

VGC News

No. 149 - Spring 2017



Rally Reports 
Vintage fun Down-Under

We Remember 
Alojz Petrin

Feature Article 
Finnish PIK-12

and much, much more...





PIN BOARD

The VGC welcomes the following new members :

5587	Paul Bulmer	UK	5599	Gyula Kiss	Hungary
5588	Steve Simon	Canada	5600	Tamas Gal	Hungary
5589	Nathan Hanney	UK	5601	Attila Varga	Hungary
5590	Knut Schulze	Germany	5602	Agnes Abrok	Hungary
5591	Peter Flack	UK	5603	Arpad Szabo	Hungary
5592	Klaus Degner	Denmark	5604	Luc Frisch	Belgium
5593	Oliver Lee	UK	4962	Richard Boyton	UK
5594	Jonathan Jones	UK	5605	Nick Bowers	UK
5595	Linda Jarvis	UK	5606	Guy Hitchins	UK
5596	Steven Leonard	USA	5607	Terry Horsley	UK
5597	Clifford Evans	UK	5608	Guido Kaeppl	Switzerland
5598	Ian Sullivan	UK			



Lina Ivanauskienė and her new little aviator, Reinhardas, tries out an aircraft for size. The entire VGC wish to extend their congratulations to both Lina and Benvenutas for the arrival of little Reinhardas Ivanauskas
Photo: Lina Ivanauskienė



Little Reinhardas is raring to go! Hey mum, are you crazy? I don't want to sit in the back seat I want to drive!
Photo: Lina Ivanauskienė



Congratulations from the VGC News team to our Russian correspondent, Sychev Aleksei Vyacheslavovich and family as they celebrate the arrival of their new daughter, Vera. Mum, Svetlana gave birth to her lovely little girl on the 8th of February, and is now a little sister to her big brother, and protector, Sychev Pavel. I wonder how long it will be before dad starts to corrupt little Vera's mind with all things aeronautical?
Photo: Sychev Aleksei Vyacheslavovich



Rocket man, Sychev Pavel, is shooting for the stars!
Photo: Sychev Aleksei Vyacheslavovich



Psst ... unter uns, Sarah: Die Austria von deinem Vater passt perfekt zu dir!
 Hey Dad, I think you had better rethink where that's Austria of yours is headed? Young Sarah Gilles gets settled in to her future office!
Photo: Alex Gilles

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



<http://www.vintagegliderclub.org>

Objectives of the Vintage Glider Club. To promote the international preservation, restoration and flying of historical and vintage gliders: to collect, preserve and publish information about the above; to locate and preserve documents and artefacts connected with gliding; to cooperate and negotiate with government bodies and other interested organisations to ensure that members' best interests are protected; and generally to do all such acts as may be conducive to the objectives of the Vintage Glider Club being met.

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Front cover: Days gone by. Classic 1960's British Gliding in its heyday at Nympsfield.

Photo: Chris Wills collection

Backcover: The Red Bull Blanik Display Team lights up the evening sky.

Photo: Peter F. Selinger



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Finnish PIK-12

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Jan Forster - VGC President

From the President's Corner



This is a hobby, not a war!

Our club has faced some challenges in the past but we overcame them.

We do however have one hot topic, that being the Archive. Our club is unusual in that we do not have club gliders, winches, clubhouse or an airfield but we do have an Archive. Yes our members have gliders and we all enjoy the hospitality of national and international sites where

we can hold rallies. For want of a better description we are a flying museum with participants from around the world. The only 'property' which the club has is the archive. David Williams has catalogued items held in the archive, this means that we now know what we have. The archive not only has drawings of British gliders but also Foreign gliders, historical photographs and more besides. Enquiries have increased since David took over the management of the archive. David has sent copies of drawings, photographs out to many countries. Sometimes it is just general information that is needed or pointing someone in the right direction where they can get help for a project.

We lease a space at Bicester Airfield to house the archive, this does not give security for the future. What do we do? We are now looking for a place to keep the archive which would give it a more secure future. This will cost money, therefore we need to raise funds for this project. The Board is looking at various options. We need to secure the archive for the future.

People worry that we are losing members. Yes it is a worry but gliding in general is shrinking, even the clubs and national gliding associations are working hard on it (after 10 years of losing 100 members a year, we, the Netherlands have made a little plus!). The clubs don't know where their new members will come from, we do: they are already in the clubs. Many clubs they are fighting to survive, airspace is taken, airfields closed by planning commissions, rules are taking our breath, it is like war. We offer peace; we show that gliding, our hobby, is not war, but peace. We offer fun, friendship and excitement to remind them why they started gliding.

At the AGM in Germany 2018 it will be time for me to step down as President. It is a privilege to be your President; it is fun and opens possibilities for the good of the club. We have to start looking around for a successor. After two UK Presidents and one Dutchie; it would be good to find a German, now the biggest group in the VGC, or someone from another country to take on the role of President. The candidate should be well known and a long time active member of the VGC a bit eccentric and with a good sense of humour is always good, the President is the conscience of the club. If you know someone you think would be a good candidate, please contact the secretary Christine Whittaker.

Looking at the events calendar for this year there are a lot of rallies taking place all over the world. In my part of the world we are going to have some excitement; National rallies and the International rendezvous and rally. I hope to see many of you throughout 2017.

Jan Forster
VGC President

Bruce Stephenson - Editor

Editor's Comment



In the last couple of years, ongoing aging sailplane issues have occupied much of my gliding thoughts. With debates ongoing both here and in the United States, I have attended recent 'Aging Sailplane' seminars in the USA (one wonders why the VGC doesn't get more interactive in inviting debate and pooling expertise in the same way I wonder?). Added to this I have also been working in close cooperation with the BGA Technical Committee over our recent glue

articles, it is clear that there is mounting evidence that, at some

stage, we are going to have to accept that we may have to take a more holistic view of operating our gliders into the future. Time has his marching boots on and with some of our early gliders now well over 80 years old, it has become evident that an even stricter airframe monitoring is vital if we want to continue to safely operate these airframes well beyond their originally envisaged design lives.

Of course a practical approach must continue to be taken over long-term serviceability and should continue to be carried out, based on a thorough inspection process on an airframe-by-airframe basis. With current mandatory inspection programs in force for detailed inspections of some of our popular Schleicher

wooden fleets, in addition to well documented tribulations with some of the SZD series of wood gliders, recent years has seen a substantial reduction in our active wood fleets here in the UK. Added to this is a noticeable reduction of restorations being carried out here in the UK, combined, is resulting in our wood fleets silently being decimated.

So, after running our successful and on-going series of glue articles in VGC News, it was with great personal interest when I was invited to attend a recent BGA Technical Committee meeting. I think by now, that all reading this will be well aware of the BGA's highlighted concerns and documented findings over Kaurit issues (whose mandatory inspections only apply to UK registered gliders by the way). In the UK, this issue has had a devastating effect. Official BGA figures show that in just a few short years, some types of gliders have more than halved in terms of active numbers.

There are often a myriad of reasons for glue failure. Contributing factors often include gliders being kept for long periods of time in less than ideal storage solutions, which includes being kept within unventilated or leaky trailers. This can be particularly devastating, especially in light of our wet climate, but it is by no means a problem which is confined to the UK.

With increasing documented evidence of the growing number of glue failures being discovered outside the UK (as is eloquently testified to elsewhere within these pages), leads us to the glaring FACT that we need to seriously think about the future and long-term issues associated with operating all types of older fleets (and not just wood). We have to accept that as glue ages, its

strength can, and does deteriorate, with some types outperforming others. Whilst some glues may remain well within the design criteria, over time others may not and may begin to fail to stand up to the demands required for ongoing airworthiness. Many of us may have to come to accept that some airframes are going to require major work in the coming years in order to continue to meet these requirements.

These statements may not settle easily with some. Many owners who will no doubt argue that continued debate only adds to unsubstantiated fears and levels of unwarranted bureaucracy that will only serve to ground some gliders and potentially devalue current airworthy airframes.

We here at the VGC have more of a vested interest than most. I firmly believe that we need to actively join in on debate and support and work together with the authorities in developing more rigorous, robust, and practical inspection techniques. We also need to share MORE information regarding gliders that were manufactured within our own borders, especially those manufactured within the former Eastern Bloc areas. It is only by working together that we can help ensure the long-term future of our current vintage and classic glider fleets as well as make our views heard on how we operate our gliders safely into the future.

We have to accept that if we do not step up to the mark and take a leading role, we may find that the bureaucratic processes may very well decide our long-term futures for us.

**Here's to a safe and happy flying season,
Bruce**

Andrew Jarvis

2017 VGC Annual Dinner

We are delighted to announce that this year's dinner will take place at Farnborough, England, which will take place on Saturday 7th October. Not as scenic as Friedrichshafen, in fact not scenic at all, but just as historically important.

The venue is the Holiday Inn, which is an imposing Edwardian building very close to the aerodrome. It has some spacious lounges and dining suites, in which I think we have 'bagged' the best one! Farnborough's glory days as one of the country's most famous test and airshow sites is superbly preserved in a densely-packed museum called FAST (Farnborough Air Sciences Trust), which is very close to the hotel. We plan a group visit around 2pm on the Saturday afternoon. The museum visit is included in the dinner price.

Are we having an after-dinner speaker? The answer is an emphatic 'yes' and the victim is Steven Slater. Steve is a remarkable person, president of the Vintage Aeroplane Club and also CEO of the Light Aircraft Association (LAA). Despite being happiest sitting behind a propeller, Steve owns a Grunau Baby, 'not quite' airworthy. Lastly, he co-owns an incredible BE2c replica of 1915 vintage and maybe he will even fly it in to one of our rallies.

Now for 'die Rechnung', or 'the bill', the bottom line is a very reasonable 40 pounds per person, which includes one drink, three-course dinner, coffee, top speaker and the museum visit! To reserve your place, please contact myself via my email:

ukrallysec@vintagegliderclub.org, Early reservations will help



An imposing Edwardian venue for the 2017 VGC Annual Dinner

everyone enormously and will keep costs down and don't forget to also indicate if you wish to attend the museum visit!

Payment can be made via the VGC Paypal account. Simply go to the VGC website (www.vintagegliderclub.org) and click on the merchandise icon, where you will find a further icon labelled 'dinner'. Although payment is not needed immediately, payment MUST be made before the dinner however.

BOARD NEWS/CLUB NEWS

In regards to hotel rooms, we have been given an amazingly generous rate of 60 pounds for a double room, including two breakfasts, or 75 pounds for an executive/family room, which also includes breakfast. At this point I do not have single-person rates, so again, please contact me for further details. I urge you all to act NOW to secure a room at these prices. You can do this by phoning Emma (Events Co-ordinator) at the Holiday Inn, Farnborough on (0044) (0)871 942 9029 or send an email to events@hifarnborough.com but of course don't forget mention the magic words 'VGC Dinner!'

Lastly there is the Après-ski! Weather permitting GHC gliders will be available for GHC members to fly at nearby Lasham on Sunday 8th October. Hopefully an autumnal flying day will round off a great weekend and I'm sure, a memorable year of vintage gliding. So what are you waiting for? To secure your place, please email me to say you are coming and then book your room from Emma at the hotel. Once finalised, I will publish the final details of single rates, timings, menu, etc in the Summer issue of VGC News.

Andrew Jarvis

Welcome aboard!



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The VGC News team is delighted to welcome its newest Correspondent to the team, the delightful Lina Ivanauskienė. Lina is the first lady to our Correspondent team and is the wife of well-known VGC member, Benvenutas Ivanauskas. A busy mum to little Reinhardas (see kids club), Lina is a keen supporter of Vintage gliding and trusted co-pilot to Ben. VGC News would like to take this opportunity to extend our thanks to Martynas Lendraitis (whom Lina replaces) for his support and hard work keeping us informed of Lithuanian news in past issues. Thank you Martynas.



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Continuing on this note, I am excited to announce that we have a new correspondent for Ireland, Owen Anderson. Owen is a keen and active member of the Ulster Gliding Club in Northern Ireland. Owen has kindly stepped up to the mark to keep our readers up to date with Irish activities and is quite literally a one-man production line. With many restorations under his belt to date, he has several other projects on the go at the moment, including a Kite 1. To read more about his latest activities, please turn to page 40. On behalf of all the entire VGC News team, may we extend our heartfelt thanks to both Owen and Lina for their valued support.

VGC News team hobnobbing it with Hollywood!

You may all remember in issue 148 that I was delighted to introduce our newest member to the VGC News team, Robert Pfeiffer? Well somehow Robert managed to evade my normally persuasive threats to forward me with a photo himself for Issue 148, so my secret service sources recently informed me of one of his latest 'Hollywood' visits. As an avid and hopeless self-confessed 'Petrol Head', Robert (front row, third from the left) is in great company with none other than that Hollywood 'Petrol-Head' and super-star, Jay Leno (2nd from the left if you haven't already guessed!). Robert made the visit to Jay Leno's car collection with his dad, Neal (who is standing directly behind Robert), who is the Vice President of Advanced Technologies at Mooney International and if you haven't already guessed, is our main Workshop Flyer correspondent. To the left is also Jerry Chen, CEO of Mooney International, whilst to the right are other Mooney employees.



Stop-Press!

The VGC is delighted to announce the recent award of the Fédération Aéronautique Internationale (FAI) Paul Tissandier Diploma to the DaSK President, Johannes Lyng for his outstanding efforts to Vintage Gliding. Johannes, who for many years, has been a leading figure of Vintage Danish gliding and a popular figure to many of our VGC Rallies, played a huge part in making the Danish Historical Gliding Club (DaSK) so well-known worldwide.

Johannes was officially awarded the diploma on March 12, 2017 by the Chairman of the Royal Danish Aero Club, Mr. Hjalmar Nielsen.

VGC News and the entire club would like to extend their congratulations to Johannes for his unstinting dedication to both his close friends and all their efforts have achieved through the DaSK in the wider gliding community.



A proud and well-deserved moment for Johannes as the Royal Danish Aero Club Chairman, Hjalmar Nielsen, presents his Diploma.

Photo: Henrik Vang Hansen.

Stop-Press!

Ein Leben für die Fliegerei

Überraschungs-Party für die Frankfurter Segelflug-Legende Josef Kurz zum 90. Geburtstag / Branchenmitglieder aus ganz Deutschland ehren den Motor des Deutschen Segelflugmuseums / Bis heute unermüdlicher Einsatz für den Flugsport

Josef Kurz verbrachte sein Leben in der Luft. Vor 76 Jahren stieg er zum ersten Mal in ein Flugzeug. Seitdem ist er vom Bazillus der Fliegerei infiziert. Als Flugzeugschreiner und -bauer, Fluglehrer, Buchautor und Vorstand vieler Organisationen hat er den Segelflug nach dem Zweiten Weltkrieg entscheidenden Auftrieb verliehen. Mittelpunkt seines unermüdlichen Wirkens bilden die Wasserkuppe und das Deutsche Segelflugmuseum mit Modellflug auf der Wasserkuppe. Den 90. Geburtstag des Frankfurters nahmen seine Wegbegleiter aus ganz Deutschland zum Anlass, ihm mit einer Überraschungsparty für sein außerordentliches Engagement zu danken.

Ein roter Teppich, bunte Blumen und ein großes Plakat „Heute Geburtstagsempfang“ kündeten am 11. März davon, dass im Deutschen Segelflugmuseum mit Modellflug etwas Besonderes von statten geht. Ahnungslos wurde „Seppl“ Josef Kurz hineingelotst und zu einem bequemen Sitzplatz gleich neben seinem geliebten, von ihm selbst gebauten Segelflugzeug DFS Habicht platziert.

Ausnahmsweise sprachlos nahm der Jubilar viele Geschenke, Urkunden und Ernennungen von Ehrenmitgliedschaften entgegen, verfolgte verwundert und aufmerksam die Grußworte von Bürgermeistern und Verbandskollegen. Die Laudatoren skizzierten ihren „Seppl“ als unermüdlichen und leidenschaftlichen Flieger von Segel-, Motor- und Oldtimerflugzeugen, als Flugzeugbauer mit goldenen Händen, als Organisationstalent der ersten Reihe, das gerne Verantwortung getragen und findig finanzielle Mittel für den Flugsport aufgetan hat, als erfolgreichen Förderer in der Verbands- und Jugendarbeit sowie als herzenguten Kameraden, der sein Leben seit Erhalt der ersten Fluglizenz mit 14 Jahren bis heute bedingungslos dem Flug-

sport widmet. Respekt zollte man dem Piloten beim Blick in die Vergangenheit mit einem Weltkrieg und jahrelanger russischer Gefangenschaft. Doch kaum zurück, wirkte der Flieger-Bazillus des damals 22-Jährigen wieder.

Ein Anliegen war dem Träger des Segelflugleistungsabzeichens Gold-C mit drei Diamanten bei all seinem Wirken der mutige Blick in die Zukunft, aber auch das Wahre der Fliegertraditionen. Dies spiegelt sich bei seinem Engagement für die Oldtimer-Restaurierung wider. Ohne „Seppl“ gäbe es legendäre Flugzeugtypen wie den DFS Habicht, den DSF Reiher oder den Udet Flamingo nicht mehr. Dank zollten ihm die Vorstände des Oldtimer Segelflugclubs Wasserkuppe und des Vintage Glider Clubs, der Gesellschaft zur Förderung des Segelflugs auf der Wasserkuppe und die Traditionsgemeinschaft „Alte Adler.“

Im Laufe der Jahrzehnte hat der Vater zweier Söhne deutsche Segelfluggeschichte geschrieben: als Mitgründer der Akademischen Fliegergruppe Frankfurt, als Träger der Goldenen Daidalos-Medaille des Deutschen Aeroclubs und des Landesehrenbriefs des Landes Hessen für 50-Jähriges ehrenamtliches Engagement.

Maßgeblich mitgeprägt hat der Mann mit der Mütze auch die Geschichte auf der Wasserkuppe: als Vorstandsmitglied der Gersfelder und Poppenhäuser Rhönflugvereine, sowie als Mitglied der Gesellschaft zur Förderung des Segelfluges auf der Wasserkuppe e.V. und als Vorstandsmitglied der Stiftung Deutsches Segelflugmuseum mit Modellflug. Entscheidende Hilfe leistete der manchmal liebevoll „letzte Rhönindianer“ genannte Flieger u.a. beim Erweiterungsbau für das Museum und die Museumswerkstatt.

Trotz Krebserkrankung verbringt Josef Kurz bis heute jede freie Minute auf „seinem“ Berg. Jüngst sorgte „Seppl“ mit Unterstützung der Jugend dafür, dass der alte Schulgleiter SG 38 in standgesetzt wurde. Nachzulesen ist die beeindruckende Lebensgeschichte in seinem Buch "Ein Leben für die Fliegerei".

CLUB NEWS



Erstaunt und ausnahmsweise sprachlos verfolgte Josef „Seppi“ Kurz die liebevolle Ehrung seiner Fliegerkameraden anlässlich seines 90. Geburtstags.

Josef Kurz reflects on 90 years
Photo: Tonya Schulz



Dr. Harald Kämper, Vintage Glider Club; Steffen Korell, Bürgermeister Stadt Gersfeld; Helmut Sinn; Josef Kurz; Manfred Helfrich, Bürgermeister Gemeinde Poppenhausen; Claudia Stengele, Vorstand Segelflugmuseum; Frank Thies, 1. Vorsitzender OSC Wasserkuppe, Wolfgang Weinreich, Präsident „Alte Adler“; Rudi Bauke, DAeC; Dr. Manfred Neidert, Vizepräsident GFS
Photo: Tonya Schulz.

INFO Deutsches Segelflugmuseum mit Modellflug Wasserkuppe
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Geöffnet / Open:
Apr. - Oct 9.00 - 17.00
Nov - Mar 10.00 - 16:30
www.segelflugmuseum.de

Josef Kurz – 90 years of passion for aviation

Recently, Josef Kurz, celebrated his 90th birthday. As a young boy at the end of the war he was supposed to train on the Habicht glider, but was sent to defend the Reich instead. This ended in Russia, as Prisoner of War. Nevertheless, when back home, he started flying and was very active in the flying clubs on the Wasserkuppe. He was the force behind the 'Rhön Oldtimer Segelflug Club' which has restored many old gliders. Josef was very eager to find drawings of the Habicht and after a long hunt, new working drawings were created. Within the Club, they built the Habicht, which he did not get to fly during the war, thus he was finally able to fly his dream glider some years later after a slight delay! The Club publically displayed the glider for the first time at the

VGC Rally in Aalen in 1987. Its thanks to Josef's driving force that the Habicht is now back in the air, a glider that would have only existed in one French museum as static exhibit and in old pictures gathering dust and on the way to be forgotten. In the meantime no less than 2 other Habicht's have been built, all thanks to Josef who paved the way. The same story has happened with the famous 'Reiher' glider, and the Udet 'Flamingo' biplane. He also built other motor-aircraft, and finally the 'Me 163' full-scale flying replica, as a glider. Although suffering from illness caused by cancer, he is still active in the workshop on the Wasserkuppe and recently built new wings for an SG38! Josef, the VGC is thankful for all that you have done for gliding and wishes you all the best for the future!

