

VGC News

No. 151 - Winter 2017



45th International VGC Rally
Dunaújváros



Feature Article
Japanese gliding, then and now



Zanonia
Part 2



and much, much more...





PIN BOARD



A sea of white fiberglass improved by the presence of a red Oly. Rod Birster entered in the 2017 Cambridge Cloud Rally in this lovely...well, RED, Olympia 2B! Photo: Tom Salmond via Rod Brister



Peter and David Underwood taking the Solomon solution as to who gets to keep the Chairman's Trophy cup. Photo: David Underwood

The VGC welcomes the following new members :

5627	Zeb Sherwood	UK	5641	Barbara Gerhardt	Germany	5656	Sabine Zander	Germany
5628	Andrew Cowey	UK	5642	Wulf Höflich	Germany	5657	Yannik Bomba	Germany
5629	John Godwin	South Africa	5643	Rainer Hog	Germany	5658	Ralf Hannawald	Germany
5630	Jan Ulicny	Slovakia	5644	Jens Jurgan	Germany	5659	Gerald Karl	Germany
5421	Alessando Scaltrini	Italy	5645	Günther Kälberer	Germany	5660	Flugplatzgesellschaft Stendal-Borstel GmbH	Germany
5631	Jerry Henderson Newton	UK	5646	Uschi Käberer	Germany	5661	Cliff Whitwell	UK
1247	Didier Pataille	France	5647	Ulrich Kirchner	Germany	5662	Christopher Wooller	UK
5632	Marici Reid	USA	5648	Jürgen Kohlmetz	Germany	5663	Ricardo Reis	Portugal
5633	Robin Reid	USA	5649	Christian Lange	Germany	5664	Rod Brister	UK
5634	Kevin Hunton-Young	UK	5650	Henning Lars Presser	Germany	5665	Charles Haskell	USA
5635	Nicholas Fitton	UK	5651	Paul Rogalla von Bieberstein	Germany	5666	Brian Irwin	UK
5636	Maria Bechtel-Fey	Germany	5652	Benedikt Schloder	Germany	5667	Paul Bussey	UK
5637	Claus Bolze-Ludwig	Germany	5653	Henry Seifert	Germany	5668	Jens Kroeger	Germany
5638	Dieter Breitenbach	Germany	5654	Claus Sendelbach	Germany			
5639	Dirk Brose	Germany	5655	Hans Jörg Wenzel	Germany			
5640	Gijs Doeglas	Germany						



Nick Zahn experiencing glider failure—but not from lack of trying. Photo: Coren D. Termal



Nick Zahn at the controls of his father's Habicht. Photo: Coren D. Termal



Ian Forster. Photo: Andrea Brüinig



Teun van Sande, Ian Forster (painted face), & Sjulke Syikkelbroek. Photo: Andrea Brüinig



Sarah Gilles experiencing her first winch launch. Photo: Alex Gilles



4-year old Marina Gilles seems to love her first flight.. 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: Ka-7 flying over
the Danube at the VGC Rally in
Dunaújváros, Hungary.

Photo: Alexander Gilles

Backcover: Kranich IIb flying the
ridge at the VGC Rendezvous in
Rana, Czech Republic.

Photo: Ignacio Colomo



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then and now

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Jan Forster - VGC President

From the President's Corner



You only have an impressive history, if you have a healthy future.

Gliding and light aviation in general are being confronted with more and more rules, laws, and restrictions. Clubs in some countries are finding it difficult to survive. Air space is being reduced because Mr Jumbo wants more. Many clubs do not have large memberships and are not able own their own airfield. We are also losing airfields where towns are expanding. Maintenance

of gliders is becoming more and more regulated. EASA is transferring the role of inspectors to administrators, which means specific skills in repairing and maintaining gliders is being lost. There are already clubs that do not have inspectors or the skills to repair wooden gliders.

Is all of this a threat for our vintage gliders and flying them? When a country hosts a Vintage International Rally the visiting gliders have to comply with the local rules. When the rally was held in Holland in 2015, you needed a permit for non-Dutch registered gliders, for which there was a cost. Some gliders, although perfectly airworthy, were not allowed to fly. France wanted to organise the 2019 VGC International Rally but there were obstacles. Gliders flying there need to have a Flarm and a radio, most of us do not have this in our gliders.

Does this mean the end of Vintage gliding? No, not at all, there are still countries that are respectful and friendly to our gliders, like Germany and the UK, but also America and Australia. In many countries there are more and more active groups and even clubs with (young) pilots who are collecting, renovating and even building vintage gliders. They own very interesting gliders and their skills in maintaining these gliders is of a very high standard. Look what Neal Pfeiffer is doing! The national and type rallies are very

popular. If we go from airfield to airfield, we will show those pilots, who only see vintage gliders in a museum, that we really exist and that flying them is fun. Remember, in general one in five of the registered gliders is a historical or vintage glider, there are many of us. We are excited when there is a world or national competition, but we have to remember that, that group of pilots is the minority and working together we are a larger entity with a bigger voice. What can we do to make us more visible in the way that we are more recognised, that we are also seen by national authorities? Invite yourselves to other clubs, fly your gliders on open days and invite "fibreglass" pilots to fly your gliders. Take part in discussions about all that has to do with rule making or (vintage) gliders: maintenance, instrumentation, equating CofA's etc. Don't be an observer, take action and if you need support contact the VGC, we are a source of knowledge, we can put you in touch with members from other countries that have the experience you need. There are more initiatives where you can give your support like courses for wood repairs that are given in many countries to keep the skills alive and give them to the next generation. Then there is the Western Antique Airplane and the Automobile Museum in the USA, the Gliding Heritage Centre at Lasham, museum's with gliders that fly. There are also museums at Elmira and the Wasserkupe, but they only show in a static way what the history of gliding was. People who are seeing this believe that vintage gliders belong in a museum, this is the wrong message. Peter Ocker is the new President of the Wasserkupe museum and possibly he can take the gliders out which are still airworthy or bring some back to airworthiness to show people what it really means. So don't sit and wait for the moment that we are not allowed to fly any more; you only have an impressive history if you have a healthy future.

Jan Forster
VGC President



Christine Whitaker - Chairman

Chairman's Report



At the AGM in Hungary I was voted in as Chairman of The Vintage Glider Club for one year to give you, the members, time to find a new Chairman. I have been Secretary of the VGC for a number of years and will carry this role on with the assistance of some of the Board in certain areas, namely writing up the minutes of meetings. A part from being your first woman Chair of the VGC I am also not a glider pilot. Although

not a glider pilot, I have been on various gliding fields since the age of six when my father took up gliding with a passion. I have grown up with glider types such as the T21, Oly2b, Oly463, Tutor and K6e/cr and many more. The first glider that my father ever flew in a competition was an Oly2B before he progressed to the hot ship of the day a K6e. I have been on more retrieves than I care to think about over

these 50 odd years, but this is the part that I do enjoy as it takes me to places I would not have seen had it not been for a glider landing in a remote field somewhere in England.

The International Rally at Dunaújváros in Hungary was, as always, well organised, good briefings each day from Sandor and team. A lot of hard work had been put in to accommodate all visitors and we were made to feel very welcome. It was also very hot and from what I could see most of the children's paddling pools were occupied by adults trying to cool off. I am always amazed by the comradery at these events. If a pilot arrives without a glider it is not long before someone has let him fly their glider and for those members that don't normally fly, there is always a seat in a two seater for them to go up and look around the countryside. This sharing of a common interest is at the heart of our club. It is however up to the members to make sure that if they let someone fly



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their glider that the pilot flying is covered by whatever insurance is in place for that glider/pilot. The VGC does not have liability insurance that covers gliders/pilots flying at any of our rallies. We now have a very good Webmaster looking after and developing our website. For those of you that have visited the website you will see it changed and improved in many ways. What we need now is to keep it updated with events that are happening or have taken place. If you have had a task week or an event at your

club or a rally then please let us know so that this can be put on the website to let other members know what fun you have had. It does not have to be long just a small piece with photos would be great; this will then go in the News section on the website. It is time for me to close by wishing you all the Season's Greetings and a wonderful 2018.

**Christine Whitaker,
Chairman**



Während unserer Hauptversammlung in Ungarn wurde ich zunächst für ein Jahr als Vorsitzende des Vintage Glider Clubs gewählt. In diesem Zeitraum soll ein neuer Vorsitzender gefunden werden. Ich bin bereits seit einiger Zeit Schriftführerin und werde diese Aufgabe weiterführen, brauche allerdings Unterstützung aus dem Vorstand, insbesondere beim Verfassen der Protokolle unserer Meetings. Ich bin die erste Frau auf diesen Posten und auch keine Segelflugpilotin. Doch, obwohl ich nicht selbst fliege, habe ich die verschiedensten Segelflugplätze kennen gelernt, seit mein Vater – damals war ich sechs Jahre alt – mit dem Segelfliegen begann. So lernte ich Flugzeuge wie die T21, Oly2B, Tutor, Ka6B/CR/E und vielen andere kennen. Das erste Flugzeug, das mein Vater in einem Wettbewerb flog, war eine Oly 2B, um dann auf die „Superorchidee“ jener Tage, die Ka6E umzusteigen. Während der vergangenen 50 Jahre habe ich sehr viel Zeit bei Rückholturen verbracht, Diese Fahrten habe ich immer sehr genossen habe, weil sie mich in Gegenden brachten, die ich sonst nie gesehen hätte.

Wie immer war auch die diesjährige Internationale Rally in Dunaújváros, Ungarn, sehr gut organisiert – mit guten täglichen Briefings von Sandor und seinem Team. Man hatte große Anstrengung unternommen, damit alle Besucher untergebracht und sich

wohlfühlen konnten. Es war sehr heiß! Und so konnte man viele Kinder-Planschbecken sehen, die von Erwachsenen besetzt waren, um sich darin abzukühlen. Ich bin immer wieder erfreut über die große Kameradschaft bei diesen Ereignissen. Wenn jemand ohne eigenes Flugzeug anreist, wird ihm schon bald ein Flugzeug angeboten und für diejenigen ohne Pilotenschein gibt es immer einen Platz in einem Doppelsitzer. Dieses Teilhabenlassen an unserem gemeinsamen Interesse ist ein wesentliches Merkmal unseres Clubs. Allerdings liegt es in der Verantwortung der Mitglieder, sicherzustellen, dass Piloten und Flugzeuge ausreichend versichert sind. Der VGC hat keinerlei Versicherung, die Piloten oder Flugzeuge bei Veranstaltungen versichert.

Wir haben inzwischen einen guten Webmaster, der die VGC-Homepage pflegt und weiter entwickelt. Ein Blick auf die Website zeigt, dass sie sich in vielerlei Hinsicht geändert und verbessert hat. Was wir jetzt brauchen, ist eine ständige Aktualisierung. Bitte schickt uns Fotos und Berichte - diese dürfen gerne kurz sein - von Euren Veranstaltungen und Aktivitäten und lasst so alle daran teilhaben. Zum Abschluss möchte ich euch alle schöne Feiertage und ein wunderschönes Neues Jahr 2018 wünschen.

**Christine Whitaker
Chairman**



Raul Blacksten - Editor

Editor's Comment



Hello! I am your Editor du jour. It seems that Bruce Stephenson is a bit jammed up at the moment and has he asked me if I could fill in. Bruce may live to regret that as I cannot spell (nor do I use British spellings), and I do not know grammar (but then neither does he). One of these days I will send Bruce a copy of Webster's American English Dictionary.

Many of you know me. Some of us have been friends for years (from my trip to the 1994 Rendezvous and Rally in England or at the IVSM-95), and some of us only met recently and happily (I hope) in Hungary. So, for those of you who do not know me, I thought I would briefly introduce myself.

Firstly, I was born, raised, worked, and currently live in the Los Angeles, California, suburbs. Although I have both Bachelor's and

Master's Degrees in History, I earned my keep as an electrician and as an electrical contractor. I am currently retired.

Over the last 27 years, I have had over 200 articles published in the aviation and glider magazines of at least seven countries (admittedly, I published about half of them, more about that later). My first was a 1989 Soaring magazine account of the 1986 Hawthorne [California] Air Faire, where I displayed my Briegleb BG-12B, met Douglas "Wrong Way" Corrigan (a real character), and rode as ballast on his Curtiss Robin as it was towed the length of the airport.

