  
Paul.

## USA



Correspondent:  
Lee Cowie  
Contact:  
[USA@vgc-news.com](mailto:USA@vgc-news.com)



*N91894 looking resplendent in her newly restored colours.*



*Walt Cannon clearly looks delighted to be reunited with the 1-26, N91894.*

### A Record?

Back in 1955, Walt Cannon learned to fly gliders at the Schweizer Soaring School, in Elmira. As was common then, he soloed in a 2-22. After a time, Bernie Carris, decided he was ready for a single-seat glider and put him in the then new, 1-26.

He was the first 'kid' to fly a 1-26. Recently I found out that the glider he flew is our 1-26, serial number 2, N91894. It now serves as the junior's glider at our club and flies all the time.

Fast forward to last July 13<sup>th</sup> when Walt again flew the same glider 61 years later while participating in the IVSM. The smile on his face was priceless.

I've asked around among many who may know and nobody recalls someone flying the same glider over this span of years.

It says a lot for the longevity of both the glider and this extraordinary pilot.

Well done Walt!

Hank Nixon, who is a passionate promoter of gliding amongst the young and noted competition pilot himself, also wrote to expand upon the work he has been carrying out supporting young juniors at his own club, the Valley Soaring Club, Middletown, NY. As Hank writes:

*The club juniors have the free use of Schweizer 1-26, serial number 2. They are responsible for taking care of the glider in addition to flying it. Last winter, in preparation for IVSM, it was recovered and repainted. Liam and Alex (pictured) helped with preparation for covering, fabric covering, interior painting, and some assembly tasks such as the canopy frame. They had a busy summer, flying in a regional competition with a credible third place finish, flying at IVSM, and working on completing their private licenses.*

Hank Nixon



*Valley Soaring Club Junior members, Liam Kent (R) and Alex Wills (L), work on N91894's canopy frame. Alex has since completed his license and quickly progressed to the Junior Club Std Libelle. Liam has now also completed his private license. All in all, they had a pretty good summer.*

*All photos via Hank Nixon*



Vincenzo Pedrielli

# Model Editorial

Contact:  
model@vgc-news.com

including hats and glasses of the time. Of course the seat belts and the control stick must be included.

For the most demanding modelers, the pilot can have the owner's face incorporated, which today can be obtained by 3D technology. And what about color scheme? Ideally it has to have the same color and markings of the full-size sailplane.

With the faithfulness of models improving year upon year, so has the scale increased, with many sailplanes now in the scale of 1:3 and 1:2,5.

**M**ore and more model builders are now paying greater attention to scale details, such as the cockpit of the glider with its original instruments. The pilot must also be in the same scale as the model, possibly wearing vintage attire,

Vincenzo Pedrielli

# 7<sup>th</sup> Vintage Glider Model Meet, Cremona



Beljajev BP3 on tow

**T**he Vintage Glider Model Meet, organised each year by the 'Gruppo Aeromodellistico Cremonese' (GAC) and led by the active President, Marco Pattoni, took place on September 18<sup>th</sup>, 2016 on the airfield of Annico (Cremona), now in its seventh year. Despite the meet forecast predicting bad weather, not a drop of rain fell

throughout the day. Not only that, the sun shone steadily, producing beautiful cumulus that generated good thermals. Unfortunately the pessimistic weather forecast discouraged some vintage

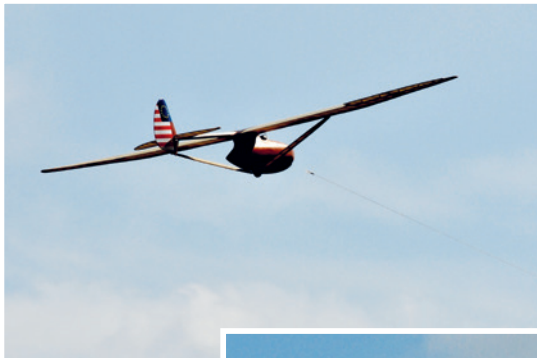


More builders are paying more detailed attention to the cockpit and scale pilot. Here, a Rhönsperber sports the level of detail which is becoming typical of an increasing number of builders.



The real thing or scale model? It's hard to tell with this immaculate Kaiser Ka6 sporting an Argentinian registration.

## MODEL NEWS



*A study in perfection? A faithful reproduction of the American Bowlus Baby Albatross on tow.*



*Even more rare gliders were represented. Here a superb example of the Japanese sailplane, the Maeda 703 is prepared for flight.*



*Naturally Italy's sailplanes heritage was well represented. Here this stunning example of Luigi Teichfuss' beautiful 'Sparviero' comes in to land.*



*Great food, fine wine and exquisite company. Lunch proved a convivial setting.*

enthusiasts from participating in the meeting. In spite of this, 25 pilots came from different parts of northern and central Italy and gathered to fly some 32 beautiful vintage scale models. There were five power-planes available to tow the sailplanes, so waiting time was negligible.

The scale models reproduced sailplanes from various parts of the world, including scale examples from Germany to Poland, Japan to the USA, Switzerland to Austria and of course, last but not least, from Italy.

It was difficult to say which was the best model, so I will let you decide which ones were the most deserving in the accompanying photos!

As in the previous meetings, a generous BBQ meal was prepared by club members, consisting of sausages, pork steaks and grilled Polenta(\*), all watered with a sparkling red Lambrusco. Lunch was a good break to all the flying activity and the right time for chatting around the table.