Peter Ocker



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Neal Pfeiffer Workshop Flyer



Starting in this issue, we are delighted to be able to bring Ian Pattingale into the fold of **Workshop Flyer**. Ian, who is the VGC Technical Officer, also sits on the BGA Technical Committee and has kindly agreed to introduce a new service in bringing you all up to

date with new and ongoing BGA engineering and maintenance reviews. With some practical advice on general husbandry of glider ownership, it is not only of general interest and importance to those of you whom are private owners, but more significantly,

with the recent introduction of the new **Self-Declared Maintenance Programme**, we will also be periodically updating readers with an overview of the latest significant updates of airworthiness directives that are currently in force.

BS



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technicalofficer@vintagegliderclub.org

Spring 2017 Engineering Update

Now we are at the beginning of Spring (and what looks like some suspiciously warmer weather) it's the traditional time for the Annual Maintenance Review (or AMR in 'EASA world') or C of A renewal for Annex II gliders. If this is the first time that you have taken a good look at your gliders this year then it is worth having a detailed inspection in the airframe for any evidence that your glider has been used as overwinter accommodation for some of our furry friends. If you do find evidence of an 'infestation' then you will need to ensure that any resulting debris is removed (glider wings make great storage areas for acorns and the like), and that there is no residual damage to the structure or glider wiring. This can take the form of physical 'chewing' marks or, especially with rodents, damage by mouse urine, but this is by no means the only forms of damage so please be vigilant and if in any doubt consult your local inspector or BGA Regional Technical Officer for guidance.

Please note that the following forms have been just updated and put on the BGA website

BGA 204 inspection report. Update was a change to the Annex 2 Certificate of Release to Service statement

BGA 205 Rectification report. Update was a change to the Annex 2 Certificate of Release to Service statement

BGA 267 Form. Update was a change to the Annex 2 Certificate of Release to Service statement

BGA 210 work pack document control sheet. Updated

BGA 276 ARC report form. Update is the inclusion of the Mandatory review of the Self-Declared Maintenance Programme (SDMP) at every ARC. This is a new development with the phasing out of the generic CAA Light Aircraft Maintenance Programme (LAMP) and the BGA General Maintenance Programme (GMP). Essentially this means that the glider owner will now take responsibility for the glider maintenance programme and this will be reviewed at every AMR/ARC renewal. This only applies to EASA aircraft, so those of you with Annex II gliders can continue to use the BGA 267 inspection report for your annual inspection requirements (not forgetting to include any mandatory tasks such as the Olympia 460/463 series gliders wing spar ongoing inspections for example). Any mandatory tasks applicable to your glider should form part of the glider maintenance schedule and planned/inspected accordingly. Details of these tasks can be found on the BGA website but as before, if in any doubt, please consult your local inspector or BGA Regional Technical Officer for further advice.

BGA 286 Form for owner declared parts. This is a brand new form for parts released without an EASA form 1 or where you don't have a Certificate of Conformity – this will enable you to install (for example) wheel bearings from your local bearing supplier without having to go back to the glider manufacturer to obtain the 'official' replace-

ments. Please bear in mind that YOU will now be taking responsibility for installing any such items and that they should be on a like-for-like otherwise you are modifying your glider which needs alternative documentation and subsequent certification. All the above can be found on the BGA website in the "Airworthiness Forms" section. See below for link.

www.members.gliding.co.uk/library/airworthiness-forms-2

For those of you with a Schleicher wooden glider the following inspection has now been updated to Issue 06. Please note that there is a similar inspection for ALL wooden gliders if you think they have been manufactured/repared using Kaurit glue (BGA Inspection 047/02/2006 Issue 1 refers)

BGA inspection 042-07 Glue inspection, has been updated with the latest data and makes the inspection at 3 year intervals. It can be found in the "BGA inspections" under Inspection 042-07 near the bottom of the page.

www.members.gliding.co.uk/airworthiness-2/airworthiness-directives

The intention is to publish more Engineering type articles in due course but if you have any suggestions for any specific topics please contact the VGC editor at: editor@vgc-news.com or the VGC Technical Officer at technicalofficer@vintagegliderclub.org

**Ian Pattingale
VGC Technical Officer and BGA
Technical Representative**

Neal Pfeiffer

Epoxy for Wooden Glider Repair and Construction Part 1

In the USA, epoxy resins have been used extensively in the manufacture of wooden homebuilt aircraft. There are decades of service history in the USA, but in Europe, we have little or no authorised recorded usage

of epoxy glues in glider repair. Primarily written for our sister magazine, Bungee Cord, epoxy glues remain of interest to our readers outside America and with the imminent introduction of new EASA proposed amend-

ments for Standard Repairs which defines and allows a small number of epoxies to be used in secondary repairs, it has been decided to run this article in full.

BS



This article is written to provide information on epoxy adhesives and their use to repair and build wood aircraft. Epoxy resins have been used since the late 1950's in the construction of composite fiber-reinforced aircraft. Epoxies have also been used to construct various wood homebuilt airplanes and gliders. However, in general outside of the construction of a few specialty replica wood aircraft, there is little or no commercial construction of new wood aircraft. This means that there is little or no knowledge within government agencies that is directly applicable to the certification of epoxy adhesives for wood aircraft.

Governmental Positions on Epoxy Adhesives

The FAA does not provide a clear message on the use of epoxy for structural joints in wood aircraft. The latest edition of the FAA Aviation Maintenance Technician Handbook [1] contains the following two paragraphs:

New adhesives have been developed in recent years, and some of the older ones are still in use. Some of the more common adhesives that have been used in aircraft construction and repair include casein glue, plastic resin glue, resorcinol glue, and epoxy adhesives.

and,

Epoxy adhesive is a two-part synthetic resin product that depends less on joint quality and clamping pressure. However, many epoxies have not exhibited joint durability in the presence of moisture and elevated temperatures and are not recommended for structural aircraft bonding unless they meet the acceptable standards set forth by the FAA in AC 43.13-1, as referenced earlier in this chapter.

So now searching FAA Airworthiness Circular AC 43.13-1B, Acceptable Methods, Techniques, and Practices - Aircraft Inspection and Repair [2], one finds paragraph 1-4 b(6):

Epoxy adhesives are a two-part synthetic resin product, and are acceptable providing they meet the requirements of paragraph 1-4a. Many new epoxy resin systems appear to have excellent working properties. They have been found to be much less critical of joint quality and clamping pressure. They penetrate well into wood and plywood. However, joint durability in the presence of elevated temperature or moisture is inadequate in many epoxies. The epoxy adhesives generally consist of a resin and a hardener that are mixed together in the proportions

specified by the manufacturer. Depending on the type of epoxy, pot life may vary from a few minutes an hour. Cure times vary between products.

and this paragraph is followed by this cautionary note (bolded in the original document):

CAUTION: Some epoxies may have unacceptable thermal or other hidden characteristics not obvious in a shop test. It is essential that only those products meeting the requirements of paragraph 1-4a be used in aircraft repair. Do not vary the resin-to-hardener ratio in an attempt to alter the cure time. Strength, thermal, and chemical resistance will be adversely affected. Read and observe material safety data. Be sure to follow the adhesive manufacturer's instructions regarding mixing, open and closed curing time, and usable temperature ranges.

So now one jumps back up to paragraphs 1-4 and 1-4a of the AC:

1-4. ADHESIVES. *Because of the critical role played by adhesives in aircraft structure, the mechanic must employ only those types of adhesives that meet all of the performance requirements necessary for use in certificated civil aircraft. Use each product strictly in accordance with the aircraft and adhesive manufacturer's instructions.*

a. Adhesives acceptable to the FAA can be identified in the following ways:

(1) Refer to the aircraft maintenance or repair manual for specific instructions on acceptable adhesive selection for use on that type aircraft.

(2) Adhesives meeting the requirements of a Military Specification (Mil Spec), Aerospace Material Specification (AMS), or Technical Standard Order (TSO) for wooden aircraft structures are satisfactory providing they are found to be compatible with existing structural materials in the aircraft and the fabrication methods to be used in the repair.

The Aviation Maintenance Technician Manual implies that while some epoxy adhesives may be appropriate, others might not. It refers the mechanic back to AC-43.13 for clarification. It also indicates that some epoxy adhesives have been utilized for construction or repair, but there is no specific guidance on which resin systems have been used successfully. The last paragraph above, 1-4a(2), points to specifications that are tied to adhesive testing. One last paragraph in AC-43.13, 1-4b(4), provides a reference to applicable test specifications:

Federal Specification MMM-A-181D and Military Specification MIL-A-22397 both describe a required series of tests that verify the chemical and mechanical properties of resorcinol. Resorcinol is the only known adhesive recommended and approved for use in wooden aircraft structure and fully meets necessary strength and durability requirements. Resorcinol adhesive (resorcinol-formaldehyde resin) is a two-part synthetic resin adhesive consisting of resin and a hardener. The appropriate amount of hardener (per manufacturer's instruction) is added to the resin, and it is stirred until it is uniformly mixed; the adhesive is now ready for immediate use. Quality of fit and proper clamping pressure are both critical to the achievement of full joint strength. The adhesive bond lines must be very thin and uniform in order to achieve full joint strength.

Here are a few conclusions for this convoluted path through the FAA regulations:

1. The FAA recognizes that resorcinol is an acceptable adhesive, however, it notes that it requires precise fit of the bond lines, high clamping pressure, and a working temperature that typically must be at or above 70°F (although some formulations may allow use down to about 60°F.) So this adhesive requires excellent workmanship and some amount of environmental control in a workshop. For construction and particularly for repairs, it also may require custom clamping fixtures to provide the necessary joint pressure.
2. The FAA recognizes that epoxy adhesives are tolerant of joint fit and require little to no clamping pressure. Epoxy may also be used at lower temperatures; at least one formulation can be used down to 35°F, although it will take a week for full cure at that temperature. So this adhesive may be used successfully by mechanics with less experience, because the joints will be easier to make and will require less effort to hold the parts in place while curing. It may also be used in most any workshop, even without environmental temperature control.

Resorcinol is the last adhesive to receive FAA approval for wood aircraft. Since there has been very little commercial use of wood for aircraft since the 1950s, there has not been a reason to commercially qualify more recent adhesives for aircraft use. This leaves epoxy and other more recent adhesives in a gray area for the FAA.



So how do other government authorities handle wood adhesives?

The Australian Civil Aviation Safety Authority (CASA) prepared Airworthiness Bulletin AWB 02-011, Timber, Plywood and Adhesives for Aircraft Use [3]. Section 7 deals with adhesives for wood structures.

7. ADHESIVES

In line with other materials and processes, adhesives for timber and plywood are not approved by CASA. The onus is on the end user i.e. the manufacturer or repairer of the aircraft or product to be satisfied that the adhesive is suitable in the particular application.

- Be satisfied that the adhesive is suitable for the application, i.e. waterproof, non-elastic, not corrosive to the wood fibres, not subject to fungal attack etc;*
- Is recommended by the adhesive manufacturer as suitable for wood gluing, and preferably (but not usually available) as recommended by the adhesive manufacturer as suitable for aircraft wood gluing;*
- Is manufactured in accordance with a suitable recognised standard;*
- Is used in accordance with the adhesive manufacturer's instructions as to shelf life, mixing instructions, spreading requirements, pot life, clamping requirements, temperature and humidity limitations, gap filling properties etc;*
- Be satisfied with the documentation received with the adhesive;*
- Do whatever goods inwards inspection and testing the user needs to be satisfied.*

The following adhesives are commonly used for aircraft wood gluing:

- Resorcinol Formaldehyde Synthetic Resin Glue*
- Urea Formaldehyde Synthetic Resin Glue, and*
- Epoxy resin Araldite AW 134 and Hardener HY 994.*

Any worthwhile adhesive could be used, especially if supported by history of aeronautical use. New adhesives are still being developed.

The use of a different adhesive to that specified in the approved design data of a certificated aircraft requires modification approval.

The CASA guidance specifies requirements for physical properties in 7(a), appropriate use in 7(b), a requirement for a quality control procedure at the adhesive manufacturer in 7(c), and proper use by the manufacturer or mechanic in 7(d). Paragraph 7 puts the onus on the manufacturer or mechanic, and this may include

appropriate tests in 7(f) to satisfy the user. But CASA goes further; it names a specific epoxy resin system as being commonly used. It also provides the following general guidance:

Users should understand the techniques used in the gluing process, of timber surface preparation for gluing, cleanliness, and avoiding sanding of gluing surfaces (planed surfaces and light scraping are recommended). Contamination of the surface by oil from hands, sander dust etc can inhibit adhesive penetration into the fibres. Some adhesives are not suitable for gluing at low temperatures. It is crucial not to disturb the joint until the adhesive has hardened. Full strength may not be developed until the temperature reaches the minimum cross-linking temperature. This is usually acceptable provided the joint has not been loaded prior to the final cure. The moisture content of the wood should be considered, as too low a moisture content can wick the glue away from the surface and too high a MC can inhibit glue penetration.

Glass transition temperature is the temperature at which synthetic resin adhesives soften. Some epoxies in common use have low glass transition temperatures. Ensure the glass transition temperature is well above the expected temperature that the structure will be exposed to when the aircraft is sitting in the sun on a hot day. The best way to have confidence in the result of any gluing procedure is to make up test specimens or coupons from the same batch of glue, or offcuts from the actual gluing and to break the joints. There should be 100% wood fibre break. Fundamentally the glue is a lot stronger than the shear strength of the wood, so the glue should not break.

An excellent idea is to put some glued samples into the bottom of an aircraft for later breaking to get an idea of the continuing integrity of the joints at say 10, 15 and 20 years and even longer. These samples can themselves be lightly glued into the aircraft.

The British Gliding Association (BGA) has an online library of material that includes the *Standard Repairs to Gliders* [4] in six sections. The section on wood is unfortunately dated and only includes adhesives prior to epoxy. Another document, the Airworthiness and Maintenance Procedures (AMP) manual [5], provides the following statements:

Repair of Wooden Structures

3. Minor repairs to wooden structures should be made using the techniques and repair schemes described in the BGA publication 'Standard Repair to Gliders'. Major repairs, which includes (sic) all repairs which affect the structural integrity of the glider, are to be supervised and certified by a BGA Senior Inspector.

The BGA has an active volunteer Technical Committee that supports continued airworthiness for gliders. It provides guidance to the inspectors. The author has been unable to find guidance on epoxy adhesives for wood structures in the online material from the BGA.

The European Aviation Safety Agency (EASA) released a draft policy in 2016 for the use of epoxy for minor repairs of wood and wooden mixed structures. It is reported in a Notice of Proposed Amendments NPA 2016-17 under Standard Repair CS-SR804a. It mentions T-88 and Araldit by name, but restricts usage to secondary structure.

A primary task of the above government and regulatory agencies, is to ensure safety of aircraft. While they provide regulations for the design and operation of aircraft, they typically do not suggest design solutions. As such, they provide no formally approved design manual for epoxy adhesives for aircraft that would readily allow these resins to be utilised in the fabrication of new aircraft and the repair of those already in the field. They simply acknowledge that some epoxy adhesives have desirable features, but also note they have limitations.

Since there are still many wood gliders in service, it is up to our vintage community to help fill the information gap with data from other sources. As we collect this data, we can provide it to the agencies so they have confidence that these gliders can be maintained and remain airworthy.

In part 2, Neal will take us through a brief overview of how Epoxies have been successfully utilised in boats, wind turbines and home-built aircraft.



Edi Kraus

Reference to Workshop Flyer, VGC-News No 147 Summer 2016, Aerolite and Aerodux glue

Page 11/12: Aerodux Glue Article

Bruce Stephenson's article illustratively and clearly reports about 'Aerodux Glue'. I would like to bring to your attention, page 11 under 'Identification and usage' that it states that in the text that Aerodux 500, along with its hardener, Aerodux 501, is mixed together in a relation of 1 to 1. Only Aerodux 185, with the hardener, Aerodux HRB 150, is exclusively sold in Germany by the standard dealers, Friebe, Siebert and so on. To my knowledge it is also the sole Aerodux product that has the licence to be used here in Germany. But it has a different ratio of mixture: Five parts

by weight of Aerodux 185 to one part of weight of the hardener, HRB 150. (This is **5 to 1!**).

Until the year 2000, there was an alternative glue in Germany called 'Kaurasin 440' (but is now no longer available).

Another important point is the use of Aerodux together with old glued joints.

Again you can read about Aerodux in the article: *'During the application stage, it is however sensitive to alkalis and acids, but will tolerate alkaline residue when casein glue has previously used.'*

Following this text, the author goes on to revitalise his statement: *'Where any other glue (including casein) has been previously used, ... you are advised to thoroughly clear*

the area of any traces of the old glue, and where necessary, cut back the area to expose fresh timber.'

Consequently when finding old glued joints (where was casein) the way of proceeding is to take the casein away. Under certain preconditions (Aerodux 500) 'will tolerate alkaline residue'.

Reading the instructions of Aerodux 185 concerning gluing with joints of older origins you can find the following:

'Wooden parts that were formerly joined with casein or other alkaline glues, may not be used together with Aerodux 185 as the hardening process of the glue will be negatively influenced by alkaline!'

Edi Kraus

Dear Edi,

Thank you very much for your interesting comments re-Aerodux glue. This is exactly the sort of discussion that we hoped to generate in our wider understanding of glues used in local wooden glider construction.

You are right that in as much as I hadn't mentioned Aerodux 185, as Aerodux 500 is by far the most encountered form of Aerodux glue here in the UK for wooden aircraft construction/repairs and I thank you for bringing it to our attention. To avoid any confusion to our readers, it is worth pointing out that when talking about mixing ratios, Aerodux 185 will vary significantly to that of Aerodux 500 as Aerodux 185 employs a powdered hardener, whereas Aerodux 500 has a liquid hardener but you make a valid and important point however.

More importantly, your point regarding Aerodux 185 and its susceptibility to alkaline is also noted. As the article points out, Aerodux has a good tolerance to alkalinity and there

should be no need to chemically treat the area accordingly.

In response to your letter, I have consulted with the manufacturer of Aerodux 185, dynea, and it is interesting to note that they indeed confirmed that alkalinity will not adversely affect the quality of the joint, but good preparation is vital for a good bond (see below).

Therefore both Aerodux 500 and 185 can be quite safely used in alkaline environments and as such, I have included the relevant section of a reply from dynea, for further clarification.

Whilst on the subject, it is interesting to note that dynea have also confirmed that where high concentrations of ACIDY are suspected, it is indeed prudent to follow the general guidelines of the article. They go on to suggest that where there is a measured pH (potential of hydrogen) level of 4 or less (the equivalent to that of vinegar), then the pro-

cedure described in the article should be considered, but note that: **'make sure the wood is dried down before gluing, in order to avoid over-penetration and starved glue lines!'** They also suggest that alternatively, quote: **'I recommend pressing time overnight at increased temperature (30-40°C, 85 - 105°F) to overcome the effect of the acidic influence. By doing so, no washing is needed!'**

Finally, if anyone wishes to measure pH levels of suspected acetylated wood and are at a loss on how to do so, one method is to take a sample of sawdust from the suspected affected area. For every gram of dust, mix with 4ml of DISTILLED water. Leave overnight and measure the resulting pH levels of distilled water with pH test-paper strips.

Again thank you for your valued feedback.
Bruce Stephenson

Extract of a recent email from Ronny Bredesen, dynea, A.S. Norway

"PRF-adhesives cures in an alkaline environment. So the same concern is relevant when gluing low pH wood species like oak, ash and chestnut. Aerodux 185 still works fine with those species, but one should be aware that the lower pH might require longer pressing times.

When it comes to your question, I fully support your understanding. PRF-adhesives have a much better tolerance to alkalinity. As long as you prepare the joints, allowing gluing on fresh wood, there should be no reason for concern as long as general guidelines are followed.

If the alkaline environment influences, it will not destroy or reduce the quality of the cured glue line. The influence would be more in the direction of shorter open and closed assembly time, and shorter pressing time."