I was first introduced to soaring by the 1967 Walt Disney TV show, The Boy Who Flew With Condors. A few years later, when I was in college, I would go up to the local gliderport and watch, yet I did not take lessons for another 15 years. I first became involved in editing vintage glider publications in about 1993 when Jeff Byard became the editor of the Bungee Cord and asked me to proof his copy, which I did for five years. In 1998, when he decid-



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ed to move on, I became the editor by default, and remained at that post for nine years. It was during my editorship of the Bungee Cord that I published a lot of my own stuff out of a need to fill up issues, but usually with various noms de plume (some will be glad to know that none of them will appear in this issue, maybe). Then for six years (Jan. 2007 to Dec. 2012) I wrote monthly glider history quizzes in Soaring magazine (which also appeared once in Free Flight, Gliding Kiwi, and Gliding Australia). I also have a piece on Charles Lindbergh when he flew gliders, which can be found at <http://www.charleslindbergh.com/gliders>.

My work first appeared in the pages of the VGC News in 1993 when Chris Wills reprinted a 1991 Soaring article that I wrote with Clarence See about his rescuing the Warsztaty Szybowcowe Orlik II after WW2. Then a couple of years ago, Bruce published my 5th contribution which was an original piece about the British Rhönadler. And of course, I am the author of another article (my 7th VGC News contribution) which Bruce commissioned, the first half of which appeared in Issue 150 and will conclude in this issue if there is room. Further, Bruce asked me to be a VGC News proof reader about a year ago and I joined several others who have been proof reading the copy of this august magazine for a while now (I can only claim some of the typos!).

My vintage glider credentials are that I own, or have, owned several (5) vintage and one classic glass glider. My oldest is what has been said to be the only Bowlus-duPont Senior Albatross that is not in captivity (impatiently awaiting restoration).

Now on to business:

I missed the Rendezvous in the Czech Republic, which I am sure was great. But the Hungarian Rally was fantastic, if a bit hot and humid. To Sándor Plósz and everyone who helped make the Rally so memorable, köszönöm. You will find reports on both events – and others – in this issue.

The most difficult part of this job has been choosing a mere handful of pictures from all of the wonderful pictures that have been submitted. What criteria should I use? Which gliders? What people? How do I pick this great shot and not that great shot? Nevertheless, I want to thank everyone who has made my job so difficult! I want to use all of your pictures, but I cannot.

We have a nice report on the VGC Annual Dinner. I am very pleased to see that David Underwood came down off that roof

long enough so that he and his father, Peter, could be awarded the Chairman's Cup. There are also numerous very nice items from all over, part of making this a truly international organization.

Alas, it is as well my sad duty to bring all y'all news of the passing of giants in the vintage glider movement. In July, news came of the unfortunate accident which took Jörg Ziller from us. Although I have had no contact with him in years, I considered Jörg to be a friend.

Then, the first of September brought news of the passing of Jan Scott, the founder and longtime leader of the [American] Vintage Sailplane Association (VSA). I worked closely with Jan and his wife Mai while I was the VSA Archivist and as the editor of the Bungee Cord. It seems somewhat eerie that not only did Jan's old Minimoa attend this year's Hungarian Rally with its new owners, but that a lot of people there asked me if I had any news about Jan (I did not).

Obituaries about three of our friends are included in this issue.

In conclusion, the history of what my late friend Vic Saudek called "our esoteric sport," is very important to me. It pleases me no end that so many books have been produced concerning European gliding, and I hope that they continue to be produced. My only regret is that we here in the US have not been so productive though our history is no less rich. I have tried by writing articles, but even I have not finished my own first book. Yet if we lose the history, we have lost everything. When I wrote those 72 monthly quizzes, I was often asked if I ever ran out of subjects. My answer was always "no."

Over the years, but especially during my Bungee Cord days, I have nagged people about one thing, and I am going to do it here too: Everyone needs to do their oral history or write their memoir! You may not think that you have anything to contribute, but trust me as a historian, I know that every little bit helps to fill in blanks. Sometimes I have even worked up entire articles from oral histories (for example: Clarence See and recently, my friend Danny Pierson). Imagine if Jörg had written his. Thankfully, Jan did.

Finally, I want to thank you all (except of course Bruce, wink, wink, nudge, nudge) for this great and very daunting honor. It is my sincere hope that all y'all find my humble offering to be pleasing and that there are not too many mistakes.

Klaus Schickling

Upcoming International Events

The 2018 VGC International Rally and Rendezvous Rallies will be in Germany, the Rendezvous at Anklam in the far north-eastern corner and the International Rally at Stendal, west of Berlin. The 2019 Rally will be in England again. We are still working on the Rendezvous, it might be decided when we hold the News in hand. The International Rally will be at Tibenham. We were there in 2000 and 2010. In 2020, we will meet in Germany again. The Rendezvous will be decided next year at the International Council meeting at Stendal, the Rally will be at Achmer. For the exact dates and any updates kindly see the website and the upcoming events section in the News.

If you, your club or your airfield is interested in holding an international event after 2020, please contact me. If you are holding any other event, please email me (rallysecreatray@vintagegliderclub.org) the details and will appear on the website.

Thanks, Klaus

Internationale Events Die VGC International Rally und die Rendezvous Rallies werden 2018 in Deutschland sein. Das Rendezvous in Anklam, die Rally in Stendal. 2019 geht es nach England. Am Ort des Rendezvous arbeiten wir noch, es sollte entschieden sein, wenn ihr die News in den Händen haltet. Die Internationale Rally findet in Tibenham statt, wo wir 2000 und 2010 schon einmal waren. 2020 treffen wir uns wieder in Deutschland. Wo das Rendezvous stattfinden wird, wird im nächsten Jahr in Stendal entschieden. Zur Rally geht es nach Achmer. Die genauen Daten und Updates findet ihr auf der Website und bei den Upcoming Events hier in den News. Solltet Ihr, euer Club oder euer Flugplatz Interesse an einem internationalen Event nach 2020 haben, meldet euch bitte bei mir. Wenn ihr eine andere Veranstaltung durchführt, schickt mir bitte die Daten (rallysecreatray@vintagegliderclub.org) und die Veranstaltung erscheint auf der Website.

Danke, Klaus

New VGC News French Correspondent!



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We are delighted to announce that VGC News has a new French Correspondent, Christian Mathieu. Many of you will know Christian as a long-time VGC member, who joined the club back in 1989 and was present at the VGC Rally in Hungary this year with the Minimoa, D-1480, which he co-owns with Otto Bacher.

Having started gliding at the young age of 15, Christian flew solo by the time he was 16 and now at the age of 66, has flown with the same club, Aero Club Albert Mangeot, Pont Saint-Vincent, (near Nancy) throughout his entire gliding career.

During this time Christian has served as President of the club for 10 years, Vice President for 21 years, and now holds the Presidency of the 'Grand East', a region that includes Champagne, Ardennes, Alsace and his own region of Lorraine.

A dedicated DEDALE member since 1985, Christian was the lead organiser of our highly-popular Rendezvous Rally at Pont Saint-Vincent in 1997.

I cannot stress enough how important it is for us to receive regular updates of the French Oldtimer scene and with Christian's appointment, we can finally read more about the rich and varied news, rallies and history of this beautiful and fascinating country. Merci Christian, et bienvenue à bord...

Preserving the past, your VGC ...

All good glider pilots know, if there's air going up, you can be sure as eggs that someplace else there is air going down! Just as certain are two inescapable facts of life; birth and the inevitable end. So perhaps it is with this sombre thought in mind, we here at the VGC would like to tactfully remind you that if you or your loved ones are contemplating the long-term future of your gliding memorabilia, then we can help. As we enter into this new technological age, now more than ever we are rapidly losing our emotional links to our past. With many items being viewed by some as disposable junk with little or no value, we are fast becoming in danger of losing those tangible

little (and big) connections to our gliding past forever, thus making the past increasingly alien to a whole new generation entering the sport.

As part of our primary aims as a club, we here at the VGC are dedicated to preserving the past; after all that's what the club is all about! So if you're contemplating the future of your memorabilia, together we can work to preserve those gliding memories and journeys within our growing archive, ensuring the ongoing accessibility for future generations, and in doing so, safeguard our gliding past into the future...

The Vintage Glider Club Awards 2017

Syd Davies Trophy

- Award for exceptional Service to the VGC during the past year(s)
- Auszeichnung für außergewöhnliche Verdienste für der VGC innerhalb des letzten Jahres/der letzten Jahre

Awarded To Werner Rüeg

For his years of long support to the Vintage Glider Club as Swiss representative and for the work he is doing for the Swiss VGC.

International Rally Best Achievement Trophy

- Best flight at the International Rally
- Außergewöhnlicher Flug während der Internationalen Rallye

Awarded To Jürg Weiss

For his flight in the Moswey3 HB-374, Distance 105km and 4hrs 58mins

VGC Commendations

- For any other noteworthy flights during the Rally
- Für weitere erwähnenswerte Flüge während der Rallye

Awarded To Christian Ueckert

For his flight in the Minimoa D-8064, Distance 102km and 4hrs 47mins

International Rally Challenge Trophy

- Awarded to the best restoration of a vintage or classic glider attending the International Rally
- Auszeichnung für die beste Restaurierung bei der Internationalen Rallye

Awarded To Laszlo Revy

For his excellent Minmoa replica and the Cimborra

Best Model Displayed

- Flown at the International Rally
- Geflogen während der Internationalen Rallye

Awarded To Gábor Pásztor

For his detailed and excellent vintage model of the R15 Koma side by side two-seater

CLUB NEWS

Phil Tiley Memorial Cup

- Outstanding non - flying contribution to the VGC during the Rally or in the past year
- Außergewöhnliche nicht-fliegerische Leistung während der Rally

Awarded To **Andrá Karsai**

On behalf of the hanger packing team who did a tremendous job

Shaw Slingsby Trophy

- For the best flight in a Slingsby Open Cockpit Slingsby at the International Rally or during the previous 12 months
- Für den besten Flug in einem offenen Slingsby-Flugzeug während der Rallye oder im letzten Jahr

Awarded To **Peter Moskovits**

For his nearly 5hr flight in the T-21 FJB

Chairmans Trophy

- Founded by David Shrimpton and awarded for meritorious services to the VGC
- Gestiftet von David Shrimpton für verdienstvolle Leistungen für den VGC

Awarded To **Peter & David Underwood**

For their restoration of gliders over many years and for helping other VGC members

Skywriters Award

- Awarded yearly for the best contributing article or report appearing in VGC News
- Für den besten eingereichten Artikel in den VGC News

Awarded To **Chad Wille**

For his charming story of the restoration of a very rare glider, the Midwest MU-1 (see Issue 150- Summer 2017)

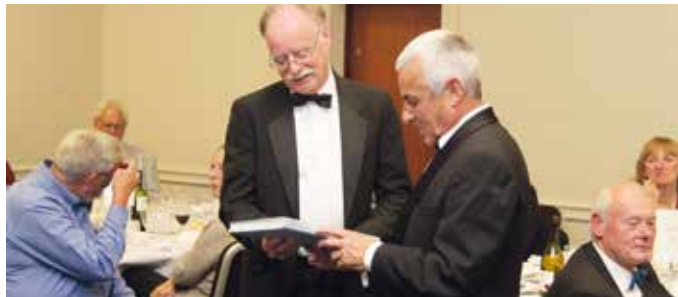
Andrew Jarvis **2017 VGC Annual Dinner:** **A good time was had by all!**



Chris Raine and Gayle Pearce



Andrew Jarvis and Antti Jouppi



Andrew Jarvis and guest speaker, Stephen Slater



Werner Ruegg receives his award

It is both a pleasure, and a relief, to report on a very successful and happy, "Dinner Weekend". As you know, the venue was the (former) aviation town of Farnborough. This was the brilliant choice of Chairman Chris Whittaker; and by pure co-incidence, the Holiday Inn Hotel was just 10 minutes' drive from the Whittaker home! The Holiday Inn hotel proved central to the success of the weekend. (One guest doesn't agree, due to a mix-up about charging). Never-the-less, the hotel per-

fectly met our needs. As we had hoped, the VGC soon colonised the cocktail bar, leaving precious few armchairs for other guests! An impromptu 'pre-dinner dinner' happened on the Friday evening, Nick Newton had neatly booked a table for 12, which somehow expanded to seat nearly 20 guests from Germany, Switzerland and the Netherlands. Indeed, as Nick pointed out, this was the "Rendezvous Dinner", before the main event... Saturday was the big day. Fortified by

an excellent breakfast, it was a pleasant autumnal walk to the FAST Museum. We had been generously loaned the Trenchard room. This was the former office of the 'Father of the RAF': his portrait looked benignly down. Perhaps our proceedings were less weighty than his had been, but, well, we probably maintain more aircraft than the RAF now does! 2.30 saw an enthusiastic turnout for our Museum Visit. We were led into the Cody Pavilion- an airy hangar, housing a full scale replica of Cody's huge biplane. This



David and Peter Underwood receive the Chairman's Cup



Neelco Osinga receives his Honorary membership from VGC President, Jan Forster



Jan Forster presents a bouquet to Chairman Chris Whittaker; Ray and Chris also celebrated their 45th wedding anniversary!