All flights were carried out until around

6pm. The flights were all in complete safety and without incident, after which many pilots disassembled their models, before departing for home. So ended another successful meeting at Cremona, rewarding the organisers and satisfying the attendees. See you next year at the 8<sup>th</sup> edition of the meeting, as always, at Annicco.

(\* Polenta: a kind of bread, made of water, salt, and corn flour

*All photos: Vincenzo Pedrielli*

Vincenzo Pedrielli

# Retroplane 2016

15-18 July 2016



*The pilots wait for a change in wind.*

The 12<sup>th</sup> meeting of the International Vintage Gliders Models, organised by Vincent Besançon, was held this year for the first time in Italy, at Polsa di Brentonico, in the province of Trento.

54 pilots were registered from 8 European countries with more than 70 scale models. They were all built by the pilots themselves and were all built entirely of wood or tube and fabric-covered, with no plastic

or composite materials. With the gathering at Camping Polsa, the location is in a valley dominated by high mountains and beautiful slopes.

**Friday, 15<sup>th</sup> July.** The first official day of the

## MODEL NEWS



The author with the fuselage of the EC38/56 Urendo.



The traditional parade of the fuselages.



Pilots and ladies in traditional vintage dress and hats.



The 'Grand Apero'.

event saw a strong northerly wind which prevented any flying, giving the pilots the opportunity to greet old friends, exchange information and comment on the models present. Some participants, due to the event taking place in Italy, decided to build models of Italian design. In some cases they were made from drawings from the book, 'Italian Vintage Sailplanes'. This included, for instance, a CVV3 Arcore designed by the Milan Polytechnic and realistically constructed by Paolo Marchioretto, the Sparviero of Teichfuss, built by the French model builder, Roger Vettorel, the Vizzola 2 of Pierre Delrieu in 1/3 scale, the EC38/56 Urendo built by Pascal Bissey, not to mention the Gheppio, the BS28 Alcione, the CVV1 Pinguino and the Gabbiano.

The traditional 'Parade of Fuselages' took place in the afternoon, with everyone busy taking pictures. To underline the vintage aspect of the parade, some pilots, along with their charming ladies, wore period

dress and vintage hats, creating a pretty backdrop to the 70 fuselages lined up on a football field near to the camping ground. After the welcome briefing by Vincent Besançon, the day ended with the fantastic 'Grand Apero', a kind of buffet consisting of food and drinks supplied by the pilots from their respective countries.

**Saturday, 16<sup>th</sup> July.** With sun shining, the wind continued to blow from the north. Vincent Besançon optimistically predicted that the wind would change direction during the afternoon and so, in anticipation the pilots moved on to the 'Corno della Paura' (Horn of Fear) on the southern slope with their models. Keeping watch on the wind direction, finally at about 3pm, Vincent's forecast came true and soon pilots began to relocate to the northern slope, where the flight conditions were definitely better. Others, preferring to travel in more comfort, arrived in their cars at the foot of the slope. The strong wind did not

only improve the flight conditions but also cleared away any lingering moisture, thus offering a gorgeous view of the surroundings and breathtaking scenery!

Everyone wanted to take advantage of the excellent conditions and launched their models up till 6pm, before returning to the camping grounds. At 7pm, as with other Retroplane meetings, prizes were generously offered by the various sponsors during the raffle, with a second round of the 'Grand Apero' starting again with food and drinks.

**Sunday, 17<sup>th</sup> July.** A wonderful day. At 10am all the pilots moved onto the north slope. A fresh breeze in the morning weakened during the afternoon. Infrequent flights were carried out but all in spectacular scenery. Launches were mainly by hand and in some cases with bungee cord. One after another these beautiful and colorful vintage models took to the air in silent and graceful flight, just like the real full-size



Launching the Vizzola 2.



The Schweizer SGU 1-7.



## MODEL NEWS



Launching the Sao Paulo.



The Slingsby T31 flying in beautiful scenery.



Vincent Besançon awarding the 'Golden Rib Award' to Pierre Delrieu

sailplanes. No major incidents or break-ages were recorded and everybody returned to the camping ground in the late afternoon hugely satisfied by the success of the day. Back at the camping ground at 7:30pm, Vincent Besançon awarded the prestigious 'Golden Rib' award to the pilot

who has displayed the most commitment throughout the year through the Retroplane Forum and website. The award went to the French pilot, Pierre Delrieu, with his beautiful Vizzola 2. He received a TARANIS Radio Control set, provided by 'Jonathan', an Italian model shop. During the ceremo-

ny, Pierre could hardly hold back the tears of emotion. After the awards ceremony, a queue rapidly formed for the third stage of the 'Grand Apero' with the abundant food and wine still flowing.

The conclusion of the event was the closing speech by Vincent Besançon, who on behalf of all pilots, thanked the Italian team for the organisation, efficiency and their hospitality. A warm farewell to all participants and a hospitable invitation to Vauville in France in 2017. The theme of the next Retroplane event is scale sailplane models designed and built before 1925.

## Eugenio Pagliano Morelli's CVT-2 Veltro



The CVT-2 Veltro designed by Piero and Alberto Morelli.