UPCOMING EVENTS

2017 Vintage Rally Dates

29/04/2017 – 01/05/2017	VGC Season Opening	Aschaffenburg/Obernau, Germany
29/04/2017 – 01/05/2017	Haddenham Vintage Rally	Haddenham, UK
05/05/2017 – 07/05/2017	Eastern Vintage/Classic Regatta	Benton, TN, USA
08/05/2017 – 11/05/2017	London Skyline Rally	Kenley, UK
26/05/2017 – 29/05/2017	Western Vintage/Classic Regatta	Tehachapi, CA, USA
27/05/2017 – 02/06/2017	UK National Rally 2017	Aston Down, UK
01/06/2017 – 07/06/2017	38th Grunau Baby Meeting	Ithwiesen, Germany
11/06/2017 – 18/06/2017	Internationales Spatzentreffen	Rana u Loun, Czech Republic
12/06/2017 – 25/06/2017	Vintage Mountain Week	Aspres sur Buech, France
15/06/2017 – 18/06/2017	Midwest Vintage, Classic Regatta	Lawrenceville, USA
16/06/2017 – 24/06/2017	Oldtimer Glider Meeting	Jelenia Gora/Jezow Sudecki, Poland
23/06/2017 – 01/07/2017	22nd Camphill Vintage Rally/ 7th Capstan Reunion	Camphill, UK
24/06/2017 – 25/06/2017	Kleines Holzfliegertreffen	Gruibingen Nortel, Germany
02/07/2017 – 04/07/2017	Vintage/Classic Regatta	Tidewater Soaring Society, Windsor, Virginia, USA
08/07/2017 – 15/07/2017	MGC Wood Week/Vintage Rally	Midland GC, Long Mynd, UK
24/07/2017 – 29/07/2017	VGC Rendezvous and Czech Oldtimer Meet 2017	Rana u Loun, Czech Republic
31/07/2017 – 10/08/2017	45th VGC International Rally	Dunaújváros, Hungary
19/08/2017 – 20/08/2017	Massey Vintage/Classic Rally	Massey, MD, USA
26/08/2017 – 03/09/2017	Slingsby Rally and Vintage Meet	Sutton Bank, UK
08/09/2017 – 10/09/2017	Oschatz Oldtimermeeting	Oschatz, Germany
16/09/2017 – 17/09/2017	VGC Season Closing	Mengen, Germany
21/09/2017 – 24/09/2017	Great Plains Vintage/Classic Regatta	Wichita Gliderport, USA
23/09/2017 – 24/09/2017	Whispering Wardrobes	Booker, UK
07/10/2017 -- -----	VGC Annual Dinner	Holiday Inn, Farnborough, UK

MGC Wood Week/Vintage Rally

8 – 15 July 2017

All VGC enthusiasts are cordially invited to join us here at the Midland Gliding Club on the Long Mynd for our annual Wood Week and Vintage Rally. With daily Met briefings & Enterprise-style tasks being set, we are planning to finish off the week with a Wood Week Beer Festival on the 15th July. This will include a range of the best Real Ales from the sur-

rounding local vintage breweries, so for all you Real Ale connoisseurs out there, this is an event not to be missed!

With full catering & bar facilities, on-site accommodation is also available (some en-suite). In addition to this, there is plenty of camping and caravan spaces also available (with electric hook-ups).

So if you want a week of flying fun in a

stunning setting with breath-taking views out over the Welsh borders, why not visit us here at the Midland Gliding Club on the Long Mynd (near Church Stretton).

For further information, contact the MGC office at:

Contact: office@midlandgliding.club or 01588650206.

Sándor Plósz

31/07–10/08/2017



45th VGC Int. Rally, Dunaújváros

Dear fellow VGC members,

Let us report on the status of the 45th VGC International Rally. We are busy with the preparations, and everything is going well and as planned. The uncertainty with Annex 2 gliders has been settled (please see our website at www.vgc2017.hu for more info). We are very motivated to make this Rally memorable for everyone. Seeing the previous rallies we know the standards are high but we want to live up to the expectations by providing a seamless service of aircraft operation, restaurant-quality catering at a reasonable price, and exciting programs. Firstly, during the rally the incoming traffic to the airfield, as well as the neighbouring airspace, will be limited so it will be available primarily for us. We aim to provide a seamless service to get your gliders to the start line and up in the air with the minimum waiting time whether by aerotowing or winch-launch. For the former,

4-5 tugs will be in service with some for low-speed gliders and others for heavier ones. For the latter, 2 winches will operate (with 1 spare) equipped with plastic cables from morning until dark. Secondly, the small hangar will be both our briefing site as well as the restaurant. The latter will be serving breakfast, and two menus are selectable for both lunch and dinner (except for the national evening and the gala dinner). On the national evening, a traditional Hungarian Goulash will be prepared in a cauldron in front of us. In order to supply restaurant quality meals for a reasonable price, we need to submit the order before the rally. Therefore we request everyone to order their meals as soon as possible. After the registration we are going to contact everyone and request them to fill out the membership form and ask them to pay both their registration fee as well as for their meals. An account will be opened for

every member, which can be checked on the webpage. Again, please see our website for more details.

We are preparing some very nice programs for you, such as aerobatic air-shows, vintage cars and buses, a wine tasting tour, but most importantly we have invited the Goldtimer foundation (www.goldtimer.hu), who will join us with their fleet of aircraft for a day. You can take a trip with some very unique aircraft such as the famous Li-2 (Russian C-47), the Po-2 or the recently restored Gerle 12. For more info about the program and the daily agenda, again, please check our website

We would like to encourage everybody to register as soon as possible. Please check and order your meals for the rally, as we have to submit your orders to our suppliers well before the rally.

We look forward to seeing you in Dunaújváros!

Andrew Jarvis

A Round-up of a truly Vintage Season for the UK Rally Calendar

We have a brilliant UK Rally season lined up for you folks!

As always, chronologically our 'season' opens at Haddenham, historic home to Hotspur gliders and Hector tugs (for a full house of H's!). The rally occupies the early May Bank Holiday. CFI Mike Clarke will be running a tight ship and winch recency is needed, although aerotows may also be available too. Incredibly this rally is FREE, including winch launches! But I'm sure that even our more frugal members would not dream of leaving without a generous donation for the clubs good work as a trust.

Next up, it is a great pleasure to announce the 2nd London Skyline Rally at Kenley (8 – 11 May). Nowhere else offers the chance to glide right over Greater London. Carpe Diem- this hidden relic of the Battle of Britain could be closed at any time. This is a weekday rally, but in theory we can fly till sunset, so even those burdened by work can just squeeze in a flight or two. Club Manager Steve Codd guarantees nice thermals from 3.30 pm, when the 4X4's hit the school run in the nearby valley! A special attraction of the site is that Steve has again

secured use of the huge ATC hangar.

Like Haddenham, this is a budget rally, with no daily fees and superb winch launches (not free) but definitely no aerotows. And please check out the last part of the route- the turnings are easily missed, compounded by an 'issue' with the post-code. Lastly the gate is locked at the weekend, however by contacting the organisers they can provide you with the entry procedure in advance.

The National Rally is a week later than usual, starting on the Whitsun weekend,



UPCOMING EVENTS

(opening Saturday 27th May) so as to coincide with school half term. We therefore hope the great ex-RAF aerodrome will be buzzing with keen air-minded youngsters (do they even exist these days?) The rally will be lots of fun. Everyone except Jeremy Corbyn loves the Cotswolds, a huge aerodrome, miles of empty airspace and wonderful thatched pubs, what's not to like? A special visitor will be Steven Slater, president of the VAC (Vintage Aeroplane Club), who will be our guest speaker at the Dinner (see below). There is hopeful chance that Steve may chug over from Bicester in his amazing BE2c replica, but failing that he will come in by Piper Cub. Former BGA Chairman David Roberts is the 'Top Man', while Robin Birch, 2nd in command, keeps the show on the road.

Robin informs me that any Aeromodellers wishing to attend will have unlimited flying time, whilst Robin tells me wet weather (well it is England after all) contingencies include a full social programme featuring some classic comedy films, including 'The Titfield Thunderbolt' and 'Dr Strangelove'.

Next up is another exciting hill-top site is the Midland Gliding Club hosting their annual Wood Week and Vintage Rally at the wonderfully picturesque site of the ancient Mynd, on the Shropshire, Welsh border (8 – 15 July). With its spectacular views, the Long Mynd offers some of the best gliding scenery in the land, with breathtaking views out onto the Stiperstones and the rolling Welsh valleys beyond. The daily fun and games will be supported by Enterprise-style tasks being set for the more adventurous and just to wet-your-appetite a little more, the week comes to an end with a special Wood-Week Beer

Festival on the 15th. Especially in keeping with the 'vintage' theme, the Beer Festival will feature Real Ales from surrounding local vintage breweries, so you are guaranteed to leave with a smile on your dial!

There will be full catering & bar on site, with limited accommodation (some ensuite), so to reserve your place, please book early! Camping and caravan spaces are also available (with electric hook-ups). For more information, please contact the office at the Midland Gliding Club at:

office@midlandgliding.club
or telephone **01588650206**.

Early June sees a respite when many of the fields are sprouting healthy crops making outlandings more challenging, (why are the fields un-landable? Ok crops are growing, but few are unlandable if you have to. Even plowed field landing techniques are taught here in the UK) see's the opening of the legendary Camphill Rally from June 23rd to July 7th. Stalwart, Mike Armstrong, is the host of this great event, which also happens to be the 7th Slingsby Capstan Rally.

Then up pops a brand-new mini-rally: The Park in Wiltshire. This small airfield is midway between Mere and Warminster and is the home of the Bath, Wilts and north Dorset GC. The VGC is generously welcomed by ANOTHER ex- Chairman of the BGA, Dick Dixon. Dick has very kindly fitted us in for this impromptu meeting, which is in an area of pristine gliding territory, largely unexplored (in recent years) by vintage gliders. This event was inspired by one of Ringmer's early-solo members, Saemus McCauley, who just went there one day and said how nice everything was. A lesson to many of us established pilots, we re-

ally should get out more! For more details, please contact Dick at:

Richard.dixon8@homecall.co.uk

Then follows three weeks' breathing space before the twin International events, during which time we will all be checking trailer tyres and wheel bearings, won't we? Mid-August brings another brand-new rally: The Strubby-Stubby Swallow meeting, which is grafted on to the Strubby Task Week. Strubby is the home of the Lincolnshire Gliding Club. The organiser is Katharine York please contact her at:

katharine@pknetworking.net

The Task Week starts on Monday 14th August, with the plan that Slingsby Swallows will migrate in, especially for the weekend. It would be brilliant to have a world-record gathering of Swallows, which may only require as many as 4 or possibly 5?!

Next, of course, is the other hardy perennial, the Slingsby Rally at Sutton Bank where the irrepressible, Phil Lazenby and his colleagues, will offer a warm Yorkshire welcome to anyone brave enough to drag their trailer up the escarpment!

Bringing up the rear is the Whispering Wardrobes Rally, (September 23-24), run entirely as a one-man show by gliding superstar, Graham Saw, at Booker. Last year was lots of fun, so do come to enjoy some golden pre-autumn thermals.

Last but not least, we have a great Annual Dinner arranged at Farnborough for Saturday October 7th (see separate feature), which we hope to follow up on Sunday 8th October, with a flying day with the GHC at Lasham.

And as the Merrie Melody cartoons used to sign off, 'That's all, Folks!'



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2017 VGC Rendezvous and 85th anniversary of the Rana gliding

Czechoslovakian sky-sailing more or less began sometime in the twenties of the last century, but the greatest expansion came about ten years later. The hill of Rana was discovered for sailing in the summer of 1932 by the students of the Prague German technical

university gliding group. Upon the recommendation of the sailing group from Louny, which flew their primary glider on one of the smaller hills closer to the city of Rana, an inspection group from the Prague headquarters of MLL (Masaryk's Aviation League – a state organisation for

common development of aviation) came a little later to inspect the site. By the autumn of that year, new Czechoslovak sailing records has been set at the Rana site. The following year, the first hangar was built there while the following year, in 1934, the first National sailing competi-

UPCOMING EVENTS



1934, Rana, 1st competition



A serene view of the Rana hill during the 1935 Gliding competition held there.



Another view of activities at Rana during the 1930's

tion was held at the site. Also the newly founded gliding school began to train new glider pilots. In 1935 the 2nd National sailing competition was held at Rana, but the site was seemed more suitable for common glider training. On this basis the site was recognised as an ideal hill/slope airfield, which in turn lead to the foundation of the official Czech Central Gliding School of MLL.

Regularly Czech and German sports organisations and groups regularly held their summer camps together. At this time there was no national tension between the Czechs and Germans, which came later due to political events. After the annexation of the Sudetenland in 1938, the airfield fell to the 3rd Reich. That autumn the German instructor, Erwin Primavesi, managed to better several sporting performances at the site. Throughout the subsequent period of the WWII this site functioned as a Primary Gliding School, which formed the basis of newly trained young pilots for the German Luftwaffe.

After liberation by the Russian Red Army in May 1945, the Czech Provincial Gliding School resumed training activity here. First, they started with the gliding instructor training and later, the proposed basic training for many gliding pupils. During 1946 a total of 962 students graduated through the practical training program, with more than 41.000 launches and

1.500 flying hours. When we add this to the other 736 pre-war trainees, from the period of 1934-1938, who had achieved some further 17.000 launches with 108 students passing their 'C' examination, we can rightly regarded the hill site of Rana as the 'cradle of Czechoslovak gliding'.

This year as a celebration of our 85th anniversary, we want to take advantage by organising several events associated with historical gliders. Unfortunately, we have to omit our traditional 'Rana spring bungee sailing' (www.sg38rana.wbs.cz) this year. This is because the main item of this event, Jiri Lenik's SG-38, needs detailed maintenance. So this season will be opened up by a traditional 'Nation-wide sailing competition for Šohaj type gliders, as well as other historical gliders with similar performance, from 20-28 May (see www.sohajerana.wbs.cz). The

last Saturday in May will be reserved for a meeting of our veterans and supporters of Rana gliding. Next is a rally for the German Spatz gliders, which will be held here from the 14-18 of June, the 34th Spatzentreffen www.spatzentreffen.de.

The main event of season is the Czech National meeting of the Oldtimer Gliding Club (www.potk.cz), which will be in association with the VGC Rendezvous Rally, to be held during the last week of July, from the 22nd-30th. Finally, as our farewell to this anniversary gliding season, we expect to also hold our traditional 'Rana autumn slope sailing' event during the extended weekend of the 28th of September until the 1st of October.

All the above-mentioned events are of course open to all interested parties. Josef and Tomas Mezera, along with Rana club members, would like to extend their warmest invitations to all VGC members, especially to this year's VGC Rendezvous, which precedes the 45th VGC International in Hungary. For further information, please go to the Rana Aero Club website at www.randezvous.aeroklubrana.cz [note the spelling-Ed], where you can find all of the necessary information to register your entry. For those who do not have access to the internet you can register your place by writing to:

Aeroklub Rana, letiste, Hradek 1, CZ44001 Louny, Czech Republic.

All photos via Josef Mezera



VGC Rendezvous at Rana in 2007

RALLY REPORTS



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Oldtimersegelflug beim Oldtimer-Fliegertreffen Hahnweide 2016



*Klangvolle und stilgerechte Wiederkehr der Hahnweide Airshow
The return of the Hahnweide Airshow is trumpeted back in style!*
Photo: Martin Konermann



*Das Publikumsinteresse ist ungebrochen.
The show proved popular with the appreciative crowds.*
Photo: Roland Schmid

Nach einer gefühlt ewig langen Pause von 3 Jahren war es im September 2016 endlich wieder soweit. Eines der größten Oldtimer-Fliegertreffen in Europa in der Nähe von Stuttgart in Süddeutschland hatte seinen Neuaufakt auf der Hahnweide bei wunderbarem Wetter an allen drei Tagen. Es waren über 350 Oldies und mehrere 10000 Besucher aus ganz Europa gekommen. Es ist immer wieder faszinierend mitzuerleben, wie in der Woche vor der Veranstaltung hunderte von ehrenamtlichen Helfern und Vereinsmitgliedern auf dem Flugplatz im Einsatz sind, um die Infrastruktur für solch eine Großveranstaltung mit entsprechendem Sicherheitskonzept herzustellen und den Zuschauern ein schönes Ambiente mit zahlreichen Verköstigungs-

und Getränke-Ständen zu bieten. Bereits am Mittwoch vor der Veranstaltung flogen die ersten Oldtimer an und am Donnerstag und Freitag werden es immer mehr. In dem sehr breiten Spektrum der gezeigten fliegenden Raritäten von Mikael Carlsons Blériot bis zur Me 262 der Messerschmitt Stiftung waren auch zahlreiche seltene Oldtimersegelflugzeuge zu sehen. Das Fliegende Museum Hahnweide (FMH) war dieses Mal mit der Organisation der historischen Segelflugarbietungen betraut und hatte auf seinem Campus im östlichen Teil der Flugplatzes querab der Hauptbahn ein eigenes Briefingzelt für die Schlepp- und Segelflug-Piloten. Weiterhin hatte das FMH in alt gewohnter Weise seinen aus den 50er Jahren stammenden zu einem Verkaufsanhänger umgebauten

Segelflughänger aufgestellt, um die Gäste mit Crepes, Hot Dogs und Muffins zu verwöhnen. Als Zugfahrzeug diente ein stilgerechter 58er Buick von Tilo Holighaus. Weiterhin gab es auf dem FMH-Campus ein original von der Firma Schneider 1944 gebautes Grunau Baby II, dekoriert als Scheunenfund zu sehen. Es sollte den Zuschauern zeigen, in welchem Zustand wir die Flieger bekommen, bevor wir sie flugtauglich restaurieren. Weitere seltene historische Motorräder und Autos für ein Kalenderfotoshooting sowie der rare TRAMP-Wohnwagen von Hellmut Hirth, den sein Vater nach dem Krieg produzierte, gesellten sich dazu. Aber nun zu den Segelflugarbietungen. Die Eröffnung am Freitag und Beendigung des OTT 2016 am Sonntag übernahm ein



Rhönbussard-Mannschaft Rhönbussard Crew. Photo: Alexander Gilles



*Peter Ocker versteckt sich vor den begeisterten Fans
Peter Ocker hides from the adoring crowds!*
Photo: Alexander Gilles

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Segel- und Motorflugoldtimer begeisterten das Publikum.
The busy tow-line gave the crowds plenty to see with vintage gliders and aircraft gracing the skies. Photo: Peter F. Selinger



Ein in jeder Beziehung bemerkenswertes Oldtimerereignis
A truly vintage event in every way Photo: Martin Konermann

Trompeter der Württembergischen Philharmonie geflogen in unserer Slingsby T21. Am Samstag- und Sonntagmorgen durften die Zuschauer von jeweils 7 bis 9 Uhr auf die Flightline, um die Oldtimerflugzeuge hautnah erleben und fotografieren zu können. In dieser Zeit wurden jeweils 10 Oldtimersegler und 10 Schleppmaschinen für einen Massenstart von 10 historischen Segelflug-Schleppgespannen auf der Hauptbahn in Position gebracht; in Zweierreihen jeweils 5 Schleppgespanne hintereinander mit gestrafften Schleppseil. Dank der guten Zusammenarbeit aller beteiligten Crews klappte die Koordination der Flugzeuge am Boden wunderbar und so setzten sich jeweils pünktlich um 9:15 Uhr die Gespanne in Bewegung. Allen voran startete die Bravo Lima Formation mit ihren 3 gelben Pipern und die GÖ1 Wolf, die GÖ3 Minimoa und die GÖ4 III des FMH im Schlepptau. Es folgten die frisch überholte JS Weihe mit Peter Ocker, der wunderschöne Nachbau des Rhönbusard mit Ben Razii, das Grunau Baby III mit unserem FMH-Prüfer Andreas Strebler, die beiden SHK's von Peter Hibbard und dem FMH mit unserem Mitglied Fridolin Sturm, die Cimborra mit Laszlo Revi und zuletzt die Slingsby T21 mit Wolfgang und mir. Für Wolfgang und mich war es als Schlußlicht ein wunderbarer Anblick auf die 9 historischen Schleppgespanne im morgentlichen Sonnenlicht; unter uns die Schwäbische Alb mit noch leichten Dunst in den Tälern. Nach dem Ausklinken sammelten sich die Segler über der Hahnweide und schwebten langsam majestätisch wieder der Erde entgegen. Dabei nahmen die 5 bei Schempp Hirth gebauten Segler eine Formation ein. Dank der guten Koordination durch unseren Hauptflugleiter Jochen Haas waren an beiden Tagen pünktlich um 10:00 Uhr alle 20 Flugzeuge wieder am Boden. Tilo Holighaus moderierte das Spektakel mit vielen interessanten Details zu den einzelnen Segelflugzeugen.