Harald Kämper receives his Honorary Membership from the VGC President



The Moskovits

aircraft made the first powered, controlled flight in Britain, right here at Farnborough, in 1909. We were given an excellent talk filling the many gaps in our knowledge of the charismatic, moustachioed Samuel Cody, his aircraft, and his sad death in 1912. (No seat belt!).

The actual dinner was beautifully set up for us by the hotel staff. Chris had created an ideal seating arrangement –always a test of diplomacy–with seven circular tables, seating about ten at each. After the dessert, our distinguished guest speaker, Stephen Slater, was introduced by Andrew Jarvis.

Stephen, who is president of the Vintage Aircraft Club, and 'CEO of the LAA', spoke eloquently of his passion for light aviation. His rolling slide show covered the aviation loves of his life, not least the amazing Biggles Biplane. This BE 2c replica was once a film prop; Stephen rescued it from a barn in the USA, restored it, and it now flies

regularly at airshows. It was the perfect speech for the occasion; but Stephen had been very brave even to come, as his father's funeral loomed just three days later. Our condolences, and admiration, go to Stephen and we hope to collaborate with him at future events.

After the speech, President Jan Forster awarded, firstly, the year's cups and awards. Space precludes listing of all these, but none will forget hearing the Airman's Poem:

'Oh, I have slipped the surly bonds of earth, and danced the skies on laughter-silvered wings....'

Which Peter Underwood read beautifully, in acknowledgment of the award of the Chairman's Cup to himself and his son, David. This cup was in recognition of the Underwoods' special contributions to the Club: a whole series of Slingsby Kite restorations, culminating in the beautiful Prototype, rebuilt from wreckage. And far

more than that- simply being the Unique Underwoods- a perfect father- and-son vintage team.

Next came the presentation of three honorary memberships of the VGC. These awards took the form of a handsome framed certificate, designed by Jan Forster. The recipients, in alphabetical order, were Ted Hull, Harald Kämper and Neelco Osinga. Very sadly, ill-health prevented founder-member Ted from receiving his award. We really missed him, but are confident that he will 'be back soon'. Then came a special presentation: it was the Whittakers' 45th wedding anniversary- a happy occasion marked with flowers for Chris and a bottle for Ray.

The evening was rounded off in traditional fashion with a raffle of some beautiful prizes, stylishly chosen by Sue Brooke and Chris Whittaker.

Sunday 8th October saw some quiet autumnal weather, and the promised flying at the Gliding Heritage Centre, Lasham, did indeed happen.

Every visit to the GHC leaves one stunned by the sheer effectiveness of Gary Pullen, Richard Moyses and their close-knit team. The second, identical, hangar is nearly complete in an amazingly short time-scale. Flyable gliders on the day included the quirky Scott Viking and the 'flying tank' YS-53. For those who could stay, the autumn flying day rounded off a truly vintage weekend.

David Williams, VGC Archivist **The Hot Topic**

As Jan highlighted in his 'Presidents corner' in Issue 149, the Vintage Glider Club does have a considerable number of items in its Archive, which is at the moment based at Bicester airfield. I have had many enquiries from members asking for information on various aircraft and copies of plans to be used for repairs of said aircraft.

So what have we got stored there, let me take you for a walk among the various boxes, shelves and plan chests.

So, walking through the door the first thing you will notice is the three large shelf units filled with archive boxes, there are 100 boxes in total, the contents range from the complete set of plans and technical notes for "Project Sigma," for which I am trying to find a more suitable home, and a large number of boxes full of pictures, slides, DVDs and videos.

The next items you will notice as we move further into the archive are the large number of plan chests, there are 13 chests totalling 64 drawers. The plans we have are predominantly Slingsbys followed by Elliotts, and to a lesser degree Weihe, Hutter, and AV36 etc.

There are also four metal hanging chests

which are mostly Slingsby T65 Vega, T61 Venture, and T59 Kestrel.

On your left there is a bookshelf with box files containing documents such as BGA test group flight tests and pilots notes for various aircraft. In the far corner are a large number of plans not flat in chests but still rolled as they came to us, which are being catalogued and scanned as time allows.

So, let's go into more detail, choose a box, any box from 1 to 100. Number 17 that will do, so let us see what is in it?

The title says photographs; there is a lot more to it than that though. In the 60s and 70s when a new glider was built they were taken to Sutton bank or Pocklington to be flown. While they were there they were photographed from various angles. There are over 150 separate photographs of 25 different aircraft types from the Kite 1 to the Olympia series and some foreign aircraft such as Moswey 3, AV22, and Condor 4. This is just one box, number 18 is photographs as well with just as many in box number 17.

Moving on, now choose a drawer, any drawer from 1 to 64.

Number 12, that will do, so what do we have in this one?

Slingsby not only built gliders, when you bought one they also built the trailer to go with it. So in this drawer we have the drawings for various trailers for Skylark 2, Skylark 3, Swallow, HP14c, Libelle, T42, and T21, plus various others. Fittings were also included for trailer undercarriage, cradle for wingtips, trailer legs. etc. Also in the drawer are drawings to fit a tow hook to a Tiger Moth. Not very exiting on the surface I agree, but if you are building or rebuilding a trailer for your aircraft then the original drawings come in very handy.

Another drawer for example has most of the original Slingsby plans for the T43 Skylark series of aircraft. I say most because over the years various plans have been lent out or borrowed and have not yet returned. This is not true just for the Skylarks, but nearly all the plan sets we have are incomplete. My aim is to get these sets together again; these can then be scanned and conserved therefore saving them for future generations. So if you have any glider plans or other documents etc. stored in the loft or spare room that you have made use of and you no longer require them, can I ask that you consider donating them to the Vintage Glider Club Archives?

BGA Ladder category renamed

News has come from Trevor Dale that the BGA Ladder category 'Wooden Ladder' has changed its name to 'Vintage Ladder'. As you know the

winner of this annually receives the Chris Wills Vintage Trophy at the BGA Annual Awards.



Bruce Stephenson **Inaugural VGC News Skywriters Award**

It gives me great pleasure to announce that the first recipient of the VGC News' Skywriter award is Chad Wille of the USA, for his charming story of the restoration of a very rare glider, the Midwest MU-1 (see Issue 150- Summer 2017).

Whilst Chad's article ultimately came out on top, it was a difficult choice nevertheless with some notable works coming to the fore. Shortlisted were some worthy pieces by Peter Ocker, whilst the entertaining and slightly quirky style of Andrew

Jarvis demonstrated a refined and natural sense of the written word.

A close runner-up to Chad's article was the highly skilled pen of Raul Blacksten, who's relaxed style and flair is apparent to all.

For me, Chad's article had a dimension that only comes from those who have a deep love of the air, demonstrating a high degree of intimacy in both feeling and raw emotion and conveyed the reader back to a simpler, forgotten age where just the simple act of getting airborne was an ad-

venture in itself. Quoting one memorable line: *it is visceral, bracing, exciting flight, where numbers and distances fade to the background and the thrill of aviating becomes all;* beautifully encapsulates Chad's style and skill in just one illuminating sentence.

Well done Chad as our first recipient of the Skywriters award, as we look forward to another year of varied and stimulating series of articles and reports!

WORKSHOP FLYER



Author:
David Williams
Contact:
archivist@vintagegliderclub.org

David Williams

Let's Stop the Rot! Part 2

So to recap from part 1 in Issue 147; you have found an aircraft in a barn. You have found the owner and have done a deal, you have taken possession of the aircraft and you have now got the

aircraft back home. At this point I think the most important task is to study the logbook. This is the aircraft's life story; it is also a historical document in its own right.



Tyre's will invariably need close inspection. Rubber hardens and cracks with time.



Check closely all belts for fraying.



Closer inspection can often highlight glue failure.

So, let's go to the latest entries. We are looking for the date of the last CofA, with work completed and any faults found and rectified etc. However, don't necessarily believe everything that is written within, more of that later.

Hopefully it is up to date with all technical and aircraft directives completed. If the aircraft did not come with its logbook, all is not lost, contact the Vintage Glider Club archivist. The British Gliding Association has placed the aircraft files with the Archive for safe-keeping, which are a record of maintenance and changes to older UK registered gliders. Some have already been passed onto aircraft owners, but either way, they will be vital when putting a replacement logbook together.

Now I recommend that you find your new 'best friend'. This of course will be your local Aircraft Inspector, let him loose on the aircraft. Think ahead and help by removing any panels, hatches and cockpit fairings etc. A tip; do not clean or vacuum out the insides yet. If there is anything in there that should not be there you need to know where it has come from. Don't get upset when he begins to find faults, broken bits, perished tubes, and various out of date items. This is, after all, precisely what you want him to do!

There will of course be a large amount of paperwork to be generated. I will let your new 'best friend' guide you through this as, with the new regulations and rule changes, it will need someone who knows what they are doing.

A recent example of this was an aircraft that was passed onto someone a short while ago. The aircraft looked in a very good and clean condition when it came out of its trailer. The trailer was very sound and dry and the logbook was up to date with no flights logged since the last CofA. However on closer inspection the tyre was next to useless, the harness was frayed and torn, and there were a number of joints that had come apart as if it had had a heavy landing at some point. It just goes to prove that your inspector is going to be your very best friend. But let's not dwell on such matters; you were given the aircraft in good faith, so let's get it flying again.

There are three roads/runways you could go down. The first is to take your aircraft to a commercial repair operation. The advantage of this is you will get your aircraft back in a relatively short space of time. The disadvantage is the cost.

The second is to persuade your 'best friend' to do the work. One advantage may be lower costs from an experienced and skilled repairer (but I strongly advise a degree of encouragement towards recognising those possible benefits through generous supplies of coffee, beer, and a few meals at the local pub etc, none of which will go amiss). The disadvantage could be the time element; inspectors tend to be in high demand, and he might not have the capacity to take on the work. If he does have the capacity, is there a queue for his services? If this is not a problem, then go ahead.

The third, which is the most popular and most rewarding, is to do the work yourself. The advantages are many. You will find out more about your aircraft, its construction, history, etc. You can also learn some new skills which you can develop more by helping your 'best friend' with other projects with which he is involved, especially the club aircraft, which are a clubs most important asset.

So, where to start? Space is at a premium these days. The ideal solution is to use your own workshop or double garage. I know, you haven't got either, so how about some space in the club's workshop? The amount of time you can spend in there will be a big consideration, remember club aircraft come first. How about some space at the back of the hanger? It can be done but you will need to talk nicely to the Hangar Manager, if you have one.

So you have found your work space and your 'best friend' is at your side, so what next?

I would recommend some reading material. The first would be Standard Repairs to Gliders, from the British Gliding Association. The second would be Workshop Practices. Both are very valuable to your task ahead. Another source of valuable information is the British Gliding Association's website, look in the engineering section for type relevant information.

So now the real work begins. I would like to recommend that during all the many stages of work that you go through, you take as many 'before and after' pictures



WORKSHOP FLYER/ UPCOMING EVENTS

that you can. Also keep a written log of what you find and how you progress right up until the first flight (this will all be useful when the Editor of Vintage Glider Club News contacts you and asks for an article for the next issue!).

There are also many specific glider type groups on social media. Join one of them for your type of aircraft, or maybe consider starting one up if yours is not shown. You are not alone out there and we all like talking about gliders.

Good luck with your project when you find one.