The CVT-2 Veltro was designed by Alberto and Piero Morelli and built in only 8 months. It was a high-performance sailplane with several innovations, such as a reclined seat, laminar-flow airfoil, T-tail, retracting undercarriage and, in the first version, the 'Orthocinétique' control. The Orthocinétique system was intended to give an instinctive coordination of the controls. Elevator, ailerons and rudder were all operated by a 'handlebar-style' control column. The pilot's feet were free, so could be employed for flap control and undercarriage retraction. The Orthociné-

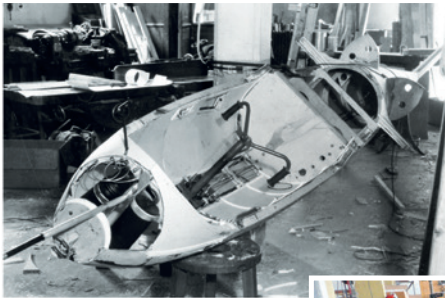
rique system was never actually fitted. The flap/air brake offered excellent landing performance when lowered to 60° or more. The retracting undercarriage was quite unusual, consisting of twin small wheels and shock absorbers. On the 9<sup>th</sup> of July, 1954 the CVT-2 Veltro made its first flight with the pilot, Antonio Angeloni, at the controls; it was a great success! Unfortunately, for various reasons, the Veltro did not attend the World Championships of 1954 and 1956 and so missed the chance to become known at the inter-

national level for its innovative and unique characteristics.

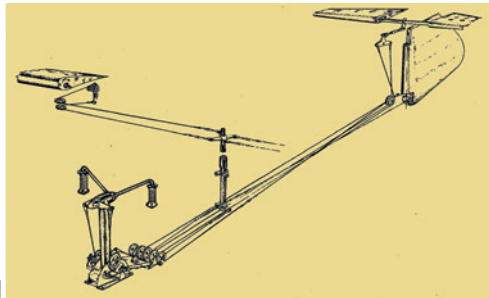
The wing was in three pieces, consisting of a seven-meter centre section and two outer panels of four meters each. The plywood covering was not contoured to the leading edge, which was made of balsa wood, glued to the auxiliary spar and accurately shaped.

The fuselage, skinned with plywood, had circular formers and four stringers. The wing-fuselage connection was by means of four tapered pins. The tailplane was similar in structure to the wing.

## MODEL NEWS



*The CVT-2 under construction with the Orthocinetique system.*



*Layout of the Orthocinetique control system.*



*Construction of the fiberglass fuselage and polystyrene wing.*



*The wooden master mould for the fiberglass fuselage.*

### My 1:3.75 scale model of the CVT-2 Veltro

Each project has its own story and motivation; mine is a bit different from most cases. Some time ago I had the chance to meet Alberto and Piero Morelli at the Politecnico of Torino and being passionate about gliders and building techniques, I grew a deep admiration for their very advanced and unique prototypes

One of these, the CVT-2 Veltro, after several successes in national competitions, had been withdrawn to a warehouse awaiting restoration. So far nothing has happened and so losing the hope of seeing the Veltro in the air again, I decided to build a flying model in perfect scale to mimic all the aspects of the original to keep the memory of this elegant sailplane alive and to pay tribute to its genius designers. I wanted also to remember through this project, my

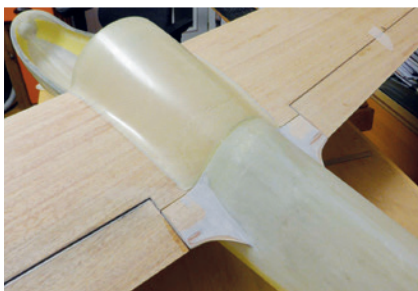
good friend, the late Aldo Conti, who had a significant role in the building of the Veltro and who also helped me to make the mould for my model.

The most complicated part in building my Veltro, was collecting all the information about the existing prototype from original drawings, photographs and the measurements made from the unrestored Veltro currently stored in a warehouse.

The master mould was made from samba and pear wood, which took much time and hard work to obtain a satisfactory finish for the construction of the fiberglass fuselage. The wings are made of polystyrene, skinned with samba wood. Someone could build the Veltro entirely in a wooden structure using my drawings.

The wing/fuselage coupling, fairing and

cockpit are the same as the full-size Veltro and required special attention. The elevator is made of balsa, as with the structure of the original sailplane. The movable parts are adjustable with automatic synchronising of the controls. Even the special movement of the rudder has been designed as per the full-size sailplane. The retracting undercarriage was obtained using 3-D technology as a first step and then manually machined in aeronautical aluminum. Finally, I completed my CVT-2 Veltro project with a 4-meter wingspan and a total weight of 5,5kg. It flies very realistically and looks exactly as the full-size sailplane in all details. Believe me, it's my model in the air, not the true Veltro!



*Construction of the fiberglass fuselage and polystyrene wing.*



*(middle) Details of the intricate undercarriage.*



*Eugenio Pagliano and his gorgeous Veltro.*



*The cockpit details of the later more conventional control system.*



*It's hard to imagine that it's my model in flight, not the original!*

# MODEL NEWS

Chris Williams

## UK Model Roundup

This time around I want to focus on a recently retired modeller, Len Larkin. A long time admirer of vintage sailplanes, he has finally had to hang up his transmitter due to the inevitable advancement of years. I recently received instructions to advertise some of his fleet on the Scale Soaring UK forum, each example with an asking price of £100, a bargain indeed! It came as no surprise that the four models were sold quickly, and it was with some personal delight that they all turned up in a bunch at the third of the Ghost Squadron's aerotow events at Middle Wallop in Hampshire, ready for their first flights under new ownership. In no particular order they are: the Antonov PV Zupar, the Schweizer SGU 1-7, the Sidla Mini B3, and the Sproule-Ivanov Camel. The Camel is built to one-third full size, the remainder to 1:3.5 scale. During the day there was a lot of excitement as centre-of-gravities and pitch trim settings were hastily assessed in flight, the Mini B3 ending up on the other side of the airfield on its first flight, fortunately without damage. All of the models eventually lived up to expectation, and I look forward to seeing them in action for many events to come. Len now lives in Cornwall, but the last time I saw him was at an aerotow in 2002, where he brought along his very attractive Lil' Dogie, which, sadly, did not fly due to the adverse conditions on the day. It is satisfactory indeed, that a modeller's lifelong efforts can still live in the hands of other pilots: I can only hope my fleet will outlast me, too!