Weiterhin gab es im Tagesprogramm jeweils sehr schöne Segelkunstflugvorführungen von Christoph Zahn mit seinem Habicht, dem Kunstflugteam Franken mit ihrer Lo100-Formation und dem Lunak von Martin Hofmann. Ein besonderes Highlight war der Kunstflug des Red Bull Blanix-Teams während der Dämmerung mit Feuerwerk.

Wir hatten viel Spass und hoffen, dass beim nächsten OTT neben den vielen wunderschönen motorgetriebenen Raritäten auch wieder zahlreiche Vintage und Classic Glider am Boden und in der Luft zu sehen sind. An dieser Stelle möchten wir uns nochmal ganz herzlich bei den Crews der Oldtimersegelflugzeuge und der Schleppmaschinen für ihre Bereitschaft bedanken, bei allen diesen Programmpunkten ihr bestes gegeben zu haben.

Vintage gliders at the Oldtimertreffen Hahnweide 2016

After a break of 3 years (September 2016), the return of the Hahnweide Air Show near Stuttgart (OTT), along with a new organisation team, was a huge success. The weather was brilliant during all 3 days. After the rebirth of the OTT, we now have a better stage to display vintage gliders in the air to the public. The opening and closing of the show was carried out by a

trumpeter in our Slingsby T21.

The Fliegendes Museum Hahnweide (FMH; www.fmh.club) was responsible for the vintage glider displays. So every day we held a special briefing for the tug and glider pilots in our FMH tent. On the Saturday and Sunday morning we started the show with a group launch of 10 vintage gliders by aero tow. The 3 yellow Pipers of the BRAVO LIMA formation, flew first in close formation towing the GÖ1 Wolf, the Minimoa and the GÖ4 III. This was followed by a JS Weihe, a Rhönbusard, a Cimborra, a Grunau Baby, a T21 and 2 SHK's. The coordination of the 20 airplanes on the ground worked very well because of the good discipline and skill of all the pilots and crew. Tilo Holighaus carried out the commentary for all the glider displays.

During the air show we also had fantastic glider aerobatic demonstrations by the Habicht of Christoph Zahn, a Lunak, 2 LO100's and the Red Bull Blanik formation complete with fireworks.

On the ground, around the FMH area, we also had some goodies, a barnfind original Schneider build Grunau Baby II from 1944 and some vintage cars and motorcycles.

So what are you waiting for? Don't miss out on our next OTT!



Night concert, 'Heavy metal and Light Classical?' Photo: Alexander Gilles

RALLY REPORTS



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Melbourne Cup Vintage Rally

29 October - 1 November 2016



Now that's a woolly hat for Australian conditions! The thrill of flying the Museum's T31b.



The Museum AGM and Barbeque – a good time was had by all.

Usually affected by the vagaries of the weather and after a winter that was colder and wetter than normal, we took the opportunity of joining the Geelong Club's Friday winch-day to get the rally started early. The weather was beautiful, sunny, cool and calm with weak thermals. Some good flying was enjoyed. Rob Benton in his jointly owned father and son Ka6CR (VH-XFF) enjoyed the longest flight with 2 hours 37 minutes whilst Peter Champness clocked up 30 minutes in the Foka 5 (VH-GZD) and Dave and Jenne Goldsmith managed a notable 30 minutes in the Australian Gliding Museum's Slingsby T31B (VH-GDB). Other pilots to try some T31 open-cockpit nostalgia were Julian Smibert, Peter King-

ston and Wayne Mackley. Thanks are due to Geelong club members for handling a slick launching operation, with some reaching heights over 2,000 feet agl. Saturday morning promised warmer conditions and better thermals. Bob Hickman was away first in his Boomerang (VH-GQY), flying for 30 minutes, followed by a flight of 2 hours, 4 mins. The longest flights were 2 hours, 56 minutes by Rob Benton in the Ka6CR and 2 hours, 53 minutes by Peter Champness in the Foka 5. Peter achieved the longest OLC distance however, clocking up 103 km. Dave and Jenne Goldsmith shared 1 hour and 52 minutes in the ASK-13 (VH-GPY), climbing to 5,500 feet and enjoying the clear blue sky with a few rare puffs

of cumulus. Kim Van Wessem came from Adelaide with his Cherokee II (VH-GLU) and had his first flights at Bacchus Marsh flying the ASK-13 and Cherokee. Leigh Snell celebrated a successful 53 minute solo Form 2 evaluation flight in his Kookaburra (VH-GRX) before taking son Rohan for a fly, enjoying another half an hour. Leigh's wife Sue, along with Jenne, enjoyed 34 minutes in the ASK-13. A perfect day nicely rounded off by dinner at Stoney's Club. The weather was unsuitable for the following three days, including Cup Day, with strong winds and some rain, but few felt short-changed after the pleasant conditions on the Friday and Saturday.



Dave and Jenne Goldsmith's ASK-13 with Leigh Snell's Kookaburra

Australian Gliding Museum features the world's third oldest fibreglass glider at the 2016 Open Day

The prototype Phönix, the world's first fibreglass glider, flew in November 1957, almost 60 years ago. Eight were built, with the prototype now in the Deutsches Museum in Munich. Phönix number three, fitted with a T tail and retractable undercarriage was purchased some years ago from Hans Disma in Holland by John Ashford. This has now passed to the Australian Gliding

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Sylvia Sharman, Kim Van Wessem, Jenne Goldsmith and Andrew Kenigsvalds with Kim's Cherokee II from Adelaide.

The Golden Eagle (1937) with the Phönix (1957), twenty years of progress.

Museum and was recently assembled for display as the featured aircraft for 2016/17. It is positioned beside the delightful gull-winged Golden Eagle from 1937, in stark contrast and emphasising the remarkable development of gliding over the intervening twenty years. It is hoped to return the Phönix to flying condition in the coming year, to be flown by Museum members.

The Open Day, Annual General Meeting and Barbeque on Sunday 30th October attracted well over 40 members and visitors. With plenty of time to enjoy the exhibits due to the weather preventing the flying program, visitors enjoyed a social and informative interlude. The Museum development continues at a rapid pace, with 58 gliders, a covered enlarged paint-shop completed and

continued progress towards the ultimate aim of a public museum. The Committee thanked all volunteers and members for their continued efforts in the many facets of development of the museum. A delicious barbeque and salad lunch followed with more socialising in the delightful and stimulating museum environment through the afternoon.



Friday's lot [no doubt taken by David Goldsmith who is conspicuous by his absence! -Ed]

David Goldsmith

Vintage Gliders Australia Annual Rally

January 2017

The Vintage Gliders Australia Annual Rally 2017 included a celebration of forty years since the formation of Vintage Gliders Australia. The tradition of fun and friendship has continued to grow since 1977. A good roll-up of members to Bordertown, South Australia, enjoyed a week sharing the pleasures that are unique to vintage sailplanes and their enthusiasts

and supporters. We managed flights on about half the available days, including a 629 km flight inbound to the meeting in a Ka6E by Jenne Goldsmith, from Tocumwal to achieve her Diamond distance. This was actually topped on handicap on the same day by Derek Spencer who managed 544km in an SF 25 C Falke !
Vintage Gliders attending the rally were 2

Cherokee II's belonging to Kim Van Wessem and Peter Raphael, 2 ES60 Boomerang's belonging to Mike Renahan and Bob Hickman, the Chilton Olympia 'Yellow Witch' owned by JR Marshall, 2 Ka6E's belonging to Erik Sherwin and Dave and Jenne Goldsmith, a Ka6CR belonging to Rob Benton and an ES52 Mk IV Kookaburra, belonging to Brian McIntyre
Too many to individually mention here, we had a healthy number of visitors to the Rally, the furthest being our regular, Ged Terry, all the way from the UK, whilst a most welcome addition was our weather god, Peter Bannister, our meteorologist. Alan and Ruth Patching, long-standing lynch-pins to VGA, were also present, along with GFA (Gliding Federation Australia) Vice President, Peter Cresco and

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Vintage line-up.



Long-standing supporters and former owner of the Yellow-Witch Olympia, Edna and Keith Nolan roll back the years of a perfect partnership and fun gliding days.

John and Jenny Le Marshall, John being our guest speaker. Phil McCann kindly brought the Bendigo Club's Eurofox for some aero-towing, however the majority were launched by the Bordertown/Keith club's winch, handled with skill and enthusiasm by Bordertown members. Most visitors camped on the lush grass near the clubhouse or dosed in the club's bunkrooms. There were also a number who stayed in local motels a few kms away. The catering was courtesy of JR Marshall with assistance from others. The final dinner was catered for by local club members, all of which were a very high standard. Thanks to all those VGA members and the Bordertown-Keith Gliding Club team for your efforts in maintaining a high standard of culinary delights for all who attended! The weather started very hot, with Saturday 7 January reaching the low forties and a total fire ban being declared, so there were no flights, further compounded by no vintage flights on account of the wind on the Sunday. On Monday 9 January there were 7 vintage flights, up to about 2 hours and about 3,000 feet in weak conditions. Tuesday was better with 14 vintage flights up to 4 hours with climbs to over 4,000 feet and almost 100 km. Wednesday was cooler again and only 6 ventured into the bumpy conditions, Ged having a outstanding 4 hour flight to 5,100 feet in Peter Raphael's Cherokee. Thursday the temperature was back up into the thirties resulting in 7 flights, four of which were over 4 hours and up to 180 km and climbs to 5,600 feet. This day was our final flying day as the forecast for rain and wind prompted most of us to derig. The social side now really kicked in. Friday at the Annual General Meeting, the President's Report by JR Marshall noted the Association's 40th year and continuing progress organising Vintage events and activities. Ruth Patching's Treasurer's re-

port described our finances to be in good shape, with a slight drop in membership. All office bearers were re-elected and a number of issues were discussed. Friday afternoon saw a visit to our Met man, Peter Bannister's, observatory, which proved to be most interesting. His collection of historical and modern equipment and memorabilia being very impressive and yes he does have a crystal ball...and a dartboard! Saturday we enjoyed pleasant temperatures, watched gliding movies and prepared for the night's merriment to come, the Annual Dinner and Presentation night! Now a well-established social event in the vintage gliding calendar, the Annual Presentation Dinner provided a chance to relax and share some fun with good friends. The Bordertown/Keith boys pulled out all the stops to produce a feast fit for a King, thanks guys! After the dinner we enjoyed a fascinating presentation by Professor John Le Marshall, who has worked extensively with the National Oceanic and Atmospheric Administration of the US Department of Commerce, using satellite's for improving weather forecasting. The Vintage Gliders



Cherokee Chief, Jed Terry, is greeted in Aussie true 'blue' Indian fashion by David Howse.

Australia Raffle was drawn by Edna Nolan. Winners were Bernie Duckworth of Bacchus Marsh, who won Vintage Sailplanes 1908 to 1945, by Martin Simons, and Percy Wright, who won Advanced Soaring Made Easy, by Bernard Eckey. Some local prizes included dried fruits and wine.

All photos via David Goldsmith

Trophies were kindly presented by GFA Vice President Peter Cesco and were awarded as follows:

- The Geoff Gifford trophy, longest flight between rallies,** 544 km by Derek Spencer, SF 25 Falke
- Best 2-seater at the rally,** Brian McIntyre for ES52 Kookaburra VH-GNZ
- Renmark trophy, longest distance flight of the rally,** 179 km, Jenne Goldsmith Ka6e
- Best single-seater,** Peter Raphael for his Cherokee VH-GPR
- Schneider trophy, Best Schneider glider,** Bob Hickman for Boomerang VH-GQY
- Feathers encouragement award,** Kim Van Wessem, Cherokee
- League 2 Trophy,** Peter Raphael, Cherokee, 74 km at 16.4 km/hr
- League 1 Trophy,** Bob Hickman, Boomerang, 102 km at 38 km/hr



RALLY REPORTS



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Vintage Kiwi Rally 2017

Weather – 1/Vintage Kiwi – 0



The mighty Wilga with the Taumaraunui club house in the background.

What a difference a week makes. One week before our Taumarunui Rally, the weather was fantastic and the long range forecast was indeed promising. However a day after our arrival the weather gods certainly played a very cruel hand by producing out of nowhere, a 'low' in the Tasman sea which quickly developed onto a much deeper one. There it remained, semi-stationary for some six days whilst it circulated a series of fronts, with some very heavy rain that lashed most of the north island and created all sorts of flooding and wind damage mayhem. However in Taumarunui we stayed in a sort of micro climate, just short of its southern tentacles and flew in

what thermals could be found under a sky of ever-threatening and thickening high cloud. Thus we achieved only three days actual flying out of the nine planned for. With the forecaster's consistent threat of this 'weather Bomb' moving onto our 'neck of the woods', we decided to call it a day and de-rig before it all came our way and go home with our tail between our legs. In summary our NZ summer never did arrive and the hope was that March may have brought the summer we never had. Obviously that was not to be! On the bonus side however we all flew, drank a lot, ate a lot, and talked a lot. Twelve sailplanes did turn up, including a few 'newbies'. A Schleicher KA6e from

Stratford, a self-launching Russian glider from Wellsford, A Standard Cirrus from Hamilton and a two-seat TEST self-launcher. Aero tow launching was provided by a Wilga, based from Inglewood. One of the main logistic issues was to be able to provide AvGas, as there are no longer any GA refuelling facilities at Taumarunui. 900 litres was 'trucked in' with a mini tanker towed behind a utility vehicle all the way from Inglewood. Kevin Wisnewski was the key logistics player here by not only delivering the fuel but was back the following day with his Wilga ready to tow. A fantastic commitment, one has to say. Thank you so much Kevin. The local council held a community open-



A sea of happy faces!



Kevin Koch in the ASW-15

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Greg Douglas in the Dart 17RM



Roger Brown in the Libelle



Left to Right: Chris Money, Godfrey Larsen, Paul Castle, Robin Britten.

day with a Dinner at the Domain [town park-Ed]. They asked if a glider could be put on display as an attraction, which V.K. were more than happy to do so as the council were very supportive in our using of their airfield (payback time!). A Libelle was dispatched and was the star attraction it seems.

Meantime a couple of the attendees did get out and about a little over the King-Country wilderness. Kevin Clark in an Open Libelle (GOS) and Tim Hardwick-Smith in a Discus b (GXC) struck out some 25 kms towards the mountains under a heavy and increasing overcast sky. Honour was done it seems, as they slowly made their way back to Taumarunui and landing a few hours later. The TEST team 'newbies' however were never on the ground. They only planned to be there for three days as work commitments necessitated that they had to leave Tuesday morning, so they made sure they did not waste a minute. Due to the conditions, some had some very good long flights whilst others however had shorter ones as the conditions rapidly changed over the three days. All agreed that one had no control of the weather that had been dealt to us, so a mass de-rigging session took place on the Wednesday, with the fleet having endured a previous night in the rain. Luckily Wednesday was fine and gave a window of opportunity to dry out and de-rig before the really bad weather set its sights on the King

Country and southern areas the following day.

There were also some 'on the ground moments' however that could truly not be forgotten. This included one task: Securely

place five single thick plastic panels on the ground to make a gliding signal of an arrow. Result: What do I do with the spare part? Yep, one has to say, it certainly was one to remember!

All photos: Greg Douglas



Derry Belcher's Briegleb BG-12 (AKA 'The Flying Forest') on short finals into the Taumarunui strip

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The Finnish PIK-12



The prototype, OH-KCA at Jämi. Photo: Tapani Ala-Rämi

In the 1950's the use of dual-control gliders was very controversial in Finland. A common belief was that 2-seat trainers would destroy the structure and activities of the gliding clubs, where production and repair of expensive gliders could no longer be done by the clubs. The fear that gliding was becoming a hobby only for the rich was overwhelming. There had been just one Kranich at Jämi since 1939, but it was never considered a primary training machine.

New winds were blowing from Europe to Finland. The Flying Association held a competition in autumn 1952 to design a primary glider suitable for local conditions. Dipl. Engineer, Ilkka Lounamaa, won the competition. He was working as a design engineer at the Tampella factory in Tampere and moved over to similar duties at Valmet airplane factory in 1955. Lounamaa designed the glider from the beginning to the end, alone and in his free time.

Lounamaa, who sadly died of cancer in 1964, was an exceptionally talented designer. He was able to perform strength/stress calculations, draw aerodynamic shapes and even produce working drawings for the smaller parts. In addition to all this, he also had the practical skills for all building work involved.

The planned glider was intended for both primary and advanced training, and should be a suitable aircraft for clubs both

to build and to use. The flight characteristics should fill the requirements for a good training glider. A low sinking speed was a particular design aim. The flight characteristics should be similar to the PIK-5, so it should be easy to convert from one to the other.

The design requirements were according to the German BSV norms and the flight performance was according to the British BCAR, section E. Loading factors were plus 4G and minus 2G. A safety factor of 2 was according to the BVS.

The each wing weighed only 50 kg.

After the Aviation office (Ilmailutoimisto) had inspected Lounamaa's calculations, the prototype and its test flight reports, it gave the PIK-12 its type certificate.

The first Finnish specification for glider, P1, was applied to the PIK-12. This approval was made as late as the 21st September, 1959. By then however, it was evident that Lounamaa's goal, that the PIK-12 would become the standard 2-seat trainer for Finnish gliding clubs, would not be fulfilled. The PIK-12 was late from the start and gliding clubs no longer wished to embark on 2-year glider-building projects!

The result was interesting nevertheless. Even though the PIK-5 (the glider that PIK-12 was aimed at), was the most common type, the clubs were by now interested in more advanced machines.

Hämeenlinna Aero Club bought a Berg-

falke in 1954 and Lappeenranta bought a similar one in 1955. The Aviation Society (Ilmailuliitto) also bought two Bergfalke gliders in 1956 and the Turku Aero Club also purchased one. In 1957 Oulu Aero Club, Helsinki Aero Club and Imatra Aero Club each purchased a Schleicher Ka-2b glider, and Nuorisoilmailijat, purchased a Bocian. Then in 1958, FK Cumulus bought a Ka-2b, Joensuu a Bergfalke, Kakkola a Bocian, Järvenpää and IK Wiima a Czapla each and the Vaasa Aero Club, the rare bird, a Slingsby T-21B, thus the market was satisfied for a while.

Some of these types were superior to the PIK-12. The German glider's price and quality levels were good. But nevertheless, the gliders listed above still had their disadvantages, such as instability and in the case of the Bergfalke, there were problems with flutter.

Despite this, time was slipping away for the PIK-12! Only four 'twelve-seaters', the nickname for the PIK-12, were built. Two went to the PIK-club itself, one to the Tampere Aero Club and also one for Pori Aero Club. Lounamaa was elected as president for Tampere Aero Club in 1956. OH-KYB was completed in July 1957. The building was started in 1955. The glider served with Tampere Aero Club for a long time, up to 1973, when it was sold to Kurikka Aero Club. The registration of OH-KYB changed in 1973 to OH-179. The last owner was Su-

FEATURE ARTICLE – THE FINNISH PIK-12



The prototype, OH-KCA at Jämi. Photo: Tapani Ala-Rämi

upohja Aero Club. The glider was removed from the register in 1984 after about 2100 flying hours.

Pori Aero Club got OH-KYD ready in 1963. It was removed from the register twenty years later with the registration OH-285 after about 1300 flying hours. The fourth PIK-12 was OH-KYC (later OH-318) that the PIK-club built to replace the destroyed prototype in the 1960s. The glider was taken out of service after 1400 flying hours and was sold to the Harald O. Tandefelt Company in 1980. Harriet and Leo Louhia later donated the glider to the Finnish Aviation Museum.

Test flights

Juhani Heinonen inspected OH-KCA at Jämi on the 27th May, 1956. Many comments were made concerning the construction and improvements were transferred to the serial drawings. The instructor's seat was found to be uncomfortable. The stick position was too rearward and the linkages for the pedals were poor. The student's lateral stick movement was inadequate and the front seat had insufficient shoulder space. The visibility of the instruments was considered questionable. The weight and the centre of gravity were monitored intensely during the whole building process; the empty mass, weighed, was 192.5 kilograms, some 6.5 kilograms more than calculated. The centre of gravity was about 3 percent further forward than calculated; as a single seater, 16% forward of MAC and as two-seater, 20% forward of MAC.

The Aviation Office had approved Lounamaa and Olavi Roininen as test pilots. On the 27th July 1956, five winch launches were made, of which one was with a single

pilot, in addition to one aero-tow launch being made.

The first flights showed that the general flight performance and flight characteristics were as calculated. The lateral stability was very good but the longitudinal stability was somewhat unsatisfactory due to the high and flat front fuselage. The stall was docile.

Flown as a single seater, the centre of gravity was so far forward that the glider could not be stalled by pulling back on the stick. As a result, spinning characteristics could not be observed.