*David Williams.
Vintage Glider Club Archivist.*

2018 Vintage Rally Dates

06/01/2018 – 13/01/2018	Vintage Gliders Australia Annual Rally	Bordertown, Australia
20/01/2018 – 29/01/2018	VK National Rally, Greytown	South Island, New Zealand
28/04/2018 – 29/04/2018	6 th VGC Season Opening	Aschaffenburg, Germany
28/04/2018 – 05/05/2018	Rassemblement National des planeurs de COLLECTION	(Dédale) Avignon-Pujaut, France
04/05/2018 – 06/05/2018	Eastern Vintage/Classic Regatta	Chilhowee Gliderport, Benton, TN. USA.
10/05/2018 – 13/05/2018	34 th Dutch Vintage Glider Rally	Location TBA Netherlands
16/05/2018 – 25/05/2018	39 th Grunau Baby Meeting	Jezów Sudecki, Poland
19/05/2018 – 27/09/2018	Blumberg Swiss Rally	Blumberg, Germany
25/05/2018 – 28/05/2018	Western Vintage/Classic Regatta	Mountain Valley Airport (L94) Tehachapi, CA, USA
26/05/2018 – 01/06/2018	VGC UK National Rally 2018	Portmoak, UK
31/05/2018 – 03/06/2018	German Slingsby Rally & Vintage Meet	Nastätten, Germany
14/06/2018 – 17/06/2018	Midwest Vintage/Classic Regatta	Lawrenceville-Vincennes Airport, Lawrenceville, IL, USA
16/06/2018 – 24/06/2018	Czech National Rally 2018	Tábor, Czech Republic
22/06/2018 – 30/06/2018	23 rd Camphill Vintage Rally/Capstan Reunion	Camphill, UK
30/06/2018 – 01/07/2018	Kleines Holzfliegertreffen	Gruibingen Nortel, Germany.
14/07/2018 – 22/07/2018	Retromeeet 2018	Ålleberg, Sweden
23/07/2018 – 28/07/2018	VGC Rendezvous 2018	Anklam, Germany
30/07/2018 – 09/08/2018	46 th VGC International Rally 2018	Stendal, Germany
17/08/2018 – 19/08/2018	30 th OSV Swiss Vintage Glider Rally	Courtelary, Switzerland
17/08/2018 – 19/08/2018	Massey Vintage/Classic Rally	Massey Aerodrome, Massey, MD, USA.
25/08/2018 – 02/09/2018	Slingsby Week and Vintage Rally	Sutton Bank, UK
01/09/2018 – 03/09/2018	Experimental SA Western Workshop/ Vintage Sailplane Regatta	Mountain Valley Airport (L94), Tehachapi, CA, USA
20/09/2018 – 23/09/2018	Great Plains Vintage & Classic Sailplane Regatta	Wichita Gliderport, USA
06/10/2018	VGC Annual Dinner 2018	Switzerland
13/10/2018 – 14/10/2018	Hood River Glider Weekend, WAAAM	Hood River, Oregon, USA

Invite to Stendal 2018



Liebe VGC- Mitglieder,

im nächsten Jahr möchten wir Euch gern in unserer schönen Hansestadt Stendal begrüßen. Der AeroClub Stendal hat gemeinsam mit der Flugplatzgesellschaft Stendal-Borstel die Ehre, die 46. Internationale VGC-Rally vom 30. Juli bis 09. August 2018 auszurichten.

Stendal liegt im Nordosten Deutschlands, ungefähr auf halbem Weg zwischen Berlin und Hannover – übrigens auch an der entsprechenden ICE-Strecke. Nach oder von Berlin oder Wolfsburg braucht man circa 50 Minuten.

Seit 1992 fliegt der AeroClub Stendal mit Segel- und Motorflugzeugen sowie Ultraleichtflugzeugen auf dem Flugplatz Stendal-Borstel. Auch ein Fallschirmsprungverein – SkyDive Stendal – ist hier ansässig.

Unser Flugplatz wurde ab 1934 errichtet und diente bis 1945 der Luftwaffe und vorwiegend den Fallschirmjägern. Der erste militärische Fallschirmsprung in Deutschland wurde 1936 hier ausgeführt. Unter anderem erhielt auch der Boxweltmeister Max Schmeling hier eine Ausbildung als Fallschirmjäger.

Von 1945 bis 1992 waren sowjetische Fliegertruppenteile hier stationiert. In dieser Zeit änderte sich das Bild des Flugplatzes gründlich. Eine fast 2000m lange Betonbahn mit Rollwegen, ein Vorfeld sowie zahlreiche Gebäude wurden errichtet. Von diesen ist – bis auf 3 Hallen und die alte Flugleitung – nichts mehr geblieben. Nach Abzug der Russen gründete sich sofort unser Verein aus Flugbegeisterten und kämpfte um den Erhalt des Fluggeländes.

Stendal, als Kreisstadt die Hauptstadt der Altmark, hat aktuell 40.000 Einwohner und ist allemal einen Besuch wert. Eine liebevoll restaurierte mittelalterliche Altstadt mit Dom und weiteren Kirchen, der Stadtsee, das Altmarkmuseum, ein Zoo und das Spaßbad ALTOA sollte man sich nicht entgehen lassen. Weitere touristische Ziele wie der Elbe-Radwanderweg, Tangermünde, Havelberg, Potsdam oder Berlin laden ein.

Was es sonst noch so in und um Stendal und speziell zur Rally zu erleben gibt, erfahrt Ihr ab Januar 2018 unter www.vgc2018.de und auf der Facebookseite Flugplatz Stendal Borstel oder auf unserer Webseite www.edov.de. Zur AERO 2018 in Friedrichshafen wollen wir uns mit einer kleinen Besatzung am VGC-Stand vorstellen. Wenn Ihr jetzt schon Fragen oder Anregungen habt, erreicht Ihr uns unter flugplatz-stendal@t-online.de.

Herzliche Grüße
Matthias Jahn, Sieghard Geyhler

Dear VGC- Members,

Next year we would like to welcome you to the old town of Hanse town Stendal, the historic centre of the Altmark, Germany.

We, that means the Flying Club, together with the company running the airport, have the honour to host the 46th International VGC Rally from July 30th to August 09th, 2018.

Stendal is situated in the northeast of Germany, halfway between Berlin and Hannover, right on the connecting high-speed ICE railway line. It takes only 50 minutes to reach Stendal from Berlin or Wolfsburg.

Since 1992 the local club has been flying powered aircraft, gliders and ultralights here at Stendal-Borstel. A skydiving club is also based here. The airfield itself was opened in 1934. Up until 1945 it served as a base for the Luftwaffe, and was a training base for the then newly founded Paratroopers. In 1936 the first military parachute jump in Germany was conducted at our airfield. Among others, the well-known boxing world champion, Max Schmeling, became a paratrooper here.

From 1945 to 1992, Soviet Air Force units were based at Stendal. During this period the face of the airfield changed remarkably. A concrete runway almost 2 km long was established, in addition to taxiways, apron, and numerous buildings. Nearly all the structures have now been scrapped however, all except 3 hangars and the old tower. When the Russians left the airfield the then established Stendal Aero Club fought for authorisation to operate civil flights from the airfield.

Stendal is the district capitol of the Altmark region and is always worth your while paying a visit, with around 40.000 inhabitants living here. Don't miss visiting the lovely old medieval city with its cathedral and old churches, the City Lake, zoo garden, Altmarkmuseum, and the aquatic centre, ALTOA. You can also plan a trip on the Elbe river cycleway, to Tangermünde and its port, Havelberg, Potsdam or Berlin.

For more information on Stendal and especially the Rally, detailed information will be available from January 2018 on our website:

www.vgc2018.de or on Facebook at: **Flugplatz Stendal Borstel** or on our Borstel club website: www.edov.de

You can also meet us at "AERO 2018" in Friedrichshafen at the VGC exhibition.

If you have any urgent questions or suggestions, please do not hesitate to contact us at: flugplatz-stendal@t-online.de

We hope to see as many of you as possible next year at EDOV!

Best regards
Matthias Jahn, Sieghard Geyhler

Invite to Anklam 2018

23-28/07/2018

Einladung des Vereins 'Otto Lilienthal' Anklam e.V. zum VGC-Rendezvous, 2018.

An invitation by the flying club, 'Otto Lilienthal' Anklam e.V. to the VGC Rendezvous, 2018.



Morning glory.



The stunning views of the surrounding area.

Das Organisationskomitee des VGC Rendezvous lädt ganz herzlich dazu ein, die Annehmlichkeiten und Gastfreundschaft des Vereines im historischen Anklam zu genießen. Hier wurde mit Otto Lilienthal einer unsere berühmtesten Einwohner geboren. Seine erfolgreichen Flüge, Versuche und Forschungen in den Jahren 1891 bis 1896 fanden weltweit Beachtung und bildeten die Grundlage für die Motorflüge der Gebrüder Wright knapp ein Jahrzehnt später.

Das reizende Gelände des Clubs Otto Lilienthal Anklam e.V. liegt mitten in der schönen Landschaft Nord-Ost-Deutschlands. Die Ostsee, die polnische Grenze und die Insel Usedom liegen in unmittelbarer Nähe. Eindrucksvolle Aussichten auf diese Insel, die Stettiner Bucht und die Ostsee bieten sich schon nach dem Windenstart. Mit unbeschränktem Luftraum können wir gelegentlich sogar unsere eigene „Morning Glory“ genießen.

Unsere Flugplatz kooperiert mit dem Otto-Lilienthal-Museum und besitzt einen Abenteuer-Spielplatz für Kinder. Im Ort Anklam befindet sich das von der FAI ausgezeichnete Otto-Lilienthal-Museum, während die Nicolaikirche, dort wo Otto Lilienthal einst getauft wurde, heute eine Hängegleiter Ausstellung – von damals bis heute – beherbergt.

Auf der Insel Usedom faszinieren die berühmten Badeorte Ahlbeck, Heringsdorf und Bansin und unendlich lange Strände. Der „Hangar 10“ am Flughafen Heringsdorf beherbergt Deutschlands größte Sammlung flugfähiger Militärflugzeuge. Eine kurze Fahrt führt nach Peenemünde, der Geburtsstätte der Raumfahrt mit seinem Historisch Technischen Museum.

Doch nun zu unserem reizenden Fluggelände. Es befindet sich südlich der Stadt und verfügt über eine 1200 Meter lange befestigte Bahn für den Motorflug. Südlich davon die 1200 Meter lange Grassbahn für den Segelflug, die 600 Meter Winden-Ausklinkhöhe ermöglicht. Der Club besitzt zwei Doppeltrommelwinden, auch Flugzeugschlepp wird während der Woche möglich sein. Wir planen, ein Zelt für Briefing und Parties zur Verfügung zu stellen. Im Clubhaus gibt es Küche, Toiletten und Duschen. Gegenüber befindet sich das Airport Restaurant, wo auf Wunsch gegessen werden kann.

Wir haben am Flughafen-Restaurant 12 Zimmer reserviert. Da

The organising committee for the 2018 Rendezvous would like to cordially invite you all to come and sample the delights and hospitality of our club here in historic Anklam. As many will know, Anklam is considered by many as the spiritual home of gliding and birthplace of one of our most famous residents, Otto Lilienthal. Lilienthal's successful flights, tests, and studies spanned from 1891 to 1896 and brought him to the attention of the world, paving the way for powered flight by the Wright brothers less than a decade later.

Here at our lovely club, Otto Lilienthal Anklam e.V., we offer access to the beautiful surrounding areas of North-East Germany. Situated close to both the Baltic Sea and Polish border, it is the gateway to the island of Usedom. You can enjoy stunning views of the island, the Szczecin Lagoon and the Baltic Sea, all from the top of our winch-launch! With unlimited airspace, we even enjoy the occasional phenomenon, our very own 'morning glory'.

With a myriad of tourist options, our airfield is associated with the Otto-Lilienthal-Museum here in Anklam and even boasts an Adventure playground for the children. In Anklam itself is the FAI award winning Otto-Lilienthal-Museum, whilst the Nicolaikirche Anklam, is where Lilienthal was baptised and to mark the fact, today boasts an exhibition of hang-gliders from past to present.

On the island of Usedom, you can visit the Imperial Baths of Ahlbeck, Heringsdorf and Bansin and the endless beaches. Nearby Heringsdorf Airport is home to Hangar 10, Germany's largest collection of airworthy warbirds. A relatively short drive away is Peenemünde, the cradle of space travel where there is the fascinating Historical Technical Museum.