Chris Williams



Line up of vintage machines at the Middle Wallop event



The Antonov PV Zupar in flight



The Schweizer SGU 1-7 on aerotow



Len Larkin's 3rd scale Camel



The Sidla Mini B3 takes to the air



Len Larkin in 2002 with his Lil' Dogie

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# Workshop Practice

## for building and repairing wooden gliders and sailplanes

By Hans Jacobs, translated by various authors and edited by Simine Short and Neal Pfeiffer



Workshop Practice for building and repairing wooden gliders and sailplanes ISBN 978-0-692-70307-6



modern day understanding of past construction and restoration techniques. If I had to make any criticism of the book, then that would have to be the format of the publication. Should the VSA find itself considering a re-print of the book, then I would urge them to offer a larger format to aid 'hands on' workshop use, not to mention the advancing age of some users! Distributed in Europe through Eqip books, it is reasonably priced at 45 Euros (ex PP). You can secure your copy by visiting their website at: [www.eqip.de](http://www.eqip.de) or by ordering your copy through Amazon.de. Alternatively you can also order your copy direct through the VSA website.

BS

Most inspectors and vintage enthusiasts alike will know of this bible in its initial German form. Originally written by one of the world's leading figurers in pre-war sailplane design, Hans Jacobs, *Werkstattpraxis* is today recognised as one of the world's first comprehensive texts on glider construction. First published in 1932, it has undergone numerous updates over subsequent years to both refine construction techniques and to incorporate various regulation changes during this early era of our sport.

The 7<sup>th</sup> and final edition was published in 1955 and included the then latest practices of the day and went on to establish itself as the standard benchmark for many sailplane manufacturers throughout the world. Today it is still widely regarded as the standard reference publication in early wood glider construction techniques, yet to a large degree much of the book's content had remained at arm's length to those in the non-German speaking world.

The truly international scale of this project is worth reflection. Over 25 years ago the Vintage Sailplane Association (VSA) in America pledged to undertake the enormous task of translating the book into English. The original motivation for the project came from VSA and long-standing VGC member, Jan Scott, who as an avid sailplane owner and restorer, recognised the book's immense value as a reference aid. With the project slowly evolving over time, it was passed from one key person to another, with many of the original sections of the book being worked on by various volunteers too numerous to mention here. A major breakthrough was to come with news from another familiar name to Vintage Gliding, Alan Patching, who reported that a handwritten translation of the book had been rescued from the Australian Gliding Federation's shredder by his son, Ian!

With a patchwork of completed individual translations now in place, on paper the task was largely complete. To the trained

eye however, it became quickly apparent that if the book was to have any coherence as a reference manual, some serious editing would be needed to align all of the different works together.

It was at this point that Simine Short (herself a native German speaker, noted author and Editor of Bungee Cord), along with our own VGC News contributor and an accomplished aircraft designer in his own right, Neal Pfeiffer, took on the huge task. With their work finally completed earlier this year, the updated English version made its much anticipated debut at the recent International Vintage Sailplane Meeting in Elmira, USA.

In hardback, the book's standards are high, very high indeed; a tribute to all those involved with the project over the years. Lavishly illustrated with copious amounts of illustrations and photos to back up the text, one cannot help but be impressed by the sheer scale of the task with which the various authors invested their efforts over the years, all voluntary and what's more, all in their spare time!

With over 365 cram-packed pages of information, one particularly nice touch to this English edition is the fact that Pfeiffer imparts the book with his own intimate and professional knowledge of aircraft design and restoration. With many glider restorations already under his belt, Pfeiffer brings the book into the 21<sup>st</sup> Century by publishing an up to date and informative addendum that addresses the advancement of modern day materials and production techniques.

This publication is more than just a manual however, it is a window into past practices that in some cases today are largely irrelevant (e.g. hand-splicing control cables, etc.). However the point is, like an archaeologist trying to piece a historical puzzle back together, it often gives the modern day restorer (or inspector) a much clearer and concise understanding of just how our older gliders were constructed back then; skills often lost to the tides of time. In short, it brings a whole new level to our

## LETTERS TO THE EDITOR

Andrea Forster

### VGC President goes up-market

Saturday 27 August 2016, it is 8am and off we go to take Ian to the babysitter and pick up Patrick and Johannes. We arrive at Maastricht-Aachen Airport a bit too early, so we decided to have a coffee. It was whilst drinking our coffee we heard the distinctive sound; the bop-bop-bop-bop-bop of a DC-3 Dakota.

The Princess Amalia of 'DDA Classic Airlines' taxied to the end of the airfield, right in front of us. After some usual check-in procedures we got our tickets and went with two pilots, one steward and 7 other passengers to the plane. The captain guided us around the plane informing us of the history of our Dakota as well as some technical facts.