Development work

A few additional test flights were made at Jämi and the glider was moved to Tampere. Kalle Temmes inspected it on the 9th June, 1956. Temmes considered the glider to be pleasant and light to fly, but reported that; the back seat was narrow, the rudder

was too light and with big sideslip angles 'rudder lock' occurred, so the rudder remained fully deviated, even when the pedals were released. The centre of gravity seemed to be too far forward. The PIK-12 was stable at a speed of 75-80 km/h. In normal flight and during thermal turns, it needed continual back-pressure on the control column. The trim speed was lowered by about 10 km/h by increasing the angle of incidence of the elevator.

During maneuvering, stick forces were measured at 3.5 kp/G, although this was decreased to 2 kp/G by increasing the elevator trim-tab linkage.

The shape of the skid was modified after experiences received on landings on Tampere's concrete runway. When an aero-tow started, the rope pulled the nose of the glider onto the ground, thus greatly impairing the launch. In addition it became obvious that even a good steel skid lasted for only 200-300 takeoffs on a concrete runway.

The performance figures were not measured exactly but comparison flights with a Kranich and PIK-5 showed that the calculations were accurate.

The polar curve of the PIK-12 was almost identical with that of the Kranich, measured at a flying mass of the PIK-12 at 375 kg and the flying mass of the Kranich at 465 kg, both having 2 people onboard. The sink rate of the Kranich was slightly lower at 60km/h, while the PIK-12 stalled at 3-4 km/h lower than the Kranich. As a single-seater, the PIK-12 could turn even more tightly than the PIK-5. At a 60-degree bank angle, the turning radius was only 23m! The PIK-5 had a 2 meter wider radius, whilst the PIK-3 had a 10 meter wider radius.



OH-KYB without its fabric covering at Tampere airfield. Photo: Raimo Uusihauta

FEATURE ARTICLE – THE FINNISH PIK-12

The fatal crash of the prototype

The prototype, OH-KYA, (which earlier carried the registration OH-KCA) crashed at Nummela on the 7th August, 1959. Both the instructor and the student died in the accident. The student died immediately, however the instructor died later at Lohja hospital. According to the investigators the cause of the accident was either a loose front seat, or else the instructor's seat-parachute had moved forward during recovery from a stall. Consequently the stick was jammed in a forward position. This theory was supported by the fact that both harnesses were loose during the flight. The glider began to recover from the dive by itself as the speed increased but did not have sufficient height in which to do so.

Flight characteristics of the PIK-12

The PIK-12 was developed during the years 1953-1954 when 'state of the art' training gliders were typified by the PIK-5 and so the PIK-5's flight characteristics were deliberately imitated.

The low wing loading and the consequent 'kite-like' behavior separated the PIK-12 from most other two-seat gliders and also from the newer single-seaters. The front cockpit was reasonably wide unlike the rear cockpit, which was narrow and the sitting position was too upright. Also there were no instruments in the rear cockpit. This was not a big inconvenience, but it was disturbing that even a trim-lever was lacking, especially at low speeds.

As a two-seater the PIK-12 was very nose heavy and the pilot needed continuously to pull the back stick, which was very tiring on a long flight. The aileron response was quite slow, but the glider was pleasant enough to fly (although during aero-tows it could be quite hard work).

Compared to the Röhnlerche, the PIK-12 was clearly better both on tow and in free flight. The PIK-12's biggest single deficiency lay in the poor air-brakes; these were not just of modest size, but opened only on upper side of the wings. Worse still, the brakes had a tendency to open spontaneously, not just on aero-tows, but also during a winch launches. This was because the airbrakes were operated by wire-cables which could stretch and thus malfunction.

The launches were easy, both by winch and aero-tow. The centre of gravity was so far in front of the wheel that crew members needed to hold down the tail as the launch began. For the pilot, this made the beginning of the launch easier, with no



OH-KYC 'Gabriel' in the Finnish Aviation Museum at Vantaa. Photo: Göran Bruun

3-view drawing of the PIK-12 by Tage Lönnroth

Technical data:	
Wing span:	16 m
Length:	7,4 m
Wing area:	20,2 sq m
V-angle:	2,5 degree
Aerofoil:	Göttingen 533
Empty weight:	195-200 kg
Max flying weight:	390 kg
Wing loading: (370 kg flying weight):	18 kg/sq m
Best glide ratio:	1:25 at 67 km/h
Min sink speed:	0,8 m/s at 58 km/h
Stall speed:	50 km/h (375 kg)

initial excessive back- pressure on the stick being needed. The PIK-12 was so light that even an under-powered winch or tow-plane would get it airborne with ease.

The controls were effective but the lack of trim made flying difficult if the centre of gravity was not in a neutral position. Reverse turns with a 45-degree bank took 5 sec at 70 km/h. Steeps turns could be made with ease and the glider climbed very well in thermals, especially when compared to other gliders. The stall speed

was 50 km/h at a maximum flying weight. As mentioned earlier, the stall was benign and there was no tendency to drop a wing.

In summery

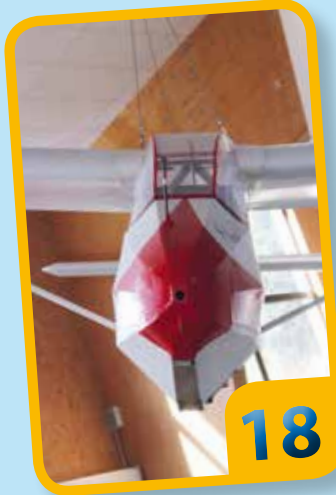
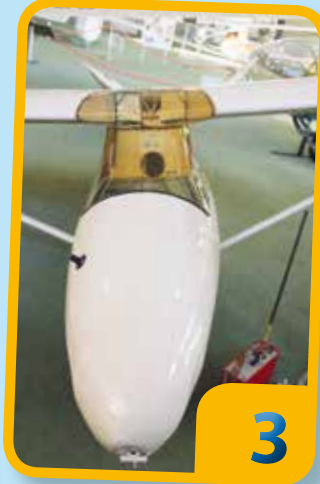
In the PIK-12, Illkka Lounamaa created an elegant but imperfect design which had great unfulfilled potential as a two-seat thermal soarer.

Main reference source: 'PIK-sarjan lentokoneet' by Jukka Raunio.

VGC Glider Quiz

Ernst Schmutterer

WASSERKUPPE MUSEUM

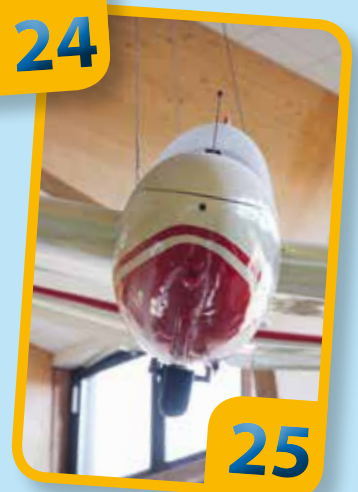


See page 52 for answers

VGC Glider Quiz

Ernst Schmutterer

WASSERKUPPE MUSEUM



See page 52 for answers



In front of the gliding school on Zvezdara near Belgrade, Serbia, in the company of his colleagues from 'Deveti' ('Ninth') group. Alojz Petrin stands second from the left from the nose of the 'Poppenhausen' sailplane (registration YU-A9).

Marko Jeras

Alojz Petrin – Father of the Croatian 'Gull' Group

Alojz Petrin was the first professional gliding instructor in Zagreb. The knowledge that he transferred to the many future gliding instructors contributed to their success, thus making him one of the most important gliding instructors in the history of gliding in Croatia.

Alojz Petrin was born on 14 June 1910 in Mali Bukovac, near Ludbreg. After primary school at his birthplace, he attended the gymnasium in Varaždin. In June 1927, he graduated from

the general craftsmen school in Zagreb as an auto mechanic. The following year, he was employed as a driver in Ludbreg and soon after that, in Kotoriba. From 23 October 1932, he worked in Belgrade as a locksmith's assistant. From 22 December 1933 until 7 July 1937, he worked for the Ljubiša Perišić bus transport company in Belgrade. During this time he joined the Royal Yugoslavian Aeroclub 'Naša krila' ('our wings').

Gliding group 'Deveti' ('Ninth') of the Royal Yugoslavian Aeroclub 'Naša krila'

Glider pilot training started with a Zögling glider on 27 July 1934, at the school of powerless flying, in Zvezdara, near Belgrade. With his 60th take off (24 September 1934), he passed his 'A' test, received a diploma and 'A' glider badge number 109. The following year he made no flights. His next flight followed on 18 September 1936, which was his 68th flight and the very first one in the H1 sailplane. In this sailplane he passed his 'B' test on 22 November 1936 as a member of the gliding group 'Deveti' ('Ninth'), so named because at that time the group needed at least nine members in order to organize glider flying with a bungee start. This included the pilot, a second member to

hold wing, a third to release tail, and three members on each end of the bungee cord). His 'B' diploma was issued under number of 109 and a 'B' glider pilot badge with number 119 on the rear.

In 1937 Alojz was a team member of the 'Deveti' group, which participated in the 1st International



Alojz Petrin wearing work clothes by the 'Grunau Baby II' sailplane, 'YU-JASTREB'. This shot was taken in front of the workshop of the University Aeoclub on Technical Faculty in Belgrade, where Alojz Petrin was employed as a mechanic from 15 August 1938 until 30 August 1939.

WE REMEMBER



Although Alojz Petrin did not fly in the first International gliding competition on the Wasserkuppe, Germany (4-18 July 1937, which is considered to be the very first World Gliding Championships), he took the opportunity to pose in the cockpit of the 'Komar' sailplane ('YU-BEOGRAD'). Number 28 is the competition starting number allocated to the single sailplane used by the team from the Kingdom of Yugoslavia

Front and back side of the medal that Alojz Petrin and all other official participants of the first International Gliding Competition at the Wasserkuppe in July 1937 received.

gliding competition at the Wasserkuppe, Germany, where in the 1920s, the modern gliding era began. Due to problems with the trailer in which the sailplane was transported, the team was late on arrival to the Wasserkuppe, arriving six days after the opening of the competition on the 4th of July. By the end of the event, on 18 July, the team had not achieved any real results, without a single point being gained. The sailplane they flew in the competition was a 'Komar' which carried the registration of 'YU-BEOGRAD'.

The same year, Alojz graduated from basic powered aeroplane training in Pančevo, Serbia. He made 89 flights, totalling 55 hours of flight time in a Fizer FN aeroplane. The following summer Alojz flew at the gliding centre in Vršac, Serbia and on 7 Au-

gust 1938 passed his 'C' test, the 101st in the Kingdom of Yugoslavia.

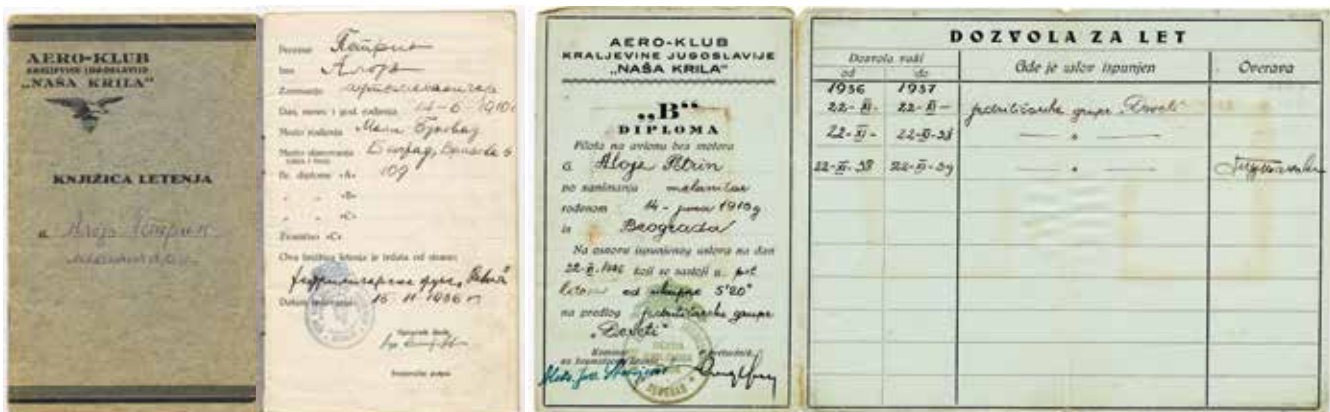
From the period of 15 January to 15 August 1938, he worked as inspector in the Industrija motora a.d. aircraft engine factory in Rakovica, Serbia. During that same year he made 20 training flights, with a total duration of 5 hours flying a SIM-10 powered aeroplane. That year, Alojz also flew the 'Komar' sailplane on the Vršac slope for 5 hours and 31 minutes, achieving the duration component for a 'Silver C' diploma.

On 15 August 1938, he changed his employer and he started working as mechanic in the workshop of the University Aeroclub at the Technical faculty in Belgrade. He stayed at this workplace until 30 August 1939, with a move to Zagreb soon

following. During 1939 Alojz also made many training flights in a Bücker Bü-131 Jungmann (9 hours in 30 flights) and a Hanriot H.320 (10 hours in 43 flights).

Gliding group 'Galeb' of the Royal Aeroclub of Banovina Hrvatska

Upon his arrival in Zagreb, on 28 October 1939, Alojz began working as professional gliding instructor at the Zagreb County Board of the Royal Yugoslavian Aeroclub, 'Naša krila'. At that time the building of Zögling Z-35 gliders by club members were nearly finished and primary flight training for pupils soon commenced. On the 'Mali Borongaj', just south of the Zagreb International aerodrome, Alojz trained one of the most important groups



The cover and first page of the oldest preserved flight log book of Alojz Alojz Petrin, issued two years after start his glider pilot training. Note the stamp of the glider group 'Deveti' from Belgrade, Serbia.

WE REMEMBER



Instructors at the gliding school of the Zagreb County Board of the Royal Yugoslavian Aeroclub, Banovine Hrvatske, in Posavski Bregi. Taken during the summer of the 1940, from the left is the headmaster of the school, Ratko Mikulić and gliding instructors Vladimir Jelovac, Milko Škofič, and Alojz Petrin.



A moment in history – the most experienced member of the 'Gull' group, Alojz Petrin, in the 'Musa Kesedžija' sailplane, at the moment after takeoff.



Sunday 25 August 1945, final preparations of Alojz Petrin's parachute are made before takeoff in the 'Musa Kesedžija' sailplane, at Sljeme, atop of the Medvednica mountain near Zagreb.

of future gliding instructors. By the next summer, the best of them were gathered in the most active gliding group in Zagreb, the 'Galeb' ('Gull') group. Alojz, who was fondly known as 'Lojz', was also a member of the 'Galeb' group, and was not only their instructor, but was like a second father to many of them. When the Zagreb County Board of the Royal Aeroclub of Banovina Hrvatska organised a gliding school in Posavski Bregi during the summer of 1940. Due to the high number of pupils, in addition to Alojz, two additional gliding instructors were employed, Vladimir Jelovac and Milko Škofič.

One of the most important flights of this 'blue sport' (as gliding was called at that time), was a flight from the Sljeme, on top of the Medvednica mountain, near Zagreb. As the most experienced glider pilot, Alojz performed this flight on 25 August 1940. Flying the 'Musa Kesedžija' sailplane, he took off from a small meadow near the St. Jakob chapel. His intention was to fly over to and land on Borongaj aerodrome in Zagreb, but weather conditions did not make this possible. Without damage, Alojz out-landed on the Jelačić property near the Zagreb Mirogoj cemetery.

During the 1940/1941 winter holidays,

a gliding school was organised on the field near Sveta Nedelja, where Alojz instructed both new and advanced pupils. During 1940 he made 47 training flights in Potez-25 aeroplanes, with a total duration of 11 hours. Just before the attack by the Axis forces on the 6th April 1941, Alojz was mobilised into the Army of the Kingdom of Yugoslavia.

Military gliding school of the Air Force of the Independent State of Croatia

Following the 1941 proclamation of the Independent State of Croatia on the 10th of April, Alojz complied with the military recruitment call. From the reserves, on 7 May he enlisted with the rank of Razvodnik [Private First-Class] in the Air Force of the Independent State of Croatia. Two weeks later, on 21 May, he was sent to the 1st aerodrome aeroplane workshop on Samoborska 9, in Zagreb as a mechanic. Once again he was in his pre-war home of the Aero Club in Zagreb. Based on an assessment of the board for the transfer of craftsmen, who were active enlisted military men, on 28 May 1941 Alojz was placed on active duty as an expert. The very next day, as an official gliding in-

structor, he was assigned as an instructor to the Military Gliding School for high soaring, in Zagreb. On the last day of May 1941, the following airmen were assigned to Alojz as assistant flight instructors; Poručnik [Lieutenant] Stanislav Grabrić, Air Force academy cadet, Miljenko Lipovšćak and Vodnik [Sergeant] Marko Šimić. (Alojz had met Miljenko Lipovšćak in 1939 while gliding in Vršac, Serbia). Training the first gliding instructors of the Air Force began near Sveta Nedelja, Croa-



Alojz Petrin at the 'Mali Borongaj' field during the 1939/1940 winter. Hanging around his neck is a military stopwatch made by Jean Vial from Paris, for timing bomb drops from bomber aircraft.

WE REMEMBER



Waving a red flag, Alojz Petrin signals to the pilot of a sailplane climbing to release the car winch cable, which was mounted on the Ford Model A automobile owned by the 'Gull' group. From the registration plate we see that this was 216th automobile registered in Banovina Hrvatska in 1940.

tia, on 5 June 1941. Alojz was promoted to the rank of Air Force Vodnik on 13 June 1941. During work in Sveta Nedelja, Alojz became friends with Miljenko Lipovščak and Stanislav Gabrić, with whom he joined the military organisation of the Communist Party in the middle of July 1941. On 8 August, Stanislav Gabrić was ordered to become the commander of the 2nd Military Gliding School in Sarajevo, then in the Independent State of Croatia. Five days later, because of the bet-

ter weather conditions for gliding, on 13 August, the Military Gliding School was moved from Sveta Nedelja, to near the village of Lič in Gorski Kotar. At the end of the flying in Lič, on 3 September 1941, Alojz renewed his 'C' diploma as a glider pilot. Following his return to Zagreb, on 10 October 1941, he was promoted to the rank of Obrtnički Stožerni Narednik (Craft Master Sergeant), backdated and effective as of 10 April 1941. Soon after, on 10 January 1942, based on his personal request and a recommendation from the commander of the Military gliding school (in December 1941), Alojz's promotion from airmen to enlisted craftsmen in the Air Force came through.

He spent the entire year of 1942 officially based at the Military gliding school in Sveta Nedelja. On 29 July 1942, some new pupils were to begin their training, which saw Alojz being assigned to travel to the 2nd gliding unit at Butmir, near Sarajevo, as the commander of the group being sent there. After handing the pupils there, he was to contact the commander of the technical storage depot at the 2nd Air Base, to acquire material needed for the Military gliding school in Sveta Nedelja. Following the end of the training in Butmir, on 1 November 1942, Miljenko Lipovščak and other gliding instructors were transferred from Sarajevo to the Military gliding school in Sveta Nedelja. Soon after that, to assist the partisans in the Žumberak mountains, illegal work began in Sveta Nedelja. Beside guns, ammunition and medical supplies, they even handed printing equipment over to



Member card of Alojz Petrin with stamped membership fee paid for the year of 1941. The front page was signed by the President of the Royal Yugoslavian Aeroclub Banovine Hrvatske, dr. Branko Pliverić.

the partisans. There were even thoughts about handing over the entire Military gliding school in Sveta Nedelja to the partisans as well.

In the spring of 1943, Alojz was the best man to Miljenko and Vera Lipovščak's wedding ceremony in Sveta Nedelja. By that time the training of a new generation of gliding pupils had been started. Not long after that, on 15 May 1943, Alojz was arrested by the Ustaška nadzorna služba (governing political party police, which was the equivalent to the German Gestapo). A refugee from the partisans had divulged his name. After questioning and torture, he was promptly sentenced to death. Only by the intervention of Zagreb's Archbishop, Alojzije Stepinac, was this sentence changed to 20 years in prison. Alojz was imprisoned at Hrvatska Mitrovica.

113th Fighter Group of the Yugoslavian Army

Near the end of the war, due to the movement of the Srijem frontline, prisoners were transferred from Hrvatska Mitrovica. During a transfer by train to Zagreb, near Sesvete, there was an Allied air raid. The train was set on fire and the prisoners' guards fled. Alojz managed to escape with a prisoner to whom he was chained. He managed to hide with a friend in Zagreb. A member of the 'Galeb' group who was a cab driver, Vladimir Vudjan, also helped him over Medvednica mountains, where he went to his parents and sister



Razvodnik (Quartermaster) Alojz Petrin of the Independent State of Croatia Air Force (in the background, wearing black jacket with visible 'C' glider badge), instructor of the Military gliding school in Sveta Nedelja, where on 5 June 1941, he started the training of future gliding instructors.