But what of our lovely airfield itself? Located just to the south of the city, the field boasts a 1200m concrete runway for powered aircraft to the north of the field. To the south is a 1200m grass runway for gliders, allowing for winch launches typically up to 600m (1900'). The club has 2-double drum winches and aero-towing will be available throughout the week. We plan to have a marquee tent for both briefings and parties, whilst the clubhouse is equipped with kitchen, toilet, and shower facilities. Opposite our club-house is an airport restaurant for those wishing to eat there.

For those wishing to book rooms on the airfield itself, we have

diese sehr begehrt sind, empfiehlt sich eine frühzeitige Buchung. Der Campingplatz am Flugplatz verfügt über Elektroanschlüsse sowie Waschräume und Toiletten. Damit wir alle Unterbringungsmöglichkeiten zur Verfügung stellen können, bitten wir darum, möglichst frühzeitig zu buchen.

Also warum noch warten? Wer frühzeitig bucht, sichert sich ein einmaliges Erlebnis im historischen Anklam, der Geburtsstätte des Segelflugs.

Registrierungsmöglichkeit und alle Gebühren für Anmeldung, Starts und Camping befinden sich auf unserer Website:

www.fliegerklub-otto-lilienthal-anklam.de

Reginald Kasubeck

All photos via Reginald Kasubeck

secured 12 rooms at the airport restaurant, but these are filling fast, so we urge you to make your reservation as soon as possible to avoid disappointment. There is also a camping ground on the field, with electric hook-ups and of course toilets and wash-rooms. Whilst we are still finalising a full range of accommodation options, those intending to attend the Rally are urged to book early.

So what are you waiting for? Book your place early to secure a gliding experience of a lifetime in historical Anklam, the birthplace of gliding!

For registration and a full list of entry fees, launch fees and camping charges, please visit our website:

www.fliegerklub-otto-lilienthal-anklam.de

Reginald Kasubeck

All photos via Reginald Kasubeck

VGC UK Rally 2018 Portmoak or Wee Wooden Things

26th May – 1st June 2018 inclusive



The Scottish Gliding Centre is pleased to host the VGC UK Rally at Portmoak in Summer 2018. There are already a considerable number of vintage gliders on site, from a Primary to a Capstan. The Portmoak Heritage Collection has a large number of vintage gliders and there are a number of privately owned *wee wooden things* operating at the club. Most of which are in flying condition and I am sure that this number will increase prior to the VGC Rally.

We have a SkyLaunch + a Supacat winch which can easily launch light wooden gliders to over 1000ft in calm conditions. Our tug is a 100hp Eurofox which is ideal for launching slow flying vintage gliders & our launch fees are the same for winch or aerotow to 1000ft @ £8.50. All UK BGA members will have reciprocal membership at

Portmoak and no trailer parking charges. Our airfield is owned by the club and is large and flat with over-shoot options in most directions if you get it wrong. We have plenty of trailer parking although hangar spaces are limited.

Since the beginning of the year we have had new caterers looking after us at Portmoak (Bishop Hill Catering) so we can offer full board in the clubhouse at excellent prices with catering if you decide to camp on site or bring a motor home. There are plenty of other options locally but obviously it is better to stay on site.

We are in the process of installing a new toilet and shower block with disabled access at the West end of the airfield, which is very handy for the camp site and will be open well before the end of the year. We have 3 twin, 1 double & 5 single rooms,

which have recently been updated so it is first come first, served.

Due to the expected number of gliders, booking early is essential.

Please contact our office to book:

office@scottishglidingcentre.co.uk

Tele office 01592840543

I would suggest that all pilots read our airfield manual which is available from the website before arriving at Portmoak as this will save time when you arrive:

<http://www.scottishglidingcentre.co.uk>

Please ensure that you bring your medical certificate, logbook & gliding certificate, as you will need to show them when you fill in our visitor's record sheet on arrival.

Bob Petrie

Chairman SGC.

Andrew Jarvis

Rana Rendezvous

27th May-02nd June, 2017



Rana Gliderport.
Photo: Astrid van Lieshout



Elisabeth Landsteiner flying her Bergfalke at the Rana Hill.
Photo: José Ignacio Garcia

As the late Chris Wills would undoubtedly have said, this was the Best Rendezvous Ever! For those, like me, who had not made the pilgrimage to Rana before, it was both a pleasure and an education. It is the birthplace of Czech gliding, and literally countless pilots have learned to fly here. The airfield has a timeless, rural feeling; there were little haystacks around the camping area, and a settled, community atmosphere to the whole place. To the East, the gliding ridge dominates, with its interesting peaks and valleys. Looking west, there was a wide, panoramic vista. Curious little extinct volcanoes are dotted about the surrounding countryside- and how many gliding sites have those? The gliding operation was both relaxed

and efficient. On registration, you received a pilot number. At the launch-point, you simply declare the number, get hooked on, and off you go! No names, no tickets to lose. On leaving, you don't even get a bill, but fear not, it does arrive later by email. It was a superb system, but I just hope everyone paid. As for the flying, there was loads of it! Three microlight tugs provided inexpensive aerotows and once aloft, the views were amazing. The weather kept everyone guessing. There were some ferocious showers, but they never lasted too long, and let's face it, they just make the air more thermic afterwards, don't they? For those who were not flying, the immediate area was packed with historical interest and one

only wished one could visit even a few of the places in the tourist leaflet. Via Tomas Mezera, I can give you some precise data on the rally: Historic gliders flown, 52. 10 were Czech; 23 from Germany; 6 from Netherlands, 5 from Great Britain; 4 from Denmark; 3 from Switzerland and one from Belgium. Amazingly, eight flying days were squeezed into the week, despite some rain almost every day! There were 330 launches and 378 flying hours, so it was well over an hour per flight and over 40 flights per day. The most beautiful single-seater present was voted as Graham Saw's Petrel - and who can argue with that? The best looking two-seater was the remarkable 1933 open-cockpit two-seat Sedy Vlk (Grey Wolf), type number EL-2M-LS.



On top of the Rana Hill Photo: Elisabeth Landsteiner



Graham Saw and organiser, Josef Mezera. Photo: Andrew Jarvis

RALLY REPORTS



Morning briefing at Rana. Photo: Simon Swart



Unpacking the Hütter. Photo: Andrew Jarvis

This beautiful replica was built from scratch by master-craftsman Jiri Lenik and Josef Mezera. I apologise for a rather concise report, but

I hope the pictures will convey the happy atmosphere of our Rendezvous week at Rana. We can only thank Josef Mezera, Chief Organiser, his son Tomas (deputy

chief), and the fantastic team of tireless helpers who provided such a safe and successful week of vintage gliding.



Andrew Jarvis & Nick Newton

Hungary

45th International VGC Rally, Dunaújváros

31st July to 10th August 2017

This year we were very excited to be visiting Hungary once more for our International Vintage Gliding Rally at the invitation of the Hungarian Vintage Gliding Club, which had been formed in 2014.

Our last visit to Hungary had been over twenty years ago, our previous International Rallies in this country having been held in Farkashegy in 1983, 1989 and 1996. In 2004, Hungary had become a member of the European Union and many significant changes to the country had taken place since then.

The Rally this time was to be held at Dunaújváros some 70 km south of Budapest and located on the Danube, where the airspace was more open for our activities. The drive from Rana in the Czech Republic, where our Rendezvous meeting had also been held on our last visit in 1996, was

some 660 km, but entering Hungary everyone was impressed by the excellent new roads and the journey was not as arduous as had been anticipated.

Driving into the airfield, the entrance was dominated by a Mig 15 mounted on a pole pointing rakishly skywards. An angular but effective jet fighter that gave the West quite a surprise in the early fifties.

It was at once obvious that Rally Organisers, Sándor Plósz and Patrik Ungár, together with their support team, had done a brilliant job in organising this Rally.

On registration for the Rally, we were given an excellent Booklet (the best and most comprehensive that one can remember) beautifully printed in colour with many photographs, maps of the airspace, with local airfields, as well as road maps of the local area and further beyond extending to Lake Balaton (the largest lake in central Europe) some 80 km away. Not only was there a full programme of activities listed for Pilots and their families, but most helpful were photos of the individual members of the Rally team and even a dictionary at the back to help basic communication in Hungarian (although this was seldom necessary, as everyone readily managed to understand our needs in whatever language was spoken!)

The infrastructure was amazing; there were THREE camp areas, with absolutely spotless toilet and shower blocks, as well as apparently limitless electricity hook-ups. The airfield was only a short bike ride from the mighty Danube (hence the name Dunau being Hungarian for Danube).

Just by the campsite was the main hangar, a great steel masterpiece that could swallow up almost every glider at the rally. The airfield itself was also superb but it would be a long hot walk to the winch launch point.

The Rally was declared open by our VGC President, Jan Forster, on Monday 31st July and the great bell was rung. Flying got under way, but a number of pilots learned the expensive lesson that early launching did not pay. Nevertheless, many hours of soaring were achieved, both from winch and aero tow - Johannes Fischer making a superb out-and-return to Lake Balaton in his Meise.

In the evening the 1000 horsepower engines of the two huge resident Antonov AN-2 crop-spraying biplanes rumbled into life and the aircraft flew away, quite low, towards the sunset. Glorious!

On Tuesday 1st August the weather pattern was becoming clear; it was going to be VERY hot and no doubt many people

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Dinnertime in the grove Photo: Andrea Forster



After dinner Photo: Arpad Szabo

wished they could have brought something with an open cockpit. The traditional International Evening was very successful. It was a real pleasure to meet Raul Blacksten, this issue's guest editor and of course to renew many friendships.

By Wednesday 2nd August, we had learned that the thermals worked to a timetable and the Met man informed us that they would commence at 1400 hrs, when the temperature reached 32 degrees Celsius! Well, the thermals were a bit late but did eventually arrive; and the best ones were of course over the nearby steelworks, where we had been 'discouraged' from going! One could barely imagine the temperature around the ovens and rolling-plant. Gere Tischler and Andrew Jarvis swapped gliders; so Gere flew the homely Oly 463 (BGA 1340), while Andrew flew the sporty L-Spatz, (D-8262), both getting lucky in the hot air from the steelworks. The Oly 463 was also flown by Constanze Bruns and Goran Bruun, as well as Alexander Gilles, though sadly these were all brief flights. Also flying were the Bruns' beautiful Minimoa, D-8064, and Alexander's perfect Standard Austria, as well as the Moswey III of Jürg Thomas Weiss, and Peter Ocker's 'new' Antonov. Meanwhile, on the winch side, there was brisk business especially for the two T21's; Klaus Schicklings' lovely

all-white BGA 3195, and Peter Moskovits' very smart RAF-liveried WB975. Rather forlornly, the varnished ply Finnish Pik-5 'flying broomstick' sat unflown at the launch point.

The total number of launches registered on Wednesday were 32 winch and 40 aero tows with a longest flight being only 1 hour 7 minutes in the Weihe, flown by Konrad Schleinzner. In the evening the AGM of the Club was held in the briefing room, amidst sweltering heat and unbelievable humidity, after flying had stopped and before the evening meal.

Thursday was a similar story with a total of 84 launches, but rather longer flights, with 3 hours 25 minutes registered for the beautiful Swiss Moswey III flown by Jürg Thomas Weiss. The weather was really 'hotting up' with the temperature nearly reaching the 40s matched by equally high humidity. A large anticyclonic high pressure system was by now well established over our region of Europe with Dunaújváros as its epicentre!

By the next day, the temperatures were getting seriously even hotter still. The longest flight from the winch was Gerard Rijese and his passenger in the T 21 lasting 2 hour 32 minutes. They were among the lucky 'cool' guy's! It may have been unrelated, but in the late afternoon the Ameri-

can Champion Scout tow-plane unfortunately caught fire as it was being started, and despite the best efforts of the people nearby on the ground with several fire extinguishers, could not be saved and within a few minutes was left a smouldering skeleton and total write-off! Fortunately, the tug pilot got clear safely and no one was injured.

Initially somewhat subdued, the evening was relieved by the Hungarian National evening which started with an aerobatic display from the recently arrived Christoph Zahn in his magnificent eye-catching Habicht. The proceedings then continued with Hungarian goulash and strudel to follow, after which a concert was given by the band 'E.K.Avenue'.