The Princess Amalia flew during D-Day. She was involved in flying the air-bridge to Berlin and she was even shot at by the Germans. Luckily the bullet went right through the fuselage, about one meter behind the pilot and came out immediately at the top of the fuselage. Nobody was injured and the plane landed safely back on the airfield.

After taking a lot of pictures we stepped on board and off we went. We flew north of



*The Princess Amalia awaits her distinguished passengers.*

Maastricht, saw the wonderful snake-like flow of the Maas with all the small and large lakes beside it and then went back in the direction of Maastricht where we passed over our district, Amby. Then all too soon we were turning and coming into land. It was a very smooth landing. This was 25 minutes of breathtaking fun. All the time during the flight we were allowed to move about in the plane. In the cockpit you had a fantastic view. It was a family-like atmosphere, with the crew being all volunteers.

We were presented with a certificate commemorating our flight in a DC-3 Dakota



*Farewell!!*

and also a golden pin depicting the Dakota. Why am I telling you all this? What has a Dakota to do with the VGC and gliding? Well, when Jan stood down as Chairman, he got as a farewell present, a flight in the Dutch Dakota. We made it a family event by booking four more seats. Sadly Jan's daughter, Vivian, couldn't make it because of illness, so only his son and son-in-law joined us. It was a fantastic morning!

Hans Disma

Dear Bruce,

Just a note to tell you how much I enjoyed the last VGC News,

Good to see what David Williams is doing for the archive. This is a main interest of mine and I will contact him myself to inform him about my ideas. A splendid idea

by him to look for gliders before they rot away.

Some very informative articles again, like the one about Japanese early glass, which interested me a lot as owner of a Phönix.

Another article with news which was unfa-

miliar to me was that apparently Spitfires tugged transport gliders.

As a bonus there also was a photo of a 1/2.25 scale model of a Phönix.

Keep up the good work,

Hans Disma

Mike Wood

### Spitfire Towing Trails

Dear Bruce,

During WW2 I lived 3 miles from Biggin Hill. I was 12 years old in 1943 and regularly cycled to Biggin Hill to watch Spitfires, Hurricanes and many others from the end of the runway. I actually saw a Spitfire towing a Hotspur taking off one day. When I told people they would not believe me. Thank you.

I am very pleased to have read the article, but cannot give any extra information.

Mike Wood (454)

### Bruce Stephenson replies:

Dear Mike,

*Glad that the article laid a few old truths to rest!*

*I had a similar experience a few years ago. When I was a kid about the same age in the early 70's, I remember playing in an old Sunderland flying boat that was pulled up on the beach near where we lived. It wasn't there that long and I mentioned it to many over the years but nobody could recall it. Many years later I came to the conclusion that I*

*must have somehow made it all up, as nobody I spoke to recalled it even being there. Then, about 6 years ago, I stumbled across an internet post from the other side of the world that had a picture of the Sunderland exactly where I remember it....so like you, it came full circle! Life's like that...*

*Hope you enjoyed the article and trust it brought back a few happy memories.*

## LETTERS TO THE EDITOR

Austen Wood

### Spitfire Towing Trails

As a former Army Glider pilot, I was particularly interested in the article by Bruce Stephenson in the Summer Issue of VGC News. I never saw or heard of a tow being done by Spitfire's and presume this was experimental. The Miles Master II and the Halifax were more generally used as a tow-planes, dependant upon the task and type of glider.

The undercarriage of the Hotspur was designed to be dropped after take off but I never saw this happen and ours were wired on to prevent an accidental drop during training. All our Hotspurs were of the clipped wing type, with reduced span from the original. It was rumoured that this was to prevent soaring in free-flight! The two pilots could not see the wing when in flight and as far as I am aware, the aircraft was never used in action but was classed as an intermediary prior to progression to larger gliders, usually the Horsa. Former VGC member, the late Micheal Maufe, was involved in glider development and use at the Central Landing Establishment, Ringway, now Manchester Airport. I believe John Furlong and other pre-war glider pilots were also at Ringway at some time.

I hope members will find the above of interest, there is much more that can be said about military gliding and gliders generally.

Austen Wood

### Bruce Stephenson replies:

Dear Austen,

Thank you for your note regarding the recent article. I personally believe that after researching the material available and reading the Bill McRae article, that the Spitfire was not at all suited to the task in hand and was indeed a rather strange and surprising choice. If one is to digest the figures, it can be ascertained that there was a very narrow operating speed indeed between that of the towing speed of the Spitfire and the actual exceedance of the original max-towing speed of the Hotspur. In other words, they were operating in an infinitely tight window, which under combat conditions, would have been regularly exceeded by a significant margin no doubt.

Added to this is the fact that although the Spitfire had an excellent wing, it was however designed as a high-speed

wing and operating at high power on the back of its drag curve, would have been difficult but also costly in fuel and engine life. More surprising however, was the Spitfire's relatively small fuel tank which often ruled it out as a long-range fighter and wasn't in this sense, in the same league as say the Mustang. So operationally its choice was rather surprising from this point of view.

With so many other fighters around that were essentially becoming, or were obsolete by this stage of the war, it is surprising that a more robust suitable fighter, such as the Hurricane, was not used for the tests? Maybe there were other motives at play that we are not party to, in which ensured the experiment to fail?



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.