WE REMEMBER



Commander of the 113th Lovački Avio Puk – LAP (Fighter Group), Major Miljenko Lipovščak (left) and his best man at his wedding, Alojz Petrin, are photographed on the airfield at Djevoja Marija u Polju near Ljubljana, Slovenia. The 113th LAP flew over from Pleso aerodrome near Velika Gorica in Croatia on 29 May 1945.



Members of the pre-war 'Gull' group, photographed on the top of the hill by Sveta Nedelja in the summer 1942. From the left: Rudolf Berković, Dragica Peterin, Zoltan Perišić (behind Dragica), unidentified person, and Alojz Petrin. Visible to the left in the background, is the Sveta Nedelja church.

in Oroslavje, Croatia. He stayed there until the end of the war. On 27 May 1945, he contacted Vera Lipovščak and joined the Yugoslavian Army. A month later, on 18 June, Alojz became a pilot in the 113th Fighter Group in Ljubljana, commanded by Major Miljenko Lipovščak. By the end of 1945, Alojz had flown a total of 10 hours during 53 flights in Yak-3 fighter aeroplanes. Alojz was in the Yugoslavian Army until 8 April 1946.

Croatian Aviation Association

After returning to Zagreb, Alojz wanted to continue working in sport aviation. From 1 December 1946 he worked as a Croatian Aviation Association employee. He was mechanic, driver, and chief of the gliding flight line. The very same day, Alojz made the first post-war flight in a glider. Taking off from a car winch, he flew the 'Vrabac' (Sparrow) glider, registered as Va 16. The next year, on 21 July he made a test-flight in the last 'Musa Kesedžija' sailplane built, recording a duration of 14 minutes and 15 seconds and 400m altitude.

He was chosen as a member of the Zagreb team that participated in 1st National gliding meeting, held on Cerklje aerodrome near Brežice, Slovenia. On 24 July 1947, he flew the 'Orlik' sailplane, registered as 'O-9' from an aero-tow from Zagreb to Cerklje. He flew the Orlik during the meeting. Competition started the following day and lasted until 8 August 1947. Two teams from Zagreb participated in the meeting, each with two sailplanes and four pilots. Alojz contributed to the win of his team,

which took the top ranking as Zagreb 1 in the team rankings.

During the summer of 1947, an expedition was sent from the Zagreb Aero Club to research the area and conditions for gliding near the village of Lič, in Gorski Kotar. During an aero-towed flight from Zagreb to Lič, with Alojz in the 'Musa Kesedžija' sailplane, due to severe turbulence in Gorski Kotar area, he had to release the tow cable and land on a very small meadow. The sailplane was damaged in a collision with tree stumps and Alojz had his shoulder dislocated. Damage to the 'Musa Kesedžija' was beyond repair. Luckily, her remains were preserved by Viktor Flatz. His son, also named Viktor, kept the remains in Koprivnica, Croatia and in 2011, all the preserved pieces of this historically important sailplane were handed over to the Vintage Glider Club Croatia.

By the time of his early retirement in 1967, Alojz Petrin had worked at the Zagreb Aero Club from 1949 until 1951 and from 1960 through to 1963. He also worked at Čakovec Aero Club from 1954 until 1960. For a short period, he also worked in the Tvrnica motora Zagreb (Zagreb engine factory), from 13 May until 12 December 1953 and finally in the Military postal service in Zagreb from 1 January until 30 September 1954. Vera Petrin, Alojz's wife, worked at the Zagreb Aero Club as a janitor at the Lučko sport aerodrome until 1971. So the Petrin family both reached their retirement working at Zagreb sport aerodrome as their work place. Alojz Petrin received numerous acknowledgments

and awards for his accomplishments and achievements that he made in the field of gliding.

Alojz Petrin died in the 67th year of his life, on 7 September 1976 and was buried three days later in the Zagreb Mirogoj cemetery.



Obrtnički narednik (Craft Sergeant) Alojz Petrin wearing his 'C' glider badge of the Royal Yugoslavian Aeroclub 'Naša krila'. This is one of the very rare photographs of Alojz wearing pre-war badges during the period of the Independent State of Croatia. Without doubt, the letters of the pre-war nationality: YU (for Yugoslavia) on the badge was overpainted with a blue colour.

WE REMEMBER



The last 'C' glider pilot licence of Alojz Petrin, issued on 25 February 1957, with which he received a new 'C' glider badge, issued by Vazduhoplovni savez Jugoslavije (Yugoslavian national aeroclub), with number 602.

Rudolf Berković, member of the 'Galeb' group, prepares for a flight in the 'Komar bis' sailplane at the landing ground of the Military gliding school in Jagnjić Dol near Sveta Nedelja, Croatia in the winter of 1942/43. In front of the wing standing is Jovan Arežina, pilot of the 'Fizir RN' aeroplane that will tow the 'Komar bis' aloft. Aft of the wing standing, is Alojz Petrin. All three of them were gliding instructors in the Military gliding school.

Excerpt from the book 'Mi, Galebaši' ('We, The Gulls'), by Zoltan Perišić

'We carry the glider through aerodrome main gates to the nearby meadow.
 Our 'Lojzek' is already there, our instructor that will share with us all the good, even more, all the bad and that is going to cost us many nerves. But this we do and yet we do not even know him. In him, now we only see the master of life and the death in all of us. We look up to him with respect.
 And he has already peacefully ordered us.....
 This is how a glider is to be mounted on the balancer [Training-Frame. Ed].
 Always in the direction of the wind.
 Do not hold on to the wires. Only by the struts.
 We notice that, in the beginning, flying for us is made up of everything but the flying itself. Forbidding and foreboding...do not do this, do not do that.
 Do not sit in the sailplane from the right side, the control column is not a gymnastic apparatus to hang on to!
 And then the explanation...how to fly the glider..!'

Photographs: Archive of the Vintage Glider Club Croatia, collection Danijel Frka

Entry of the final flights of Alojz Petrin in the 'Orlik' sailplane (with registration 'O-9') at the 1. National gliding meeting in post-war Socialist Yugoslavia on 8 August 1947. Of interest is official meeting stamp.



Powered aeroplane pilot badge and pin of the Vazduhoplovni savez Jugoslavije that Alojz Petrin received (number 888).



Alojz Petrin (dark blue clothing) and colleagues move the 'Orlik' sailplane during the 1st National Gliding meeting at Cerklje aerodrome, near Brežice, Slovenia. The black number 9 on the side under cockpit was its allocated starting number for the event. Photo: Zvonimir Planinc via Danijel Frka



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Peter Ocker

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



The original photo from the Hornberg from around 1943 which served as a major reference to my restoration. Photo: via Peter Ocker

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 brings us Part 2 of his journey of discovery, his philosophical musing and his trails and tribulations. So together, let's go find out more about this lovely queen of the skies.

While Christian Fröhlich was working day & night on my glider and me being stuck in my office work, I had some time to think about the future appearance of the Weihe. Although the white colour made her appear very elegant, I very much got involved in aircraft restoration philosophies.

With her future appearance, there were three different possibilities:

I.) typical factory appearance:

This is a challenge that requires a great deal of study of documents, photos, brochures (etc), if the glider is to receive a typical factory livery or colour scheme during the years when the glider was state-of-the-art. This is a good solution if there are no pictures available of your individual glider from earlier times.

II.) individual authentic appearance:

Either the last livery or an earlier livery of the exact glider should be a consideration for historic gliders. This is often the hardest way, as you may have to resort to carefully strip down the glider in the hope of finding old traces of colour, you will surely find them. If the glider is a barn find last flown, say in the 1960's, it would be great to preserve it as is, in its original colour but this is often only a viable solution for a cosmetic restoration for display purposes only, such as muse-

ums etc (a good example is the powered Bergfalke, Illerfalke of Obermeier at the Wasserkuppe Museum). A restoration to full airworthiness however often requires a much more detailed restoration that will see much of the original outer fabric etc having to be replaced, therefore requiring an entirely new coat of paint etc. In these instances you will need to carefully search and study any available pictures of your glider reflecting the time and colour scheme you wish to recreate. The task can be further complicated by the lack of colour photos, with much detailed research being required trying to ascertain some colours on black and white photos. As with the typical factory appearance case mentioned above, it will require going through the same headache of finding out what font and dimension the registration was and the exact location of the factory insignia etc.

FEATURE ARTICLE – WEIHE RESTORATION



Colour schemes are a highly individual choice, but care should be exercised in the message. Popular cartoons and images can often work well, with most observers immediately identifying with the art-work, but many others are not so obvious. Here the young and the attractive, Mira van Aalst, applies the artwork to the 'Pink Tutor' which went on to give the glider its unmistakable and instantly recognisable identity to so many vintage enthusiasts.

Photo: Silva van Aalst

III.) individual ab-lib appearance:

More often than not, this is by far the easiest way! Just find a new livery according to your fantasy and that's it! What sounds like a good idea can turn out into something more difficult however. Some 'hardliners' may ask questions, but you are not in front of a court, so there is no need to defend yourself. Having said that however, personally I frown upon mixing up 'old style' with 'new style', or putting anything strange on the glider. Imagine a glider with German WW1 markings? It is your right if you so wish, but sometimes it will look ridiculous, so think sympathetically towards any new ab-lib colour scheme and design. There are however, some nice examples where a new design gave the glider a unique character and appearance, like the well-known 'Pink Panther' (most readers will readily know that I am of course referring to the Dutch Slingsby T.8 Kirby Tutor).

Whatever you choose is ok. But don't forget to take a (virtual) step back and try to look upon your decision from another angle; will the colours be really visible once the glider will be in the air? Is light blue or dark green a contrasting colour? Are any markings/colour's chosen still visible? Indeed, are the markings legal or do you



The beautifully restored GB IIb by the Underwood's is an excellent example of a period colour scheme.

Photo: Alexander Gilles

need special permission to have them displayed? (military or historic civil markings that are no longer in use will often require specific written permission to be used). Immediately you find yourself asking further questions. Does the glider need any modifications? This maybe for any number of reasons. Maybe it is because you don't have any room to fit in comfortably, or maybe you wish to fit another canopy style, or fit a new instrument panel? Indeed, you may want to even reverse a modification?

Is it necessary to have any factory overhauls carried out on instruments or other equipment? For other repairs, are the original materials still available in the same quality or quantity, or are there new-style materials which can replace them or bring other advantages? Are the modern methods and solutions still the same as during the early years of the glider? For example the lost art of a hand-spliced control cable requires less room for clearance holes in structures than more modern swages, which can catch and seriously damage structures if due care is not exercised. What may sound as high-end aviation museum philosophy, turns out to be a basic issue. Consult your inspector, he can provide valuable assistance if you find out that there is no more cotton fabric available, or if you are not sure if to use Ceconite or Oratex.

Also consult the VGC. There is a vast amount of experience within our ranks and do not hesitate to visit people who

have a good working knowledge of a task at hand. In each country has many a competent enthusiast, some of them experts. The same applies on questions where to source plywood, what glues you can safely use in combination to older existing glues such as casein. The VGC regularly publishes such articles within these very pages of VGC News, which can be a valuable source of information.

Lesson 7: historical research...a labour of love...

So as not to increase confusion, let's get back to the Weihe in question. My example was built in Switzerland and first flew in 1951. At that time it was painted silver however some years later it received an ivory-white colour scheme and a blown canopy. So what to do? I already had the old-style canopy, which was important to me. But returning to a silver colour was not an option for me, as I have a metal Antonov A-15 glider and therefore my desire for another silver glider was tempered. As my Weihe had no significant history, I decided to replicate the appearance of a typical Weihe between 1941 and 1943, with numbers typically registered to gliders of the period, more often than not, coming from the Jacobs-Schweyer company.

This was a kind of a compromise. Knowing that my Weihe was built years later, she is nevertheless, identical due to the old-style canopy, no main-wheel, long ailerons and the DFS-type airbrakes. Thanks



*My Weihe as she appeared in the 1960's with her original colour scheme and markings.
Photo: via Peter Ocker*



*An original instrument panel taken from a Weihe at the Wasserkuppe. This what the panel looked like at the time of collection from Chris Wills.
Photo: Peter Ocker*

to an old colour picture taken in 1943 on the nearby Hornberg airfield and a lot of documentation that I had collected for my book on the Weihe's designer, Hans Jacobs, I was in possession of a huge amount of information. The old colour scheme 'RLM 05 elfenbein' was quickly re-discovered as RAL 1015 on today's colour chart codes (although some sources say it's RAL 1001, which appears to be more brown to me).

The bigger issue was the historic registration. Today in Germany, gliders are registered with 4 numbers (eg: D-1234), but before and during the war the registration incorporated the home region of the glider. For instance, Baden-Württemberg would have been identified as 'Luftgau 15'. As depicted in the old colour picture, D-15-1406 would be nice. The question was how do you obtain permission from the authorities to use this old registration? Would it be easier to have D-15-99 (as this would be only an additional dash (-) and 4-numbers as per today). Or would it be possible to go onto 6 numbers? After some explanation to the Luftfahrtbundesamt [German CAA], I finally obtained permission to use the D-15-1406 as a 'decoration', but had to display the official registration of D-0700 and the German flag on the glider to meet modern regulations. This was a fair compromise that I was happy with.

Other gliders have also been granted more historic registrations but they too have to meet the same standards, such

as the Gö1 Wolf of the Fliegende Museum Hahnweide, which displays the registration of D-15-926 as decoration, and D-0926 as its official registration. There are other examples too, with at least 2 former GDR gliders (Lehrmeister DM-3152 (which is registered as D-8152) and Lom Libelle DM-2515 (registered as D-5813). If your glider had another registration number in earlier days, just ask the Authority if this number is still, or again, available.

The size of my new 'decoration' turned out to be my next challenge. The old norms were available, but did not seem to correspond to the photos of the wartime Weihe's. So some intense research and hours in front of the computer were spent to find out the approximate sizes. Also the letter style was unclear, but thanks to a professional graphic's specialist, we finally found a near identical font and even modified it to match. Although in former times the registration was painted on to the fuselage and wings, I decided to use modern stick-on vinyl letters, which is cheaper and quicker, and in case of any doubt, is readily and easily reversible.

But to be really historically accurate, a new instrument panel was needed, including instruments. Thanks to Chris Wills, I was in possession of an original Jacobs-Schweyer panel, including most instruments. While the three main instruments (altimeter, airspeed indicator and vario) were carefully checked by the Winter Instrumente company (complete with EASA paperwork), the mandatory compass needed to be

replaced for another one. Further instruments from the panel that were once installed in one of the three Weihe's that Phillip Wills took from the Wasserkuppe at the end of the war, included the turn-and-bank indicator and the artificial horizon. These two instruments were checked by a former Lufthansa instrument professional and were found to be in fantastic condition. The clock was missing however, which was later sourced from a collector.

I had decided not to add any other instruments on the panel to keep it as per original. Radio and FLARM were installed in alternative places and are easily reversible. While the original metal panel itself was in a bad condition, it still sported its original colour but I decided that a new metal panel was needed and the old one to be kept as a museum piece.

Not yet aware of what my lucky decision on the instrument panel would later unfold in terms of additional workload, the fabric and painting was to prove a major challenge too. This will be described in the third and final part of my trilogy...



Croatia



Germany



FROM AROUND THE WORLD

Croatia



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Zögling update

Just a short update. Last year, on 12 April 2016, our prominent member, Krešimir Petrin suddenly passed away. He was planning, with his sons, to build the wings for our replica of first glider in Zagreb in 1930., a Stamer-Lippisch Zögling.

This loss has slowed us down a lot. We entered 2017 with all wing ribs (for both wings) finished and material prepared for main wing-spars, along with the complete fuselage. Woodwork on tail construction is also now done and we just wait for hinges and metal parts so that we can start covering tail with cotton fabric. At this stage we will then be able to apply authentic markings painted on the rudder, which will give our project more of a visual identity. During this year, we hope to have all wood-



Photo 1: A good supply of wing ribs standing by!

Photo: Marko Jeras

work and metal parts completed and to start flying in 2018.



The completed tail section of the Zögling.

Photo: Marko Jeras

I will keep you updated with our progress in VGC News publications during the year.

Marko Jeras. Secretary of VGC Croatia

Germany



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Minimoa update

There has been very little news for Germany over the winter months, but here is a short update on the Minimoa (D-8064) from Gerd Allerdisen, which has found a new home after being re-imported from the US, where it had been flown and operated by Jan Scott for many years.

It will now be based at Braunschweig (home of German CAA) in the careful hands of a syndicate around Rolf Radespiel (Radespiel,

Bruns, Ückert, Preß, Seitz). Rolf has been very active within OSTIV for many years and is looking forward to his first flights in the 'Mini'.

The Minimoa was restored by Laszlo Révy in Hungary with his unbelievable woodwork skills and many hours work, with the glider now is in France where it will receive its fabric. We are looking forward to seeing it in the air later this year.

Netherlands



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News from the Netherlands

At Venlo, Prefect PH-193 is nearing the end of its restoration. Its cockpit forward the shoulder straps attachments have been extensively rebuilt to new condition and the aircraft overhauled. Johan van Dijk and his crew have added the familiar Limburg lion to the rudder, a sign that flight is not too far off now. Also at Venlo the ReBra brothers have taken on a German Rhönlerche for restoration. They were after a trailer only,

but since it came with a glider in it they decided to take this on as well. This is the fourth Rhönlerche at Venlo at the moment; that must be a worldwide record!

Meanwhile at Lemelerveld, the end of all structural work on the T.21b prototype is in sight after five years of work. Progress however has slowed down once again due to other commitments to the veteran fleet. A Ka2b at the airfield suffered minor rudder

FROM AROUND THE WORLD



The Ka2 rudder after stripping back revealed a horror story of extensive Kaurit glue failure. The glider appeared to be in 1st class condition but deeper investigation after substituting minor trailer damage revealed that even the most well-kept gliders were not immune from glue failure.



More classic cases of Kaurit glue failure, this time in a K8 wing. Again a well-kept example with no history of damage. As you can see from the photos above, classic glue failure with the wood simply being able to be peeled away. To say we were surprised at what we found during the inspection would be an understatement.



damage in its trailer, but the subsequent stripping of the rudder yielded extensive Kaurit glue deterioration requiring a new spar to be built for the rudder. This was a perfectly restored glider in A+ condition, which had been completely rebuilt and re-covered in the early 90s.

Kaurit is a growing concern. Last Autumn a 1964 K8B was successfully returned to the air at Lemelerveld after a full wing rebuild (classic Kaurit glue failure with all gusset plates coming loose aft of the spar) and its place in the workshop has now been taken by a two-year older sibling which was found to suffer from the same symptoms, necessitating major wing repairs and an overhaul. This was a well-looked after Schleicher-built K8B with no damage history. Shows that one needs to be very weary with Kaurit-glued gliders.

Also still making steady progress at Lemelerveld is a highly modified Ka6Cr which

is receiving a 'new' set of wings and major repairs to the front main frame following a close encounter with a tree on an off-field landing. In this case too, evidence of Kaurit glue joint failure was found in the 'old' wings.

Hans Regeer's workshop near Nistelrode is fast becoming THE place to be if you are a Grunau Baby in need of TLC. The workshop some years ago saw a 1955 Schleicher-built Baby IIb PH-213 returned to the air after decades in storage. 1937-vintage Grunau 8, PH-70, has been decades in the making and is having a new wing built from scratch at the moment. It has been joined by Baby IIb, PH-978, which was license-built by Meubelfabrik Eberhardt. This has been subject to a superb rebuild by Toine Schoenmakers since the 1980s and has come here to be finished in order to fly. It is structurally complete and in very, very, nice condition. Also, 1947 Fok-

ker-built Baby IIb, PH-152, has arrived for restoration. This briefly last flew 25+ years ago but is generally complete and reasonably sound.



Repairs to the Ka6 after its argument with a tree, in which the Ka6 came off 2nd best!

Ireland



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The Ka6 looking fantastic after her recent rebuild.



Vintage Gliding in Ireland

Hi all,
I have been tasked with keeping you all up to date on the vintage soaring scene both north and south of the border here in Ireland.