It was fortunate that some people, apparently unable to sleep because of the heat, were still enjoying a beer or two outside when shortly before 3 a.m., the wind unexpectedly increased almost up to storm strength, threatening the safety of the gliders tethered outside the hangar. A tremendous effort by all who were awoken by the wind (one or two even in pyjamas!) as well as the tireless hangar-packing team, led by András Karsai, who managed to get every single glider safely under cover before they started to blow away! Saturday eventually proved to be the



International Night Photo: Andrea Forster



Rally headquarters Photo: Christian Mathieu

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Rudder signed by attendees and presented to Rally organisers Photo: Nick Newton



The Reid family from Oregon (JJ, Scooter, Robin, Marici) Photo: Coren D. Termal

last great day with a total of 80 launches, more than 100 hours flown and some magnificent notable flights including Jürg Weiss clocking up 4 hours 59 minutes in the Moswey, Christian Ueckert flying the Minimoa for 4 hrs 47 whilst covering 134 km, and a most impressive flight of 4 hrs 41 minutes was flown by Péter Moskovics in his beautifully restored Slingsby T21! Someone had obviously finally realised that an open cockpit was indeed by far the best way to keep cool!

It should be noted however that many other options for keeping cool were tried by those on the ground. Several childrens' paddling pools were seen taken over by adults sitting in them throwing water over each other from time to time (reminiscent, but quite the opposite of that which we had experienced in the communal Sauna at last years Rally in Finland!), others were seen wandering around in swimming trunks doing strange things such as standing on their heads in a yoga pose, or riding around balancing on a Segway! Many people went into the showers dripping in sweat, and emerged still dripping...

The next day, however, a serious storm was forecast and in view of this, vulnerable tents were taken down whilst gliders were de-rigged or put safely away in the hangar. The anticipated storm finally arrived around 7 pm and was impressive with some thunder, lightning and very strong gusting winds, but was not as powerful as anticipated and certainly not as bad as some storms that have been traditionally experienced on previous international rallies at this time of the year.

Following the storm, the next two days were written off for flying by heavy rain and wind, with some participants visiting Budapest or exploring the surrounding countryside instead. Others just spent time chilling out after the previous feverishly hot days. Tuesday brought the next flying day in cooler weather and after the passage of the cold front, promise of good flying as the pressure rose. Sadly, the inversion made flying difficult with thermals only reaching a maximum height of around 800 meters. Nevertheless (or perhaps because of this!) a record number of 99 launches were made, and star of the day was Thomas van de Ven,

who managed to struggle and stay up for 4 hours 38 minutes in his Ka 6E.

The final day of the Rally, Wednesday, was a repeat of the previous day with the inversion even more prominent and many people de-rigging and starting to make preparations to pack up and leave the following day. The farewell evening ending with the traditional closing ceremony and a very enjoyable Gala dinner.

Mention should be made here of a very exciting project to build 'from scratch' a replica of the most successful Hungarian Nemere Glider of 1936 by the members of the Hungarian Vintage Glider Club. A complete set of plans for this project recently surfaced and fundraising activities took place throughout the meeting, culminating at the farewell evening in a very successful auction of a vintage sailplane rudder with the signatures on it of all the participants at the International Meeting. The progress of this project will be followed with much interest.

In his closing speech, the President Jan Forster thanked the Rally organisers, Sandor Plosz and Patrik Ungar, together with their whole rally team for the wonderful organisation and excellent smooth running of the whole meeting which had been greatly appreciated by all who had been able to attend. Awarding the traditional VGC tokens of our gratitude, Jan praised the way in which the meeting had fostered the excellent gliding comradeship amongst members from so many different countries and which is traditionally associated with our VGC International Rallies. We hope that we will not have to wait another twenty years before we can return to Hungary!

Rob Faulkner

United Kingdom

Camphill Vintage Rally 2017

The 22nd Camphill Vintage Rally and 7th Annual Capstan Re-union was held from Friday, 23rd June, to Saturday, 31st June, 2017 and Camphill, unfortunately, lived up to it's World Championships reputation as "Damphill"!

So we concentrated on the Social Scene and the Bar profits soared if nothing else did! Lovely to see our regulars from all over the country, some of whom have been coming to this Rally since Ian Dunkley set it up in 1995.



Bob Playle with the beautifully restored Capstan, BUR.



Hungary



UK



RALLY REPORTS



Nigel Frost in the also beautifully restored 419



Martin Cooper, suitable attired for the Gala Dinner.

There were 29 visitors with 12 gliders, joined by a number of our own Club Members flying a further 2 vintage gliders. We achieved 72 vintage launches with two and two half days flying (Tuesday, Wednesday, and Thursday were completely washed out).

Visiting gliders included 3 Capstans which all gave passenger rides to both visitors and club members. We hear a rumour that there will be at least one more next year because the Kent "Krew" have almost completed one of their superb restoration projects on a Capstan; can't wait to see it (and scrounge a ride?).

It was very pleasing to see Bob Playle's beautiful Capstan, BUR, completed apart from a few details and he was awarded the Pete Redshaw Tankard for the best Capstan flight of the Rally with an hour and 17mins with one of the D&LGC helpers, Steve Marlor.

Always difficult to single out individuals amongst so many gorgeous gliders and

hugely enthusiastic vintage glider pilots (the gliders, not the pilots !) but it was a great pleasure to see Peter Scott's Olympia 419 "Wild Goose" in the air with Nigel Frost from Seighford, he was awarded the Vintage Kiwi BRA (Best Restored Aircraft) Trophy as well as the Camphill Tankard for the best vintage flight of the rally of 4hrs and 6 minutes (we did some flying in spite of the weather!).

Other notable achievements were Mike Armstrong on the Saturday, who managed to hill soar to Matlock and back but that was in a glass ship so it doesn't count! On Monday, Pete Gray set a slightly more ambitious 100k task (Mansfield, Carsington) which Tom Edwards and John Young completed with some difficulty. Tuesday saw a bottle of wine awarded to Terry Horsley for the longest cross country of the day to the Manchester Science Museum (by train)!

Socially, every night was crowded with excellent catering by John and Sylvia,

ably helped by Alan (I think that is the real reason why people keep coming to this Rally!). Traditional Bar Quiz by Tony Senior on Sunday, Monday was Curry Night with a talk by Pete Harris on "Flying the Harrier", Tuesday the weather in the evening cleared for our annual Barbeque. Wednesday another excellent talk by Colin Taylor on "Dynamic Soaring". Rounded off by our Gala Dinner on Thursday with the usual Raffle run by John and June in aid of the local Air Ambulance.

Another very successful Camphill Vintage Rally in spite of the weather. In this day of technology and regulation, it is most encouraging to see real enthusiasts enjoying flying as it used to be (written by somebody who went solo in 1951!). Gliders that we can maintain ourselves, flying at speeds where there is time to enjoy the world around us, and all at a sensible price!

All Photos Jan Szladowski

Anyone visiting Lasham Airfield during the last week of August would have been forgiven for thinking they were briefly transported back to the 1950's. This is not a criticism of the average glider pilot's dress sense, but a reflection of the large number of vintage flying machines, both on the grid and at the launch point. Lasham has always nurtured a vintage gliding movement and organised task week competitions for people who fly vintage gliders, but since the opening of the Gliding Heritage Centre in 2013, this movement has grown exponentially. This was 2017's Vintage Task week and the entrants included an Olympus 2b, a Sky, a Steinadler, a Skylark, a Zugvögel, a Bocian and several K13's and K8's, making the author's Ka6E seem like a thoroughly modern aircraft.

Liam Lyons

United Kingdom

GHC Vintage Task Week



Daniel Chidley took the Geoffrey Stephenson Trophy in class A in his Zudvogel 4.

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Straight after the closing of the European Gliding Championships, Vintage Task Week got underway. Day 1 kicked off with a 'string of pearls' task, flying an out-and-return to any of several turnpoints along a north-south radial of Lasham, the objective being to fly as far away as you dare. The conditions were challenging, so pilots who dared to turn Bicester on a still day with lots of spread out were regarded with the most points. An alternative task was set to retrieve the 'perpetual dispute' plate from Nympsfield, which Lemmy Tanner achieved. Given the conditions, this was a remarkable flight in a vintage glider. Day 2 produced conditions that were not conducive to cross-country flying, so an 'accumulator' task was set, with points being awarded for each minute airborne in one flight. Several flights came close to the hour mark, but the winning flight stayed airborne for 1 hour 43 minutes. Conditions only barely improved for Day 3 and the task setter designed a 'shuttle' task, with points given for each BGA turnpoint turned more than 5 km away from Lasham (LAS); pilots could then return to Lasham and attempt to turn another turn-point. Some enterprising pilots turned Petersfield and Kingsclere, picking up the most points that day. A variation of the previous day's task was set on Day 4, as a 'compass rose'. As with the previous day, pilots could fly to turn-points away from Lasham (LAS) and return before attempting to turn another such turn-point, in one continuous flight, only these turn-points were predefined along north-south/east-west radials of Lasham.

A cold front which had been threatening to arrive for the previous two days finally passed, giving pilots the day off. The weather that followed was outstanding, allowing for two epic cross-country flying days. Given the thermic conditions on Day 5, two classes were arranged, with separate, appropriate tasks. Class B pilots were set Lasham-Pewsey-Didcot-Lasham for 152 km, and Class A pilots were given Lasham-Devizes-Oxford-Lasham. Most pilots successfully completed the appropriate task and some with impressive speeds, given the age and performance of the aircraft they were flying. Day 6, the final day of the task week, presented the most impressive conditions of the week. Class B pilots were given Lasham-Andover-Marlborough-Chieveley-Lasham for 126 km and Class A pilots were set Lasham-Andover-Swindon-Oxford-Chieveley-Lasham for 187 km. Some pilots reported average climbs of 5 kts and it remained thermic well into the evening. Several more impressive flights were competed, with impressive speeds. Since the start of the task week, Nympsfield had sent one of their flying aces to retrieve the 'perpetual dispute' plate, so Dan Chidley took advantage of the conditions to retrieve it once more, and restore Lasham's honour. Later in the evening, pilots and their crew rushed to put away their gliders to attend the Vintage Task Week Presentation Dinner. The Vintage Gliding Club clubhouse was transformed into a venue fit for consuming a three-course dinner. Prizes were awarded to the following people for their achievements during the week.



Paul Alderson's lovely Ka6 prepares for the days task.

- Geoffrey Stephenson Trophy** – awarded to Dan Chidley as the top scorer in Class A
- Keith Green Plate** – awarded to Derek Copeland as the top scorer in Class B
- 2Excel Trophy** – awarded to Ray Whittaker as the second highest scorer in Class A
- David Innes Rose Bowl** – awarded to Richard Moyse as the second highest scorer in Class B
- VGC Decanter** – awarded to Richard Moyse for winning four days' tasks
- Gary Pullen Cup** – awarded to Rob McEvoy for completing the Day 6 task in his K8
- Navboys Flarm Prize** – awarded to Dan Chidley, as best newcomer

This year's Vintage Task Week was a professionally run event, and thanks go to our mains sponsors, 2Excel and Navboys. It was wonderful to see so many beautifully restored and maintained vintage gliders soaring around Hampshire and beyond, and epitomised what the vintage glider movement represents. Despite some challenging conditions, some pilots achieved some noteworthy flights in some very old aircraft.



Phil Lazenby

United Kingdom

Slingsby Week and Vintage Rally

Sutton Bank - Sept 2017

Bob Lloyd's award winning Capstan Photo: Andy Wilson

Yorkshire Gliding Club welcomed around 25 enthusiasts together with 14 vintage machines to another end of season rally at Sutton Bank. At the opening briefing, rally organiser, Phil

Lazenby, welcomed the many regular attendees plus a number of first timers. The weather forecast for the week appeared promising and so it turned out with soaring possible for seven days in succession.

A light southerly wind and thermic conditions proved to be ideal for the vintage gliders on the first day, leading to over 20 soaring flights. The task for the day, a theme continued throughout the week, was to

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*Landing, with
Dave "Corney"
Cornelius and his
red Ka-6
Photo: Andy
Wilson*



*Russell Hardcastle's
award winning Meise
Photo: Phil Lazenby*

visit as many of the historical sites in the area as possible, with a special prize on offer for visiting the site of the Slingsby works at Kirkbymoorside. Notable flights included two flights in Justin Wills' Rhonbuzzard; one by YGC club president, Nick Gaunt and the other by Justin himself, who eventually landed out south of the site after exploring the area.