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## OBITUARY

### A FOND FAREWELL TO COLIN AND ALICE ANSON

Colin and Alice Anson, who died within a short time of each other in June 2016, aged 94 and 91 respectively, were both very special friends of the Vintage Glider Club. Colin had been a member since 1977, and became an Honorary Life Member.



*Colin and Alice in recent years, two loyal friends of the VGC who we will never forget. Photo via the Anson family*

There have been several obituaries to Colin and Alice Anson in the National Press, outlining their extraordinary lives in some

detail (see the New Scotsman, and the Times, both of which can be accessed via Google). In addition two books have been published, written by Helen Fry, in which Colin and Alice feature in considerably more detail. The first, *The King's most Loyal Enemy Aliens*, has a chapter in which Colin talks about his time in the Commandos fighting for the Allies in the last war, during which he received a near fatal head wound from a Stuka dive bomber whilst landing in Sicily in 1943. Following on from this, some three years later, the same author decided to devote a whole book, *German Schoolboy, British Commando*, to the complete story of Colin's life, with a particular emphasis

on his war-time contribution to defeating Nazi Germany. This biography gives a detailed insight into Colin's experiences when, following the murder of his outspoken Jewish father in the Dachau concentration camp in 1937, Colin managed to leave Germany on the Kindertransport just before his seven-

teenth birthday in February 1939. Any members of the VGC who do not know of the extraordinary details of Colin's wartime exploits and are interested to learn more, should certainly obtain a copy of this biography which also details how he came to meet his wife. Alice (also from a Jewish background) was an Austrian refugee who managed to escape to England from Vienna in October 1938. Alice, too, volunteered and was called up for

active service with the WAAF specialising in interpretation of aerial reconnaissance photography, where her valuable work included assisting in identification the launching site for V1 flying bombs in Northern France. However the focus of this obituary is concerned primarily with their time amongst us in the VGC.

Colin later confessed that he had always been interested in aeroplanes, remembering seeing newsreels of gliding as a schoolboy in Germany, but it was on the way to Scotland for a family holiday with their caravan in 1973, that Colin for one reason or another managed to determine that they should spend their first night of the trip at a campsite on the Dunstable Downs. By chance, Colin noticed a glider flying overhead and decided to investigate! The upshot was that in no time at all, Colin had his first glider flight in a K-13. The welcoming attitude that they received at Dunstable convinced Colin that he should take up gliding, and the following weekend he confessed to Alice that he had become a member of the London Gliding Club and had signed up for gliding lessons. One year later, Colin made his first solo glider flight at the age of 52. By then Colin was smitten with the bug, and with Alice moved their caravan to a permanent site at the Gliding club where they both entered into the spirit of gliding. Colin in due course became a Basic Instructor, and Alice busied herself by looking after the visitors who came for Trial Lessons and generally 'making herself useful around the Club'. It was a mark of their involvement in the Gliding scene that they very soon made many friends amongst the gliding community. Colin acquired a syndicate share in an ASW 15b and on joining the VGC also acquired a share in a bright blue 2-seater Vintage T-31 glider which was aptly named the 'Blue Brick'. He took great pleasure in flying this glider with many appreciative passengers over the years. Colin and Alice attended their first VGC International Rally in 1980, and thereafter for the next twenty-four years attended every International Rally wherever it took place. Their last Rally was at Achmer in 2009, by which time Colin was 87 and Alice 84.



*Soulmates for life. Colin and Alice at the time of their engagement. Photo via the Anson family*

on his war-time contribution to defeating Nazi Germany. This biography gives a detailed insight into Colin's experiences when, following the murder of his outspoken Jewish father in the Dachau concentration camp in 1937, Colin managed to leave Germany on the Kindertransport just before his seven-

Right from the start of their attendance at the International Rallies, Colin was asked to take advantage of his language skills, translating the daily briefings from German into English and vice versa. It was through this activity that everyone got to know Colin, and his enthusiasm and good humour cemented many friendships.

For ten years during these Rallies, Alice and Colin together had tirelessly run the VGC Sales. They acquired a VGC Tent and were always in attendance, often selling a variety of home-made VGC merchandise with a VGC logo, sewn on by Alice in addition to the more usual fare of T-shirts, sweaters and 'Beanie' hats.

Alice meanwhile was incredibly active outside the VGC, setting up and running a wide variety of Charities for disadvantaged women. These included amongst others a Citizens Rights group, WAM (Working association of Mothers), Gingerbread (Charity for one parent families), Harrow Association of Voluntary Service, Welcare (Single mothers), Chattel Truck, Women's aid (Refuge for battered women), Rape Crisis and Sexual Abuse help line, Women's Centre, and others too numerous to mention. Alice sat on many committees and was associated

with some of these Charities for many years raising considerable sums of money in the form of government grants and awards. We only knew Alice through the VGC Sales – how, at the same time, she managed to be active in so many charities defies the imagination!

The VGC was able to recognise the exemplary contributions made by Colin & Alice by awarding them the Syd Davies Trophy for Outstanding Services to the VGC, the first recipients of this prestigious Cup. In addition, following Colin's retirement he was awarded Life Membership of the VGC, one of only three members apart from Chris Wills himself to have been so honoured, and was also made President of the London Gliding Club.

In the recent promotional film made for the VGC by Evelyn Fey, there is at the end a wonderful short interview with Colin and Alice in which Colin reminisces about all the friends that they have made during their association with the VGC. "We find that we are all good friends and it has made life rich to be a member of this wonderful family of friends." We will always remember them both with very great affection.