Let me introduce myself, I am 45 years old and live just outside Derry on the north coast and on the perimeter of the airfield of the Ulster Gliding Club. I have been involved with the club for nearly 35 years and

have been refurbishing vintage sailplanes for 16 years and was learning my trade helping the club and assisting inspectors on maintenance long before that. The vintage scene in Ireland is at an all-time

FROM AROUND THE WORLD



My Olympia that I rescued from the scrap-heap, now fully restored and cherished once again.

high. We have around 12 vintage types currently in service, though most of the gliders are based at Bellarena and looked after by me! Currently I have in my workshop a Schleicher KA6CR, BVZ. This particular aircraft has 'strengthened' wings for alpine flying and has quite a lot of glue failure in both wings, so I have spent about 6 months inspecting and regluing the wings carefully. There are now two Olympia 2b's in flying



From another age, the Ferguson Flyer looks positively prehistoric compared to today's contraptions!

condition. One, BGA968, that I rescued from the scrapheap a few years ago and Seamus Cashin's example which had a great fortnight flying over at Kerry a few weeks ago. I have a ASK14 (EI-APS) which is almost ready to fly. It should have been flying already but I have had difficulty in sourcing a canopy but I hope to have it ready soon. Gliders currently under refurbishment are: Slingsby T21 (in hangar at UGC) Slingsby Kirby Kite 1 BGA271 (full feature to follow soon) Slingsby Venture fuselage (in workshop UGC) On another vintage note, or should I say prehistoric(?) note, I had the pleasure of



The Ka14 is almost complete.

being involved in a BBC project called 'The Great Flying Challenge', featuring the TV Presenter, Dick Strawbridge. We were tasked with recreating a full flying example of the Harry Ferguson flyer. I covered the aircraft with authentic Irish linen and stitched and doped the aircraft to bring it to flying condition. The series has been broadcast already but you probably find it on youtube.

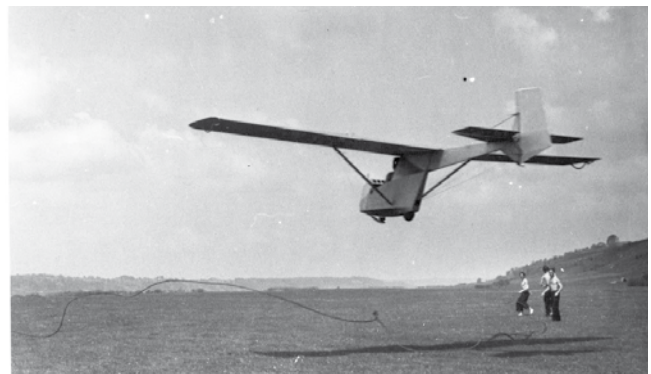
So as you can see there is a lot of interesting projects going on over here and I will be highlighting a few of these in subsequent issues of VGC News.

Owen Anderson

All photos via Owen Anderson



Contemporary photos of the Bro-9 in its heyday as a basic training glider.



Lithuania



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Lithuanian update

We have been silent for some time, but now we are ready to tell you about all our VGC projects in Lithuania. Some of them

you might know from facebook but some of them are a little more behind the scenes.

Recently Benvenutas Ivanauskas started actively building his Bro-9 project, however progress has not been as quick as he wished. All the work is complicated because of the incomplete set of drawings. He has tried to build an exact replica of this glider by reference to these drawings, photos, articles and all kinds of other useful reference material. Another problem is that this glider was modified several times, so it is quite important to note the differences and as Benvenutas points out,

is an obvious complication to the replica's construction. When he started building the glider, he thought that it will be very straightforward project due to the amount of information from the past, but unfortunately much of which has proved not so accurate. Also the project is further complicated by the fact that the layout of this glider doesn't follow the more traditional lines. Thankfully with the progress of modern technology, Benvenutas has turned to computer aided CAD systems and is using Solid Works to help recreate a working set of drawings, including the missing drawings.

FROM AROUND THE WORLD



Major components of the wing have already been manufactured and only require assembly



The fuselage of the Bro-9 at our home.



The intrepid test-pilot, Benvenutas sitting in the Sky-Pup, whilst the builder, Arturas Dreskinis, ensures all is well with his little creation.

The fuselage of this glider is almost done. It only requires a couple more metal parts to be made and installed and it will be ready for subsequent work to the wings. The wing spars and ribs are already made, with only the metal parts requiring to be made in order to assemble the entire wing. Also the Lithuanian VGC can be proud of the Ramunas Jurkstas glider, which was constructed in 1995. Many years ago it was built as a primary glider for teaching children to glide. Later on he modified it and turned it into a motor-glider. He only made only couple flights before storing the machine. Recently after long discussions, the decision was made to bring this aircraft back to its original layout. Benvenutas Ivanauskas created a new nose for the glider, which had been modified to accommodate the engine installation. Also the landing gear was changed back again. The later version was too heavy for the glider and not necessary in its glider form. Also the glider has been repainted. It is well-known that our Lithuanian VGC is friendly to old aircraft too. Our member Ramunas Jurkstas is building an all-wood Piper Cub replica, which might help us

with towing our gliders because getting them aloft is still a major problem for us. The main components have already been made and assembly of the Cub is well under way and only requires to be covered with ceconite fabric. Of course there is plenty of work left do installing the firewall and engine.

Coming back to the subject of towing, it does not mean that we are not flying, but the situation is always a bit complicated. Most of the time we are flying from a small airfield and our main tug aircraft is the RJ2 Biplane, again constructed by Ramunas and which many of you saw at the 40th VGC Rally here in Lithuania. We are still looking for a winch which might help solve our problems.

Continuing the theme on aeroplanes, we would like to mention another project. Arturas Dreskinis has made a Sky-Pup, which is well known in America. The all-wood Sky-Pup is an American single-seat, cantilever high wing, single engine, ultralight with conventional landing gear. Designed by Stephen K. Wood, it is more a motor glider than aeroplane. The interesting thing about this aircraft that it has no ai-

lerons. The control system is two-axis, using only elevator and rudder controls, roll being induced by the secondary effects of rudder, with stability in roll being aided by a generous amount of dihedral. The elevator controlled by a conventional control stick, whilst the rudder is controlled via conventional aircraft pedals. The aircraft is stall and spin proof. [It is worth noting that the 1934 design of the French Pou de Ceil worked broadly in the same manner-Ed] You might be interested to know that at the moment we are trying to find information about the Bro-12 sailplane. Recently Benvenutas Ivanauskas was presented with one aileron from a Bro-12, which has even a serial number on it. Benvenutas has almost all the parts, along with their serial numbers which are waiting to be restored, despite the fact that we are still missing a fuselage. But it will not be a problem to build the new one. The Lithuanian Aviation Museum has a Bro-12 on exhibit. Using this surviving example, there will be a real possibility of building an exact replica. A rare activity our enthusiasts enjoy is Bungee Launching. The main glider in which we use for this sort of fun is Benvenutas'



JR-1



Construction of the Piper in progress with its builder, R. Jurkstas.



The Bro-12 in the Lithuanian Aviation Museum, Kaunas

FROM AROUND THE WORLD



Easter Bungee launching at Silute's airfield in Bens Grunau Baby II.



The Pik 16 upon its arrival...

Grunau Baby IIb. Next year we hope we see more bungee activity as we recently sourced an extra-long length of bungee rope.

Also our member Renatas Samulenas has purchased and brought one more flying bird to our Lithuanian VGC fleet. According to Renatas this vintage glider was produced in the country where the real Santa

Claus lives, Finland. We are talking about the Pic-16c Vasama, which was built in 1964. This rare beauty came from Germany, but now looks a bit different compared to when it first looked upon its arrival. Renatas made some cosmetic changes which you can see in the photos.

All photos via Lina Ivanauskienė



and after its new Lithuanian registration.

Sweden



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Sweden, always ready to extend a warm welcome

Our goal is to create a gliding center at Ålleberg with access to a large number of vintage gliders. Besides the museum's collection, we now also have Petter Lindberg's big collection (which we hope to be able to report on in a later issue of the VGC News), Petter, who is from Norway, is well-known from a large number of VGC Rallies over the years and has now settled down at Ålleberg where he has his second home, workshop and hangar.

A lot of variety

This summer the museum expects to be able to fly with the following gliders; Bergfalke II /55 (with an 'oldfashion' style canopy), Slingsby T21, Kranich (once owned by Chris Wills) and EON Olympia. Petter Lindberg and Piotr Müller will preliminarily make available the following gliders:



Why not come and sample the fun of Ålleberg in our famous T-21!. Photo via Thorsten Fridlitzius

Bocian, Ka 2B, Ka 6 CR, SB-5b, Phoebus A, and Foka 4

Price examples

Winch launching; SEK 50 (EUR 5.24), glider rates for less than 10 min; SEK 50. More than 10 minutes, the rate increases to SEK 250 (EUR 26.19). Typical aero-tow costs are; 500 m costs SEK 250 (EUR 26.19), 800 m costs SEK 340 (EUR 36.67).

Accommodation

On the Ålleberg mountain are some simple over-night cabins with basic facilities which typically cost around 30 euro per night. In the town of Falköping, a few kilometers from Ålleberg, has a Youth hostel which costs around 63 euro per night and

for the more discerning, we also have a luxury four star Health Resort (Mösseberg) with prices from around 72 euros. We cannot control the weather, but Ålleberg usually experiences good weather in the summer, with westerly winds and good thermals. Cloudbase reaches around 1,200 meters, with the landscape around the mountain being mostly flat and offers excellent outlanding possibilities. The skies above the mountain are mainly undisturbed by other aerial traffic.

Here's a brief summary of our program of activities at Ålleberg 2017:

29/4 – 01/05, 18/05 – 21/05, 15/06 – 18/06, 15/07 – 23/07, 17/08 – 20/08, 14/09 – 17/09

Thorsten Fridlitzius

FROM AROUND THE WORLD

Switzerland



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News from Switzerland

The OSV (Oldtimer Segelflug Vereinigung Schweiz) was formed on the 4th November 1989 on initiative of Willy Fahrni. Approximately 30 members joined. The aim of the OSV was to associate people interested in maintaining and flying historical gliders and replicas designed before 25 years ago (rolling limit). Willy Fahrni was elected President and has been holding this function for 28 years. Today the OSV counts for about 120 mem-



The Committee of the OSV on 11th February 2017. From left to right: Stefan Bossard, Willy Waiblinger, Jürg Weiss, Kurt Stapfer (president), Marius Fink, Pierre-André Walther, Werner Rüegg (VGC representative) Photo: Daniel Steffen

bers. Kurt Stapfer, Vice President since 1989, was elected by the members of the OSV as the new President on the 11th February 2017. Congratulations Kurt! New elected

members of the committee are Marius Fink, Pierre André Walter and Jürg Weiss. Kurt and his comrades want to reactivate the OSV. Several events are planned for 2017.

Werner Roth is gone

Werner Roth, VGC member since 1975, died on 7th February 2017 during a planned operation in a hospital. Werner and his brother Hugo visited many VGC

Rallies with their Spalinger S-19, HB-225 and later their Spyr 5, HB-369. An obituary will follow in the next VGC News.

UK



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Apart from a brief email from Russell Hardcastle, there is not much news to tell you of from the UK. As the GHC seem to constitute at least 90% of British Vintage activities these days, it's appropriately over to you Paul!



Julian David (left) and Gary Pullen (right) proudly receive the BGA Diploma on behalf of the GHC from the BGA Chairman, Pete Harvey.



BGA Diploma

Hello from the Gliding Heritage Centre. I hope that you all enjoyed a great New Year and are looking forward to many happy hours flying your gliders this coming season. Over the winter, activity at the GHC does not slow down and many things have happened that I have to tell you about. Firstly, I am absolutely delighted to announce that in recognition for our services to gliding, the British Gliding Association has awarded the GHC team a BGA Diploma. So many of you have contributed to the suc-

cess of the Gliding Heritage Centre; whether you donated money to one of our appeal funds, helped build the hangar, donated a glider, worked as a tour guide or supplied your skills in many other ways; a big thank you to you all is in order, this could not have happened without your generous support. As an example of how people are committed to supplying their skills and time to the Gliding Heritage Centre, we are delighted to welcome Wayne Butler to the GHC workshop. Wayne is a licenced engineer, working at Heathrow, normally on vintage

A340's and Dreamliners. During a visit to the Gliding Heritage Centre, he was so impressed with our setup that he immediately joined and volunteered to help Gary in the workshop. So far Wayne has helped in the CofA of the Prefect and is taking a good look at the YS53. In the meantime; a new canopy has been found for the Oly 463, the existing one had sustained some damage in the Vintage Task Week. Ian Pattingdale and Bruce Cooper have been kind enough to donate it and Richard Moyses is doing a great job fitting it.

FROM AROUND THE WORLD



Glyn Bradney (left) and Gary Pullen (right) take delivery of the RAF Stafford Reserve Collection EoN Eton Primary from collection curator, Ian Alder.

In late January, Gary, Glyn and myself headed up to the RAF Museum Reserve Collection in Stafford to collect the EoN Eton Primary. Stored in a heated hangar, the reserve collection is an absolute treasure trove. Whilst wondering about inside I spotted the Miles Mohawk, once flown by Charles Lindburgh and a Vickers Vimy World War 1 bomber derigged and packed in crates.

Due to the rarity and condition of the Eton, we have made a decision that we are not going to bring the Eton back to flying condition, we are instead going to conserve it in its original RAF markings and display it in the roof of our second hangar, talking of which...

We hope to begin building our second hangar within the next couple of months. At the moment we are in discussions with Lasham and the local council as to its exact positioning within the GHC site. You may recall that we began building our first hangar during a very cold and frosty February so that we could get it finished in time for the grand opening at the International Rally that was held at Lasham that year. Not being under such great time pressure this time round, we decided to delay beginning the build so that the normal winter GHC activities could be completed first and so that we'd stand more of a chance of getting our spades into ground that had not been frozen solid!

We are still receiving donations and pledges towards its construction, I'm happy to report that we have received another anonymous pledge for £5,000 and smaller donations are coming in all the time.

An opportunity exists for the GHC to purchase the last remaining Scud II glider from a large collection based here in the United Kingdom. The sale price has been set in the region of £5,000 and so far £3,200 has been raised from various generous benefactors. That still leaves us with a shortfall of £1,800. Having the Scud II glider as part of the GHC collection would mean that for the



Learning how it's done by the big boys! Our recent visit to the 2Excel Engineering's hangars at Lasham.

first time ever the Scud I, Scud II and Scud III could be housed under the same roof and we could tell the complete story behind of the evolution of these three historic locally produced gliders.

If you would like to make a donation to either the second hangar fund, the purchase of the Scud II glider, or even both then please head over to the donate page of the GHC website at:

www.glidingheritage.org.uk/donate to find out more.

The weather so far this year has been pretty bad. Our flying days have all been lost due to very strong winds and heavy rain over the airfield, but during the week we have had some success. The Beast has done its first soaring flights with us and we still think that it will be a popular glider due to the excellent visibility from the cockpit. I'm wondering what adventures it will have during our vintage task week, which is now confirmed as beginning on the 26th August. A new sub-committee has been created that is going to take on the task of organising GHC participation in local events. Hilton Thatcher has grabbed the task with both hands and has already energised a band of volunteers that will happily help with manning the GHC stall that will bring the story

of British gliding to the wider masses. We are hoping to attend events at Hannington Fair, the Blackbushe 75 celebration and Brooklands Museum.

Talking of visits and events, GHC members had a VIP tour of the airliner maintenance facility at Lasham, thanks to 2Excel Engineering's Steve Rolls, where we learned all about how to do deal with issues faced by large aircraft, such as corrosion and problematic wiring.

I had certainly never realised that the skin on a 757 wing was deliberately made too thick, so that it could be ground down later in its life to remove corrosion, but still be strong enough to be safe to fly.

Finally, you may have noticed on the GHC website and on the GHC and VGC facebook pages that we have set up a new GHC Friends scheme. This is an initiative began by GHC member Alan Baker to spread the word of the GHC and publicise our activities. On our website we have created a form where you can register yourself or friends to receive a monthly update on the activities of the GHC and it's participation in future events in conjunction with the sub-committee organised by Hilton. It supplements our normal newsletter and is open to members and non-members alike, so if you would like to register yourself, or a friend to receive a monthly bulletin on the latest goings on at the GHC, then head across to www.glidingheritage.org.uk and fill in the form. The Gliding Heritage Centre promises that it will not pass on your details to any third party that could use them for direct marketing purposes.

That's all from the GHC, don't forget that if you want to contribute to the purchase of the Scud II or the 2nd hangar fund please visit our website to make your donation.

Happy Landings!

All Photos via Paul Haliday



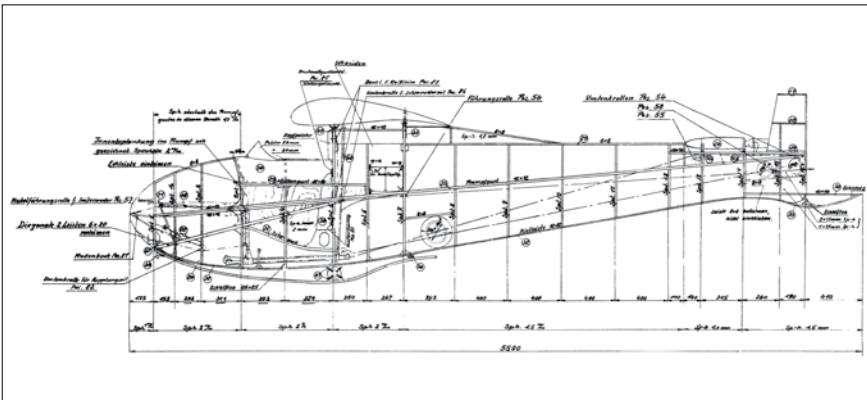
Hi Bruce, you will have noticed that I've been quiet for a while, the reason being that all I have done is work! Anyhow a nice day today so I thought that you might like to see how we are looking with the Meise. Best regards Russell. Photo: Russell Hardcastle

Elia Passerini

DFS Rhönbussard



The Rhönbussard at the 16th Rhön Segelflug Wettbeverb, Wasserkuppe 1936



Fuselage original drawing

The DFS Rhönbussard is one of the many gliders that were designed by Hans Jacobs (1907-1994), who was the head of Deutsche Forschungsanstalt für Segelflug, in Darmstadt, in the 1930's. Following the great success of his first project, the Rhönadler, in 1932 Hans Jacobs designed the Rhönbussard, which was built at the Schleicher factory in Poppenausen, on the slopes of the Wasserkuppe. The Rhönbussard project arose from the need to train transitioning new pilots to high performance gliders, as well as pilots for the National Socialist Flyers Corps (NSFK). The Rhönbussard fulfilled an intermediate level of flying difficulty between the simple Grunau Baby and more advanced sailplanes such as the DFS Rhönadler. The Rhönbussard was such a big

commercial success that during the thirties, well over 200 units were produced at the Schleicher factory. The Rhönbussard has a wingspan of 14.30 meters and an oval-shaped fuselage of only 5.80 meters, tapered towards the tail and skinned with plywood. Few of the prototypes still exist today, but among them, 'D-Hesselberg' is on exhibit at the Deutsches Segelflugmuseum mit Modellflug, on the Wasserkuppe, in Gersfeld. Another, D-7059, was recently restored, belongs to the OSC club, is always on the Wasserkuppe, and is airworthy today. You can see all of the restoration phases by consulting the link: www.oscwasserkuppe.de The idea to build a scale model of this sailplane began many years ago when I bought a Rhönbussard kit and at the same

time received the drawings of the full-size Rhönbussard from a friend. Actually the kit did not match with the original drawings, so, after several attempts, I decided to forget the kit and build my own 1/4 scale model and so I started the work.

As space is limited, I will not go into detail about how I built the model, but instead will let the photos clear up any doubts. My model has a wingspan of 3.60 meters, with a fuselage of 1.45 meters, and weighs 5kg. I used an airfoil that has already been tested in other models; the Gö 549 at the root, with a 30 cm. cord. From the beginning of the aileron up to the end wing, the airfoil transitions to a symmetrical NACA 0012 with 2° washout. For the colour scheme, I followed the suggestions of a famous fashion designer who was had been inspired by the colours of the Italian 'Palio di Siena contrade' (district). So what I did was use white, orange, and blue, like the colours of the 'Leocorno' contrada (district). To build the pilot, I used the classic mannequin model typically used in Design schools and I patiently carved the balsa in a quarter scale size. I included the instrument panel into the cockpit. I tried to be as accurate as possible to the actual drawings for all measurements, such as the distance between the ribs, the double aileron deflection, the gap cover junction of the wings, the tail deflection system, etc. To build the fuselage I decided to

MODEL NEWS



D-Hesselberg in the Deutsches Segelflugmuseum in Wasserkuppe



The author holding his beautiful fuselage



Ready for the maiden flight

The model before being covered with synthetic film

make a building board. The kit manual recommended building the fuselage in two halves, then to be glued together later, but this was a procedure with which I did not agree. As I said before, the fuselage and the D-Box are skinned with birch plywood. For the coverage of the wing and the tail plane, I

used the thermo-shrinking synthetic film, which I then filled with a sealing paint. Right now I don't know the flying behavior of my model. All controls: tail-plane, ailerons, and tow release are all functional. I only have to check the center of gravity. Everything is ready for the maiden flight, but we have to wait for next spring.