On Monday the crew of Capstan, BPV, were awarded wine for a valiant attempt to turn the Slingsby works which in the event led to a field landing just short of the club. The forecast wave duly appeared resulting in a flotilla of vintage gliders at heights in the 5000 – 8000ft range, including the venerable Rhonbuzzard. Mike Armstrong in his Sky gained 14000ft and visited a clutch of abbeys plus the Slingsby works. All vintage launches were on the winch, flight times were up to five hours. (Incidentally three pilots flying plastic had to break off climbs under the airway at FL195)

Given the heroics of the previous day there were several claimants for wine. Nick Gaunt (Rhonbuzzard) received a bottle for a four hour flight roaming over a large slice of Yorkshire and reaching over 8000ft which is thought to be the highest the glider had flown in 83 years since it first flew. Mike Armstrong received an award for his flight with several others just missing out. The traditional Slingsby Duck, awarded daily to anyone considered to have not covered themselves in glory, went to YGC pilot Paul Whitehead who managed to land out in the club T21 in spite of excellent thermal, ridge and wave lift. The forecast of decent thermals on the day hardly materialised and only a handful of vintage launches took place. The highlight for spectators was a battle for supremacy between Justin Wills and Mike Armstrong, each flying in the others machine (Sky and Rhonbuzzard) at around 250 - 400ft on a small spur of the hill. This went on for a couple of hours and eventually was declared a draw for both the pilots and the gliders.

On Wednesday morning Justin and Mike



*Study in blue and
white. Malcolm Kerley
and the Olympia 463.
Photo: Phil Lazenby*

gave interesting impressions of the "rival" glider they had flown the previous day, each receiving wine for the entertainment they had provided to onlookers. Justin then gave a talk, with illustrations from the Times dated Aug 3rd 1935, on the design, history, flying characteristics and performance of the Slingsby Hjordis glider. Its designer, Mungo Buxton, flew it on its maiden flight from the strip at nearby Kirkbymoorside and, later in the year, Justin's father Philip flew it in the Nationals at Sutton Bank; a fascinating insight into the earliest days of soaring flight. About ten vintage machines took to the air during the day in very weak thermals under high overcast. Phil Lazenby and Ken Reid were entrusted to fly the Rhonbuzzard, each soaring for an hour or more whilst others proved its perfectly possible to soar a vintage glider when there is no discernible lift!

Thursday was yet another soaring day in weak thermal conditions ideal for the old and slow brigade. A number of pilots were given the chance to fly gliders other than their own, a regular feature of these rallies. Flight times were generally between 30 mins and one hour.

Angela Veitch in her lovely Sky (Gertie) claimed the wine at Friday briefing for the longest soaring flight the previous day and her exploits earlier in the week. Two special awards went to Russ Hardcastle (Meise) and Bob Lloyd (Capstan) in recognition of the wonderful restoration jobs they had done involving countless hours of work over a

long period of time. The results are stunning. Twelve vintage flights took place in good thermic conditions with some flight times over three hours. Justin in the Rhonbuzzard disappeared to the south and was not seen again – we later heard he had landed at Darlton gliding club over 100kms away.

Given a forecast of excellent soaring conditions it was not surprising that some attendees delayed their return home to sample strong thermals to around 5000ft. Of those who flew, Angela Veitch (Sky) explored the area for over three hours as did John Castle in his SB5.

Attendees had taken the opportunity during the week to discuss the present and future state of the vintage movement in the UK. There is a mixture of enthusiasm for the present and concern for the future. Where are the next generation of enthusiasts to restore, maintain and fly our venerable gliders? It was agreed it is up to us all to support the vintage movement and spread the word amongst the gliding community.

This had been a most successful rally with hours of safe and rewarding flying throughout the week. The rally organiser and YGC Chairman thanked the attendees for their presence and looked forward to seeing them again in 2018. On behalf of the attendees "Corny" Cornelius confirmed that everyone had had a great time and appreciated the efforts of the club to make the rally a success.

Come and join us next year!

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I think you have heard quite enough from me for one issue, so I will keep this short.

Looking back, the various mini-rallies weren't exactly packed out, but let's not be discouraged; each one produced some nice flying opportunities: Haddenham, Kenley, The Park, Strubby Swallows and lastly, Graham Saw's Whispering Wardrobes at Booker.

I think the total number of visiting glider trailers would almost squeeze onto my driveway, but we're not down-hearted!

The Park Weekend (July 1st/2nd) confirmed what a lovely gliding site this is, hidden in idyllic Wiltshire countryside. Those who came, including the Shrimptons in their beautiful Tandem Falke, were made very welcome. A special thank you to everyone at The Park.

The Strubby Stubby Swallows Meet was in theory a week-long event but Strubby CFI, Dick Skerry, tells me that only the first day (13th August) was really flyable. Perhaps that's why not a single Swallow migrated over to Lincolnshire. Despite that, local pilot Kev Briggs, who I gather is early-solo, did a great flight of nearly 3.5 hours, climbing to 5300' in his Swallow, BHV. A thoroughly deserving winner of the prize, a Swallow model kit. I'm really happy to know the rally will be repeated in 2018, with the same dates, provisionally.

Of course, many of us were by now recovering from the 2,200 mile round-trip, even more for David Weekes, to Rana and Dunaujvaros. Yet there were still three more events to cram in: the Vintage Task Week at Lasham (26th August – 3rd September), which is becoming a really big occasion, the Whispering Wardrobes Rally at Booker (September 23/24) and lastly the Dinner Weekend at Farnborough with an end-of-season gliding day at Lasham. Of these, Lasham Task Week and the Dinner



Nick Newton's Hütter17, next to Brian Wise's pre-war MG at Whispering Wardrobes, Booker in September. Photo: Andrew Jarvis

Andrew Jarvis

United Kingdom

Other UK Rally Round Up News

have been covered separately, so that just leaves the Wardrobes.

As before, it was a really friendly event, for which many thanks to Graham Saw. Peter Boulton flew his Oxford-based Skylark 4 on the Saturday, Nick Newton flew the Booker T21 superbly on the Sunday, with me as ballast. Nick's Hütter 17 was flying happily again after a winter overhaul and re-cover of the wings. Graham flew the Underwoods' beautiful Kite Prototype, while on the ground were two fine vintage cars, from Chris Raine and Gayle Pearce, and Brian Wise.

Very briefly looking forward to 2018, the National Rally at Portmoak (26th May - 1st June) will be exciting and very different event for the Sassenachs amongst us. Furlined gloves definitely needed! A preview from Portmoak Chairman Bob Petrie is on page 16.

Just before that, Graham Saw has told me of a unique event at Shuttleworth; the Centenary of the RAF will be marked over the Mayday holiday and a glider flypast is planned with T21, Oly 2 and Radar Kite, all in authentic RAF markings. Warning: if camping, book very early!



Will Stoney's Superb Slingsby T31 at Lasham Task Week, in September. Photo: Andrew Jarvis



The unique Scott Viking at Lasham Task Week, in September. Photo: Andrew Jarvis

Raul Blacksten

The Zanonias, the West's first 30:1 sailplane

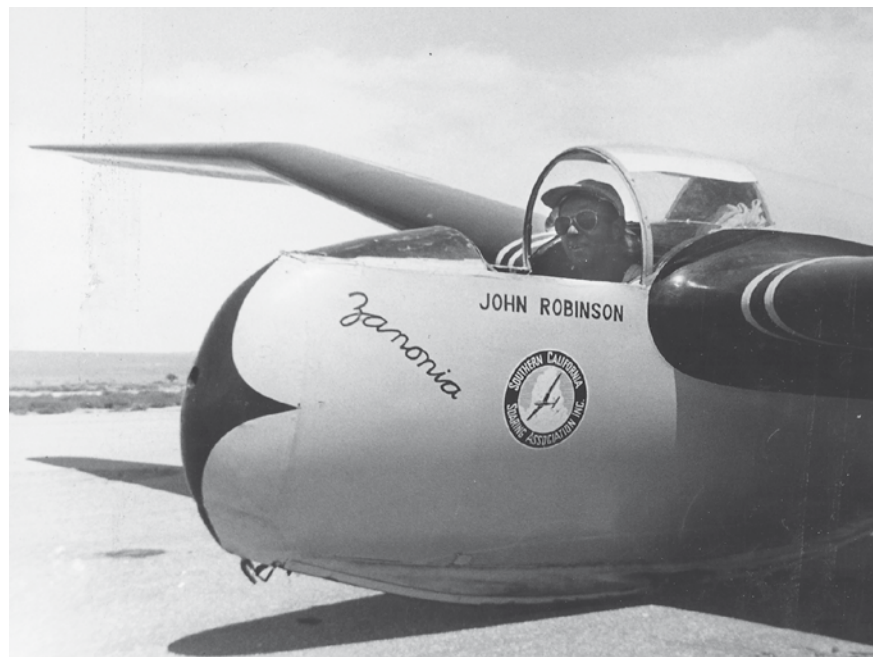
Part II

*In nature, the zanonias is a Southeast Asian plant (*Alsomitra macrocarpa*) of the cucumber and squash family. Its unusual characteristic is that the zanonias seeds have wings, not unlike airplane wings, which allow the zanonias seeds to glide for great distances,*

thus allowing for a wide propagation. This characteristic has inspired many aviation pioneers over the years, such as Handley Page, Jose Weiss, Johnny Robinson . . . Johnny Robinson???



At the Sierra Wave Camp, in Bishop, CA. Note the large oxygen bottle for the high altitude flights.
Photo: Victor Mead Saudek



Johnny Robinson in Zanonias at El Mirage Dry Lake, 1952. Photo: Frank Kelsey.

THE QUEEN IS DEAD?

Harland Robinson again took the Zani to the 1947 Nationals, which were the first to not be held in Elmira. In order to give Westerners more of a chance to enter, the '47 Nationals were held in the middle of the country, at Grand Prairie, Texas. This time, Robinson and Zani had some real competition. Approximately 70 contestants, the most of any National to date, were for the first time almost evenly split between East and West. Soaring performances dwarfed the previous 14 Elmira-based Nationals. One example is that during most of the contest Robinson and Zani were in a five-way tie for first place. Another example is that, although landing at a different location, on one flight, Myron Wells flew the Super Albatross the exact same distance.

Bob Blaine would report in Soaring magazine, "Came the 19th [of July] and Johnny Robinson crammed an extra lump of sugar into Zanonias's mouth and took off for Honolulu, by Heck! He got a fur piece." On this day, he piloted Zanonias for the longest flight of the contest, 333 miles (536 km). Yet Robinson only managed a 4th place Nationals finish this time. At the 1948 Nationals, Robinson was sponsored by the Pasadena (California) Jaycees (Junior Chamber of Commerce) and Green Spot soda. He finished 2nd. The reign of Queen Zani was over. Or was it?

DIAMOND ALTITUDE

In the late '40s, Bob Symons and Harland Ross began to explore the Bishop (Sierra) Wave. During the winter of 1948-9, a wave camp was held at Bishop, California. Robinson brought Zani and went looking for records. He had competition. On 31 December 1948, Paul MacCready, Jr. flew the Orlik to 29,500 ft (8991.6 m), with a 9860 ft (3005 m) climb.

On New Year's Day 1949, Robinson and Zanonias aerotowed from Bishop, releasing at 9300 ft MSL and managed a total climb of 24,000 ft (7315 m) with a maximum of 33,300 ft (10,149.8 m). Pushing Zani off to the south, Robinson ended up over Muroc Dry Lake, in the Antelope Valley. Arriving near dark, he was lost due to the area being socked-in. Hunting around, he finally found a blue light showing through a gap in the clouds and dove for it.

Upon landing, Robinson discovered two things: First, the wind was blowing so hard that he could not safely climb out of Zani and had to ground fly it. The second thing was that he had landed on a taxiway at the Muroc Air Force Base, where Chuck Yeager had broken the sound barrier only 14 months earlier. By this flight from Bishop to Muroc AFB, Robinson had managed the second, altitude, leg of his Diamond badge.



Under the hands of Johnny Robinson, the Zanonias became a regular sight at Torrey Pines (circa 1951).