*Nick Newton*

## COLIN AND ALICE ANSON



*The year is 1951 and the happy couple. Colin and Alice, already with an extraordinary journey behind them, are about to embark on a new journey and the many new adventures ahead.*

*Photo via the Anson family*

Colin und Alice Anson, die im Juni dieses Jahres innerhalb kurzer Zeit, im Alter von 94 und 91 Jahren verstarben, waren ganz besondere Freunde des Vintage Glider Club. Colin war seit 1977 Mitglied und wurde später Ehrenmitglied auf Lebenszeit.

In der britischen nationalen Presse erschienen einige Nachrufe für Colin und Alice Anson, in denen ihr außergewöhnliches Leben hervorgehoben wurde (siehe hierzu u.a. „The New Scotsman“ und „The

Times“, beide Artikel über Google nachzuschlagen). Außerdem sind zwei Bücher der Autorin Helen Fry erschienen, die Colin und Alice in Person und Leben weit ausführlicher darstellen. Im ersten, „The King's most Loyal Enemy Aliens“,

erzählt Colin über seine Zeit als Soldat im Zweiten Weltkrieg unter alliierterem Kommando. Bei der Landung 1943 in Sizilien wurde er von einem Stuka-Bomber verwundet und entging dem Tod nur knapp.

Etwa drei Jahre nach Erscheinen dieses Textes entschloss sich die gleiche Autorin, Colins Leben ein ganzes Buch mit dem Titel German Schoolboy, British Commando zu widmen, insbesondere Colins Kampf gegen Nazi-Deutschland. Die Biografie gibt einen ausführlichen Einblick in Colins Lebenslauf: Nachdem sein Vater, bekennender Jude, 1937 in Dachau ermordet worden war, gelang es Colin Anfang 1939, kurz vor seinem 17. Geburtstag, mit einem Kindertransport Deutschland zu verlassen. VGC-Mitglieder, die Colins heldenhafte Kriegserlebnisse nicht kennen und mehr darüber wissen wollen, sollten dieses Buch unbedingt lesen. Hierin wird auch detailliert geschildert, wie Colin seine spätere Frau Alice kennenlernt. Auch Alice hatte jüdische Wurzeln, und auch ihr gelang im Oktober 1938 die Flucht von Wien nach England. Als Kriegsfreiwillige war sie in der WAAF (Women's Auxiliary Air Force) eingesetzt und darauf spezialisiert, Aufklärungs-Luftbilder auszuwerten, hierunter auch die von Startplätzen der V1-Raketen in Nordfrankreich.

Der Schwerpunkt dieses Nachrufs liegt allerdings in erster Linie auf ihrer Zeit mit uns im VGC. Colin hat einmal zugegeben, dass er schon immer an Flugzeugen interessiert war, seit er als Schuljunge in deutschen Wochenschau-Aufnahmen Bilder vom Segelfliegen gesehen hatte. Es sollte allerdings bis 1973 dauern, bis er, auf dem Weg in den Wohnwagenurlaub nach Schottland unterwegs, sich warum auch immer entschloss, die erste Nacht im Hügelland um Dunstable zu verbringen, und



## OBITUARY

dabei zufällig ein Segelflugzeug über sich bemerkte – und das brachte Colin dazu, der Sache nachzugehen. Kurze Zeit später saß er in einer ASK 13 und absolvierte seinen ersten Segelflug. Die freundliche Aufnahme der beiden in Dunstable brachte Colin dazu, mit dem Segelfliegen zu beginnen. Schon am darauffolgenden Wochenende gestand er Alice, dass er Mitglied im London Gliding Club geworden sei und sich für einen Segelflugkurs angemeldet habe.

Ein Jahr später absolvierte Colin im Alter von 52 Jahren seinen ersten Alleinflug. Von nun an war er mit dem Segelflugvirus infiziert, und die beiden bezogen mit ihrem Wohnwagen dauerhaft in Dunstable Quartier. Colin wurde später Fluglehrer, Alice kümmerte sich um Besucher und Lehrgangsteilnehmer und machte sich in vielen Bereichen des Clubs nützlich, was maßgeblich dazu beitrug, dass sie viele Freunde in dieser Gemeinschaft gewannen.

Neben seiner Beteiligung an einer ASW 15 erwarb Colin, als er dem VGC beitrug, einen Anteil an einer blauen, doppel-sitzigen Slingsby T31, treffend „Blue Brick“ (blauer Ziegelstein) genannt. Über Jahre genoss er es, viele Gäste in diesem Flugzeug mitzunehmen. Von 1980 an fuhren Colin und Alice zu allen VGC-Rallyes, ganz gleich, wo diese stattfanden. Ihre letzte Rallye war 2009 in Achmer, Colin damals 87, Alice 84 Jahre alt. Gleich von Beginn ihrer Rallye-Teilnahme an bat man Colin wegen seiner guten Sprachkenntnisse, das tägliche Briefing vom Deutschen ins Englische und umgekehrt zu übersetzen. So kannte ihn jedermann, und seine Begeisterung sowie sein Humor begründeten viele Freundschaften.

Zehn Jahre lang kümmerten sich Alice und Colin unermüdlich um den Verkauf von VGC-Artikeln. Sie beschafften ein Verkaufszelt, waren stets präsent und verkauften neben T-Shirts, Pullis

und Mützen eine Vielzahl von handgemachten „Fan“-Artikeln, auf die Alice ein VGC-Logo aufgenäht hatte.