In 25 years of building models, this is my third scale glider project. The next project? Surely another scale vintage sailplane, but which one? It will be one out of three choices...time will tell!

All photos via Elia Passerini

Vincenzo Pedrielli

Beljajev BP-3

Victor Beljajev, (1882-1953)

Sunset on a relic of times past?



In 1933 Victor Beljajev, a prominent expert in the field of aeronautical and aero structures, developed a flying

wing, which provided good aerodynamic and structural characteristics. It had a 6° forward swept wing and a load factor of

7:1, as well as a good compromise between aerodynamic and geometry layout of the wing. Based on this flying wing an

MODEL NEWS

experimental glider BP-2 was designed and built in 1934. The flying model was first tested in the wind tunnel of the Zagi-2 and subsequently flown in Russia, towed by a car. All the results were useful for the building of the full-size BP-2 and all the theoretical calculations were confirmed by wind-tunnel tests and proved to have good longitudinal stability.

Beljajev BP-3

From the experience of BP-2, in 1936 the two-seater BP-3 was designed and built under the direction of Victor Beljajev. After successful flying tests were carried out by the gliding Champion, Kimelman, a small series of the BP-3 were built for the Navy Flight School, at Jejsk. Unfortunately, the information on this unique flying wing is very poor. Internet and Wikipedia do not provide much about it and no drawings or construction plans could be found. It is most likely that all the BP-3 documents were lost during the hasty evacuation from the Urals in WW2. Luckily, Frederic Fischer, our friend and member of the model club, IG Albatros, has produced a detailed drawing, which were originally started from a small photo.



Frederic Fischer with BP-3 in 1:25 scale

Beljajev BP-3 in 1:2 scale

It is exciting moving away from a simple 1:20 scale project, or from a 3 meters wing span model of a Beljajev BP-3 and jump into a half-scale project! This was the case for Markus Frey, who told us how he came to this ambitious adventure:

Originally I planned to take a break after having completed the Kronfeld Ku-Kupper 7 project, but actually in my mind a new idea was constantly coming up in my head, which I could not stop thinking about. To explain that however, I have to turn back the hands of the clock.

In March 2009, I met our friend Frederic Fischer in his 'Museum of Miniature Models' in Trogen (AR) Switzerland. I was intrigued, for all the museum's small scale models from 1:50 to 1:4, most of them no longer

flying. What particularly struck and fascinated me, was the two-seat flying wing, the Beljajev BP-3. I would not have ever believed to be so attracted to a flying wing...

It's been six years now from the IG Albatros spring meeting and chatting with friends of this and that, I often thought of what I would build once I had completed my Ku.7. Just by chance I heard Frederic Fischer chatting with Lilly Grundbacher about building a Beljajev BP-3 in large scale. Lilly was in favor of a full-scale replica, but Frederic claimed that they were no longer young and not strong enough! At this point Frederic turned to me saying: You, Markus, could be the right person to build the Beljajev BP-3 in a large scale. You are not new to this type of venture!

Known data:	Original:	Model in scale 1: 2
Wingspan:	20 Meters	10 Meters
Length:	5.60 Meters	2.80 Meters
Weight:	400 kg ca.	43 kg
Profile:	Unknown	HQ / S-2.25 / 11
Construction:	Wood/fabric	Wood/fabric



Markus Frey and BP-3 fuselage

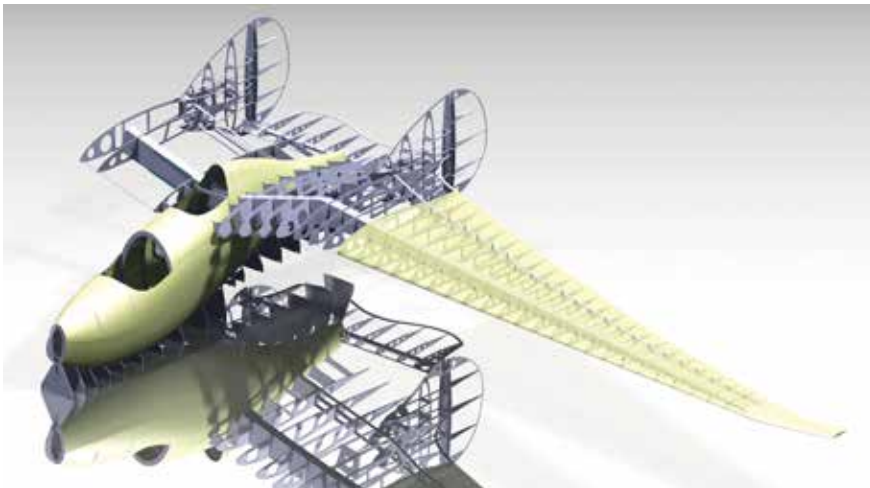


Bringing BP-3 to the starting point



Pilots sat in the cockpit

MODEL NEWS



Beljajev BP-3, CAD drawing



Beljajev BP-3 thermaling

Rolf Fritschi converted Frederic Fischer's drawing to CAD. In September 2015, the design phase had already been completed to about 80%, and Walter Gloor could start the milling program of various parts. To obtain a better understanding of the project, Markus had obtained the support of Dr. Helmut Quabeck for what airfoil to use and any adjustments to the aerodynamic layout of the model that there might be. Markus has documented the various stages of construction on the IG Albatros website (www.ig-albatros.ch). On April 13, 2016, the assembly was completed and the BP-3 was put under the

microscope by the examiners, Reto Senn and Franz Walti.

Except for some minor adjustments that could be corrected in the following days, the flying wing passed the exam with full marks.

On a Saturday spring afternoon, April 30, 2016, Markus successfully tested his big Beljajev BP-3 in a moderate breeze. Andi Wespis had no problem towing the 43 kg model aloft, thus launching it for its first flight. Majestically soaring in the air in wide circles and as if he had always done this, the BP-3 was prepared for a soft landing.



Beljajev BP-3 in flight

All photos: Markus Frey

Chris Williams

UK Model update



Bob Aston's Minimoa gets a launch at the White Sheet event

At the end of the season there were still some interesting things to do and see. At the Ghost Squadron's last aerotow at Middle Wallop, you would have been forgiven for thinking you should have gone to Specsavers when there was a dual launch with two Oly 2b's. It happens full-size, of course, but not too often in model aviation. What made it all the more daring was that the both models sported identical livery, and it's to the credit of both pilots, Cliff Evans and Peter Balcome, that they didn't get confused over which model was which.

MODEL NEWS



Pat Teakle's IS-2 Mucha in action at White Sheet



More than confusing for the pilots, was these identical colour-schemed Empire Test Pilot School twin Oly 2b's on a simultaneous tow!



Author's Zugvogel in flight



Geoff Crew with his 1:3.5 scale Schweizer TG3

The last event of the year was on the slope at the White Sheet club, where we were treated to the sight of Pat Teakle's new design IS-2 Mucha, built to quarter scale. Also new to me, was Bob Aston's 1:3.5 scale Minimoa and both models were a brave sight in the sometimes challenging conditions during the day.

My pal Motley (Geoff Crew) had spent the last few months of the 2016 scaling up to

1:3.5 an American plan for the Schweizer TG3. This was maidenied by aerotow at the County Model Flying club near Shaftesbury in Dorset and was a roaring success, showing a reasonable ability to soar with no apparent vices.

On the home front, my own designed Zugvogel has also proved a winner, as has my recently maidenied Super Javelot. As is customary now with my designs, an elec-

tric assist motor is fitted in the front, with the shaft and bearing recessed enough into the nose so that a blanking plate can be inserted, thus returning the model to pure glider mode. Geoff and I look forward to getting grips with these models during the upcoming season...

All photos: Chris Williams



The TG3 from an on-board cam



Author's latest, the Super Javelot on its maiden flight

LETTERS TO THE EDITOR

Peter Selinger

Dear Bruce,

Thank you very, very, much for this issue, again a great magazine with appreciating stuff and very well produced by Klaus.

But I'm very sad that the article about Robert Meray Horvath (page 28) does not at all mention IMRE MITTER. It was originally Imre who collected all the material, including some of the photographs you used, from who they may have found the way to you now. Imre published a book and an article about Horvath a long time ago.

It is only more than polite to give him reference for this historical work Imre gave us. All the best for this Christmas Season and the New Year, with kind regards,
Peter Selinger.

Dear Peter,

Thank you for highlighting the original source for the recent Róbert Méray Horváth article in Issue 148.

As advertised, the article had been based, and enhanced from, an old VGC article originally translated by Chris Wills. Unfortunately Chris never identified the original author that he made his translation from. It does not come as a surprise to hear that Imre was the original author however and I am only too delighted to acknowledge Imre's important role in bringing the article to current VGC readers. With the discovery of some more recent photos (many of which were not from the Mitter collection) and other material, is due to the keen interest by our Hungarian Correspond-

ent Patrik Ungár, who continues to be pivotal in promoting Hungarian gliding history. With this material I felt that the time was right to mark Horváth's place in our gliding past, which is what the 'We Remember' series was designed primarily to achieve.

Again, thank you in providing a vital missing link to the Horváth story, which as you say, should have been acknowledged at the time of printing had I been more cognisant.

Thanks for your ongoing support for both the VGC and VGC News Peter, we appreciate your feedback.

Regards,
Bruce

Steve Simon

Dear Bruce,

My message is prompted by the perfect timing of the arrival of my first-ever VGC News on Christmas Eve. Not exactly a surprise but, still, the best present to myself. Which in turn, also prompted memories of some past flying events and anniversaries: 90 years on this Earth; 75 years since my first glider instruction (in a primary, in Hungary); 45 years since getting my first glider, a Ka6-Cr (followed by an Austria SH-1 and a Diamant 16.5);

40 years (almost) since getting my third Diamond, appropriately in the Diamant (see attached picture);

A flood of memories: planes I flew (42), fellow flyers, clubs, places, races, out-landings, even a record.

I am looking forward to receiving future issues (being an optimist) and, who knows, maybe some contact with other members. Wishing you and all the membership very happy and healthy holidays,
Steve Simon



Steve in his beloved Diamant

Ernst Schmutterer

Dear Bruce,

Today I would like to send you a CD with some pictures of the Wasserkuppe Museum. During my stay there I had the idea to take a lot of pictures of gliders from the front and later to put them in one large illustration. Perhaps you could use this for VGC News under the title 'VGC Glider Quiz'. The second part of the text with the answers could be in the back of the magazine.

The last edition [148-Ed] with the Weihe on the front was wonderful again as always. I get a lot of aviation magazines but VGC News is the only one that I read from beginning to the end.

Great stuff and a very nice set up! Thanks a lot for your big amount of work!

Now I wish you, quite late, a very good and great year for 2017 with always good health, wonderful flights and nice days.

Cheers.

Ernst [Schmutterer].

Hi Ernst,

Firstly a huge thank you for your very nice words regarding VGC News. Yes there is a lot of work that does go on in the background by all the team and it is comments like these that 'keep us going'.

I also love the idea of using the centre pages in new ways and like the recent glider game that featured in Issue 143, this is a splendid idea and as a result, your excellent suggestion is featured in this issue.

The entire team here at VGC News would like to also wish you a fantastic gliding year and many happy landings for the season that is now almost upon us in the company of great friends and our fantastic old gliders.

Regards,
Bruce

VGC Glider Quiz Answers

So how did you fare?

- | | |
|--|---|
| 1 Göppingen Gö-4 III | 14 DFS Rhönsperber |
| 2 Laubenthal H2PL Musterle | 15 DFS Rhönadler |
| 3 Schleicher Ka-1 | 16 Grunau Baby III |
| 4 DFS Olympia Meise | 17 Haase-Kensche-Schmetz HKS 1 |
| 5 DFS Rhönbussard | 18 Schleicher Rhönlerche II |
| 6 Schmetz-Kracht FVA 10b Rheinland | 19 Scheibe L Spatz 55 |
| 7 Kronfeld's Elefant Kupper Ku-4 Austria | 20 RRG R Va Falke |
| 8 Darmstadt D-34c B-phrodite | 21 Akaflieg Stuttgart/Bölkow fs-24 Phönix TO |
| 9 Scheibe Zugvogel III | 22 Schugleiter SG-38 |
| 10 Flugvereinigung Aachen FVA-2 Blaue Maus | 23 DFS Kranich II |
| 11 Lommatzsch FES 530 Lehrmeister II | 24 Greif Flugzeugbau, Rendsburg,
Constructor Hollfelder, Greif I |
| 12 Göppingen Gö-3 Minimoa | 25 Lommatzsch Lom 58II Libelle Laminar |
| 13 Akaflieg Braunschweig SB-5 | |

If you scored:

25 right answers:

You are the King (or Queen) of vintage glider recognition

24 – 20 right answers:

Very good. You might write many a nice article for the VGC News!

19 – 15 right answers:

Good. Your historical knowledge about gliding is praiseworthy.

14 – 10 right answers:

Satisfying, but buy the book, 'The Vintage Glider Club – A Celebration of 40 years' and/or Peter Ocker's DFS combination. Go to gliding museums (Lasham, Arnborg, Montagne Noir, Alleberg, Wasserkuppe and so on) and explain your absence to your wife with the necessity to improve your recognition ability as a gliding spotter!

9 – 7 right answers:

You should consider a training course of historical glider recognition during the next Rendezvous in Czech Republic and the Rally in Hungary.

6 – 0 right answers:

Watch out! If somebody wants to sell you a Ka-6 you might come home with an ASW-24! Become a member of the wonderful VGC. There you will find a lot of friends who will help you that you will perhaps be a future owner of a Rhönsperber instead of an ASW-24 or something similar in this category.

**A RARE
VINTAGE**



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



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

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

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OBITUARY

HANS PETER

Erinnert ihr euch? Sie gehörten irgendwie zusammen, Hans und "sein" Moswey III HB-374, sodass manche glaubten, er sei tatsächlich dessen Besitzer. Gerne zeigte er das zierliche, gelbe Flugzeug, rühmte dessen Eigenschaften und schwärmte von den Flügen, welche er mit ihm geniessen durfte. Dabei war er doch eher wortkarg, beinahe etwas verschlossen. Wer Hans besser kennen lernen durfte, dem öffnete er sich, erzählte aus seinem Leben. Er wurde 1934 in Zürich geboren. Schon in jungen Jahren schwärmte er von der Fliegerei. Das Schicksal führte ihn jedoch auf andere Wege.

Hans war sehr vielseitig begabt. Er besuchte die Mittelschule, studierte Medizin, wurde Lehrer, war technisch interessiert, auch musikalisch – er spielte Cello! 1957 heiratete er seine Jugendliebe: Heia Detmer. Vier Töchter wurden geboren, und inzwischen war er Instruktor bei der Computerfirma IBM. Familie und Beruf nahmen ihn voll in Anspruch, auch mit Tätigkeiten im Ausland. Beispielsweise wohnte die ganze Familie vorübergehend auch in London! Dann kam unerwartet seine vorzeitige Pensionierung. Jetzt machte Hans seinen Bubentraum wahr, er lernte Segelfliegen



in Schänis! Das war im Jahr 1992. Nebenbei war er Taxifahrer, wie auch schon in früheren Jahren.

Bald fühlte er sich zu den alten Holzfliegern hingezogen: Baby, Moswey, Ka 6. Er trat dem Oldtimer Club Schänis (OCS) bei, war dort für viele Jahre Materialwart, wobei er ab und zu auch Kritik ernten musste, wenn er mit seinen kräftigen Händen etwas zu stark zupackte.

1997 nahm er in Bar-sur-Seine (Frankreich) erstmals an einer Vintage-Glider-Club-Rally teil (VGC). Mit dem Moswey III natürlich! Von da an fehlte er kaum mehr an einer Oldtimer-Veranstaltung, sei es international in ganz Europa oder in der

Schweiz.

Vor zwei Jahren veränderte sich der Alltag für Hans dramatisch, als Lähmungserscheinungen an den Beinen auftraten. Leider konnte die diagnostizierte Krebserkrankung nicht mehr geheilt werden. Am Weihnachtstag 2016 durfte Hans von uns gehen. Er war uns ein liebenswürdiger Freund und Fliegerkamerad.

*Werner Rüegg
25. Januar 2017*



*Hans in his beloved Moswey
Hans in seinem geliebten Moswey*

Hans Peter

Hans Peter's first visit of an international vintage glider rally was at Bar-sur-Seine (France) in 1997. He took part with his loved Moswey 3, HB-374, of the Oldtimer Club Schänis (OCS). Hans and the Moswey belonged together

in his family and his job. He moved for professional reasons with his family to London for a period.

The retirement came earlier than planned in 1992. Hans started a part-time taxi drivers job, however he used the opportunity and realised his dream of learning to fly gliders at Schänis. Later Hans became member of the Oldtimer Club Schänis and piloted the Baby, Moswey and Ka 6. He visited many national and international vintage gliders rallies with the Moswey. Life changed dramatically two years ago, when Hans realised symptoms of paralysis in his legs. The diagnosis was cancer, which was not curable. Hans died on Christmas Day 2016.

*Hans' second home,
the workshop
Die Werkstatt –
Hans' zweite Heimat*



*All photos via Werner
Rüegg*

in a way. Hans seemed to be uncommunicative and reserved, however, when he was talking, he talked enthusiastically about the daintily yellow glider called the Moswey 3, designed in 1943. Hans loved the perfect flight characteristics of the Moswey and realised many wonderful flights in it.

Hans was born in Zürich in 1934. He had loved aviation since he was a boy, however destiny directed him another way. He started to study medicine but became teacher and later an instructor with the computer company, IBM. Hans was very interested in technical subjects and music. He played Cello. Hans married the love of his youth, Heia Detmer, in 1957. Four daughters were born and Hans was very busy in taking care of

WANTED/FOR SALE

Wanted

The Lithuanian VGC group is looking for two place glider. Could be project or flying, but not expensive.

We also require **RRG Falke or Slingsby Falcon drawings!** If you have copies of these drawings, can you please contact **Benvenutas Ivanauskas at: parakaunas@gmail.com**

Wanted

Slingsby T.21b wing-cover plate

Our Slingsby T.21b Sedbergh restoration project requires a top wing-cover plate. We have the bottom one (and the rest of the glider!), but are missing the top panel. This is the aluminium plate that covers the gap between the wing roots. A half-decent one would save a us lot of work! So if you have one that you can part with or would like to exchange for other T21 parts, **please contact Eric Munk at: ericmunk@zonnet.nl**

For Sale

Primary glider project

BRO-11M Zyle-2. Needs restoration (one wing was full of water). Located in Lithuania. Price 600 euros.

Please contact:
Benvenutas Ivanauskas at: parakaunas@gmail.com

For Sale

1952 Slingsby T31 HB 557 Kirby Cadet MK-3 (WT 909)



Restored by Piet de Crom in 1987 and registered in Holland as PH-797.

In 1991 it was sold to Bavaria taking up the registration of D-1081, before being sold in 2001 to the Schänis Club in Switzerland, taking up the registration of HB 557.

Total flight hours: 2,173 from 52058 launches.

Max. Load: 159 Kg

Rear seat comes with cover making it a super glider to fly solo.

Also comes with an enclosed trailer.

For more information, please contact:

Beat Huber 8340 Hinwil / Schweiz

Tel. 0041 44 937 18 44

Email: huber.hinwil@bluewin.ch

For Sale

PIK-16C Vasama



One of only three remaining airworthy examples in Finland from a total of 52 manufactured. 1963 OSTIV prize for best standard class glider.

Serial number 7, this example was manufactured in 1963 by K.K.Lehtovaara Oy/Jämijärvi, Finland and first registered July 8th, 1963.

Total restoration carried out in 2011 and is in very good condition. Valid Arc until Aug 30, 2017 and is located at Oripää airfield, southern Finland (several members flew it during the VGC-rendezvous 2016).

- total flight hours: 2116 and 1871 launches.

- wing and tail covers, no trailer.

- Radio (Parachute not included).

Price: 8500€

Contact: Ari Saarinen.

Email: asavisio@gmail.com Tel: +358 40 5264497

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

Contact: Bruce Stephenson at:

editor@vgc-news.com or mobile: 44 (0)7788426457

Remember it is free for members to advertise in VGC News!

So if you have any gliders or gliding equipment you wish to sell, or locate, why not advertise them here?

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

SALES

NEW LOGO

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



TRADITIONAL LOGO



NEW!



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
Bodywarmer	18.00
Sweatshirt	15.00
Polo shirt	14.00
Tee shirt	9.00
Tee shirt (white with large printed traditional logo)	6.00
Hoodie	16.00
Coveralls	38.00

* 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

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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