Auch außerhalb des VGC war Alice unglaublich engagiert. Sie gründete und führte eine Vielzahl von Hilfsorganisationen für benachteiligte Frauen: eine Gruppe für Menschenrechte, eine Arbeitsgemeinschaft für Mütter (WAM), „Gingerbread“ (Wohltätigkeitsorganisation für Alleinerziehende), die „Harrow Association of Voluntary Service“ (eine Organisation für Freiwilligendienste), „Welcare“ (für alleinerziehende Mütter), „Chattel Truck, Women's aid“ (Zufluchtsort für misshandelte Frauen), eine Beratungsstelle bei Vergewaltigung und sexuellem Missbrauch, ein Frauenzentrum und viele andere. Alice war Mitglied in vielen Vorständen, blieb den Wohltätigkeitsorganisationen über Jahre eng verbunden und konnte beachtliche Beträge in Form von Zuschüssen und Preisen vermitteln. Wir kannten Alice meist nur vom VGC-Verkauf. Dass sie gleichzeitig in so vielen wohltätigen Organisationen tätig sein konnte, übersteigt unser Vorstellungsvermögen.

Die außerordentlichen Verdienste von Colin und Alice für den VGC würdigte der Club durch die Verleihung des Syd-Davies-Pokals. Colin wurde außerdem zum lebenslangen Ehrenmitglied im VGC ernannt – eine Ehre, die außer dem Gründer Chris Wills nur drei weiteren Mitgliedern zuteil wurde. Zudem war Colin Präsident des London Gliding Club.

Im kürzlich erstellten VGC-Imagefilm von Evelyn Fey kommen Colin und Alice am Ende mit einem wunderschönen kurzen Interview zu Wort, in dem Colin der vielen Freunde im VGC gedenkt: „Wir glauben, dass wir alle gute Freunde sind, und es hat unser Leben bereichert, Mitglied in dieser wunderbaren Freundes-Familie zu sein.“

Wir werden beider stets in herzlicher Verbundenheit gedenken..

**Nick Newton**

Übersetzung: Klaus Fey

## Hans Jacobs – Pionierleben im Flugzeugbau

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](http://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 beau-

tifully 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](http://www.peterocker.de/english)



## FOR SALE

### For Sale

#### Vintage British Glider, BG135

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£5,500  
Email: Stuart North at: stuartnorth369@gmail.co**

### For Sale

#### Weihe 50

Build in late 1962 with some performance development (aerodynamic), this Weihe was formerly owned by VGC members Günter Solms and Gerd Hermjacob. Its current owner bought and received an extensive overhaul around 2003, including some work by Sascha Heuser. Only few flights since then, last flight 2008. Valid CofA, great instruments, closed metal trailer (opens towards the top, as state-of-the-art trailers), stored inside, currently at LTB Follmann and had been inspected in detail.



**Contact Marc Kön on +49 (6508) 9198295 or e-mail: info@ltb-follmann.de  
Offers in the region of 15,000 Euro.**

### For Sale

#### Weihe 50 (D-7887) in need of a new home.

Professionally built at Freiburg, Germany.

First flight 1960 and based with the French Air Force, Germany, until 1978, then privately owned. The glider still has its original droppable dolly, but sports a bigger FW canopy. The glider has been treated like one of the family, so is in great condition. Comes with a nice trailer (closed with a canvass hood that opens Cobra style) and always stored in the dry.



**Offers in the region of 18.000 Euros. Please contact Ulrich Görke on +49 7666 5664 (Ulrich speaks only German). Interested German or English speaking enquiries can be dealt with via email at: goerke.denzlingen@gmx.de**

### Stop Press! For Sale

#### Focke Wulf Weihe 50

Works Number 4 Built 1952. Some restoration has been carried out to right wing and fuselage. Left wing requires repair to Main spar at the root. Registrations HB-555/D-0893/BGA-2602. Documented from new 1580 hours, 1921 launches.

**£2800 ono.  
Contact Alan Middleton alan@middle48.freemove.co.uk for more details.**

### For Sale

#### EoN Olympia 2b

Abandoned at our club for many years in its trailer. Late model in need of repairs or suitable for spares. Has some glue failure in the D box and some water damage around one airbrake and airbrake box. Fuselage looks to be sound. Trailer will need new tires to make it roadworthy. Sold as seen.

**Open to offers in the region of £500.  
Contact: Bruce Stephenson at: editor@vgc-news.com or mobile: 44 (0)7788426457**

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Contact the editor at editor@vgc-news.com**

## SALES

### NEW LOGO



### TRADITIONAL LOGO

**NEW!**



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 £
Regatta Dover waterproof jacket with fleece lining and hood, ideal for normal gliding conditions! Available in Black, Dark Green, Burgundy (as shown in photo), Red, Dark Blue, Royal Blue or Grey. All sizes available to order	37.00*
Polar fleece	28.00
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Polo shirt	14.00
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Tee shirt (white with large printed traditional logo)	6.00
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\* plus postage or can be delivered to the International Rally in Finland

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

Self-adhesive vinyl Slingsby Sailplanes badges (post 1945 pattern)	Price £
160 mm wingspan (the size applied to gliders)	6 + postage each
300 mm wingspan (suitable for trailers etc)	10 + postage each

Mugs	Price £
White with traditional logo	4.00

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

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

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

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



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