Photo: Frank Kelsey

ZANONIA



Zanon, possibly at Harris, Hill, NY. Circa 1951 Photo: Warren Watson

NATIONAL ALTITUDE RECORD

On 30 December 1949, Robinson showed up at another Bishop Wave Camp with Zani in tow. They joined notable pilots such as Lyle Maxey and Bill Ivans, who were already there.

Taking off from Bishop (4150 ft/1265 m) Robinson aerotowed to 10,550 ft and released. Zanon soon found itself at 24,000 ft near Independence, about 40 miles south of Bishop. Here the lift weakened and the pair headed for Mount Whitney, but found sink. Returning to the previous lift zone, they found zero sink. Down to 20,000 ft (6096 m), Robinson nudged Zani to the windward side of the Sierra-Nevada Mountains and flew as if ridge soaring, attaining 500 fpm (2.54 mps) lift. As he climbed, the beats became shorter and shorter until he was almost circling. This small band of lift ended at 32,600 ft MSL (9936.5 m). Robinson then pushed Zani along the Sierras to Mono Lake, where he rode another wave over the lake. He then turned south along the White Mountains to Bishop. The flight covered 245 mi (394.3 km) and had a climb of 22,050 ft (6720m).

On New Year's Day 1950, Bill Bomar in the Culver Rigid Midget and Robinson with the Zani, decided to try flights north from Bishop to Carson City, Nevada. Robinson still needed his Diamond C goal flight. The pair were double towed south down the Owens Valley to Lone Pine and released at 10,300 ft MSL

Bomar soon climbed to 23,000 feet, but lost the lift. He therefore turned the Midget south to some better looking

clouds, but lost all lift. Roll clouds began to form and Bomar managed to climb to 26,300 ft (8016.3 m), where the cockpit temperature was -18o C. He soon found that his feet were cold and that his rudder gap covers had frozen. When he got back down to 14,000 ft, he returned to Bishop. Robinson, on the other hand, climbed to 27,000 ft (8229.6 m) following release. He pointed Zanon north towards Mt. Tom, arriving with 20,000 ft, and there managed to gain another 4000 feet. He now headed off to Lake Crowley and after a 25 mile glide, was down to 15,000 ft. Then he found 1000 to 1500 fpm (5.08 to 7.62 mps) lift until Mono Lake was reached, where he discovered 2000 fpm (10.16 mps). In this, Zanon rose to 33,000 ft (10,058.4 m). On the leading edge of a lenticular cloud, the lift took them to 33,800 ft (10,302.2 m) MSL. From there, he pushed on to Reno, but found no further lift and therefore headed back to Mono Lake, where there was a lenticular. At Mono Lake, Zani was down to 11,500 ft. Robinson then dove at 100 mph towards the center of the lake, where the wave was located. He flew for 40 miles just to escape the sink, but finally contacted 2000 fpm lift. This lift took him to 32,000 ft and soon he was looking down at the lenticular.

He thereupon abandoned his intended flight to Reno and returned to Bishop. Upon arrival, he still had 20,000 ft. He therefore spiraled down, and after a 5 hour flight, landed. His flight was 192 mi in length and set a new US altitude record.

DIAMOND GOAL SUCCESS

On 1 July 1950, Robinson and Zanon took a late launch from the West Coast Championships at El Mirage Dry Lake, in the California desert, and headed out on a declared goal flight to Overton, Nevada, 221 mi (355.7 km) distant. Right after he launched, he found some thermals and headed out east-northeast after Lyle Maxie and Bill Ivans, who had launched an hour and a half earlier.

After 30 miles, Robinson was scratching for lift and probably breathed a sigh of relief when he found some near Barstow, 40 mi from El Mirage. Reluctantly, after gaining altitude, he pushed on. Another 50 mi found more lift over Baker and Zani climbed to 10,000 ft. His next goal was the 7903 ft Clark Mountains, another 30 mi away.

Arriving at the mountains, he found cumulus clouds with no lift. He therefore dove Zani for a 7000 ft run through the mountain pass, hoping to land on the dry lake beyond. Over the lake he "found a real 'Elevator.'" In less than ten minutes, he was back up to 17,000 ft with lift everywhere.

Over Las Vegas, Nevada, was a dying thunderstorm. Playing around in the weak lift at its edges, he managed to climb 2000 ft more, to 16,000 ft MSL. As they left the lift, 1000 ft was immediately lost and Robinson decided on a final glide to his goal, 50 mi away. Fortunately, in the wake of the dying thunderstorm, he found a cloud street and flew under it. Arriving at his goal, Overton (1365 ft/416.4 m), Zanon still had 13,000 ft. To fly off the altitude, man and glider took "a 40-minute gliding tour of Lake Mead," landing at Overton before dark.

¹ One of them tied for 1st was a future three-time US National Champion, Paul MacCready.

² Now Edwards Air Force Base.

ZANONIA

Robinson had done it! This flight to Overton completed the final leg of his Diamond Badge. He had become the first in the world to be a Diamond Pilot.

A PARTNERSHIP DISSOLVED

As must always happen someday, in August 1952, time came for Robinson to part with Zanonias. He had flown it for 696 memorable hours. Over the next 25 years, Zanonias went through six owners. Three of these owners put 304 hours on the airframe. At least two also seriously damaged it and one un-modified it.

In 1991, Robinson told the author that when he sold Zanonias, an unnamed person wanted to buy the glider, but Robinson did not want him to have it. Therefore, he sold it to an unnamed someone else, who subsequently sold it to the man Robinson did not want to have it. This person then, according to Robinson, reverted Zanonias to original. It was assumed by the author that he meant that this unnamed person removed all of Robinson's mods.

In 2014, the author acquired the FAA Airworthiness and Registration files. Upon examining these records, it became clear who the individuals were that Robinson sold the glider to and of whom he was so contemptuous.

The records show that Robinson sold Zanonias to Myron Daggett in August 1952. He apparently flew it for 35 hours.

In April 1957, Robert E. Brown purchased Zanonias from Daggett and appears to have been the one Robinson did not want to have the glider. This is because Brown immediately did exactly what Robinson had alluded to. Brown set about to rebuild the spoiler boxes and removing the pedal-spoiler interconnect on both wings. He filed the appropriate paperwork in June, but did not mention the movable seat, which is not in the glider today. However, he left the wing weights.

In January 1959, Brown sold Zani to James W. Turnbow, who never flew it. In turn, he sold it to Albert W. Wyrick in August.

In June 1960, Wyrick must have had a serious accident. He filed a "Major Repair or Alteration Form (Airframe, Powerplant Propeller, or Appliance)" with the FAA. It details repairs to the right wing (including a spar splice), left elevator and stabilizer, rudder, and on the fuselage boom, and in the cockpit.

Wyrick sold Zani to Dean McMillan in June 1974. Without ever flying it, McMillan then sold it in April 1975 to Paul Gibson, who was the last owner to fly it.



Bill Batesole painting the Zanny wing outside his hangar in Springfield, Vermont. Photo: Bill Batesole

Gibson, managed fly Zanonias for 107 hours. In an article in *Soaring*, he says that he only flew it in local flights, no cross-country. This was, he said, because the thought of damaging Zani in a risky long distance flight, was abhorrent to him. Although finding Zani delightful to fly, he only flew it on occasional local flights around the Pacific Northwest, where he lived. Gibson also returned Zanonias, in August 1976, to the location of earlier flights; Sun Valley, Idaho, for a weeklong regatta.

Zanonias was acquired from Gibson in 1977, by its current owner, Dale Busque, of Connecticut. Busque has never flown it and has no intention of ever doing so. Rather, he added it to his collection of gull-wing gliders. It has been reported that Zanonias was stored in "an out building."

In 2010, Dave Raspert entered negotiations with Busque on behalf of the National Soaring Museum (NSM). The result was that in May 2012, Busque loaned Zani to the NSM. It had, however, suffered some water damage over the years in storage. Therefore, before it could be displayed, Bill Batesole repaired about six feet of the left wing tip. Most of the parts were re-used as Batesole had a mindful sense of the history of the glider. Admittedly, his worst sin was using the West Systems epoxy and Dacron for the repair. By the time of the NSM's 2012 Soaring History Symposium, the Zanonias was on display on the main floor, where it remains to this day.

AFTER LIVES

Upon completion of the RS-1, Ross moved to Wichita Falls, Texas. Here he became an advocate for "flat land soaring." At one point or another, he moved back to San Diego, up to Bishop, and even to Moriarty, New Mexico.

Along with Robert Symons, Ross is given credit as being one of the discoverers of the Bishop (Sierra) Wave, in the late '40s. Later, at the January 1950 Bishop Wave Camp, Ross and George Deibert flew a cold weather modified Schweizer TG-3 to the World Two-place Altitude Record of 36,100 ft (11,003 m). It was -8° C when they took off, and -53° C at altitude—when Deibert opened the canopy to take pictures!

Ross was twice elected as a Director of the SSA. From 1951 to '53 and 1959 to '64. Ross also continued to design and build historically significant sailplanes. These include the R-2 Ibis, RH-3, and 1951's RJ-5 for Dick Johnson and Mississippi State University. In 1956, he built the two-seater R-6 and set more records in 1958.

Also in 1958, Ross was presented with the Warren E. Eaton award for his outstanding contributions to soaring. Inducted into the Soaring Hall of Fame in 1959, he was also presented with the Lewin B. Barringer Trophy for the longest flight of the previous year, 365.5 miles (588.2 km) from Kent, Texas to Farley, Nevada; and in 1960, the Paul E. Tuntland Award, for his contributions to soaring flight during the previous year. He was also Robert Symons Two Lennie Altitude Award holder #16.

After assisting George Applebay design

ZANONIA



The Zanonia as currently displayed at the National Soaring Museum, Harris Hill. Photo: Bruce Stephenson

and build the AeroTek Zuni, Harland Ross died in 1977.

Harvey Stephens retired from acting in 1965, but continued to fly gliders until 1972. When the SCSA feted the New Zealand glider team returning home from the 1968 World Championship, in Poland, Stephens did his part by hosting the Kiwis in his Laguna Beach home. William Harvey Stephens died in 1985.

Woody Brown was so grief stricken over the death of his wife that in 1939, he sold the Zanonia to Robinson and quit soaring. Then in 1940, he fled the Mainland. Intending to move to Tahiti, because of the war, he got no further than Hawaii, where he lived out his days. Here, Brown became a surfer, even helping to introduce surfing to the West Coast of the US. He was also one of the first big wave surfers and continued to surf until just before his death, at the age of 96. Brown also invented the catamaran in 1947, but did not patent it. He let his friend and fellow surfer Hobie Alter patent it under his own name (Hobie Cat).

In 1992, along with his old buddy Johnny Robinson, Brown was an honored guest at the NSM Landmark of Soaring #5, at the Torrey Pines Gliderport. In 2000, he again returned to the California, this time to attend the NSM's National Landmark of Soaring #10 dedication, in honor of the Arvin-Sierra Gliderport. To the latter event, he flew from Hawaii on a "buddy pass," and the airline required him to wear nice clothes and shoes. He did not own any shoes.

Woodbridge "Woody" Brown died in 2008. Johnny Robinson not only was the first Diamond pilot in the world. He was also the first American to be awarded the Lilienthal Medal, in 1949. He continued to fly until 1952, at which time he sold the

Zanonia. His intention was to concentrate on raising his family. It was also at this time, that Robinson did not run for re-election to the SSA Board of Directors. In 1954, Robinson was inducted in the SSA's Soaring Hall of Fame.

After being ground bound for 20 years, with his family grown, Johnny began soaring again in 1972, flying a Fournier RF-4. Yet the day came when he realized it was finally time to hang up his wings for good and he voluntarily quit flying in the late 1980s.

Along with his old pal, Woody Brown, Robinson was one of the honored Torrey Pines and Arvin alumni at the NSM Landmarks of Soaring #5 and #10 dedications. John "Johnny" Robinson died in 2002.

AFTERWORD

Despite the Depression, or maybe because of it, the 1930s were an exciting time for the development of the glider. In Europe, colleges and governments often subsidized the work, and the envelope

was pushed. In the United States, it was all done with individual initiative, often building on European designs, but they too pushed the envelope.

Southern California just happened to be one of the sparkplugs. Several designers and builders like Bowlus, Irv Culver, Volmer Jensen, and Ross were true innovators with their original designs, sometimes based on European ones.

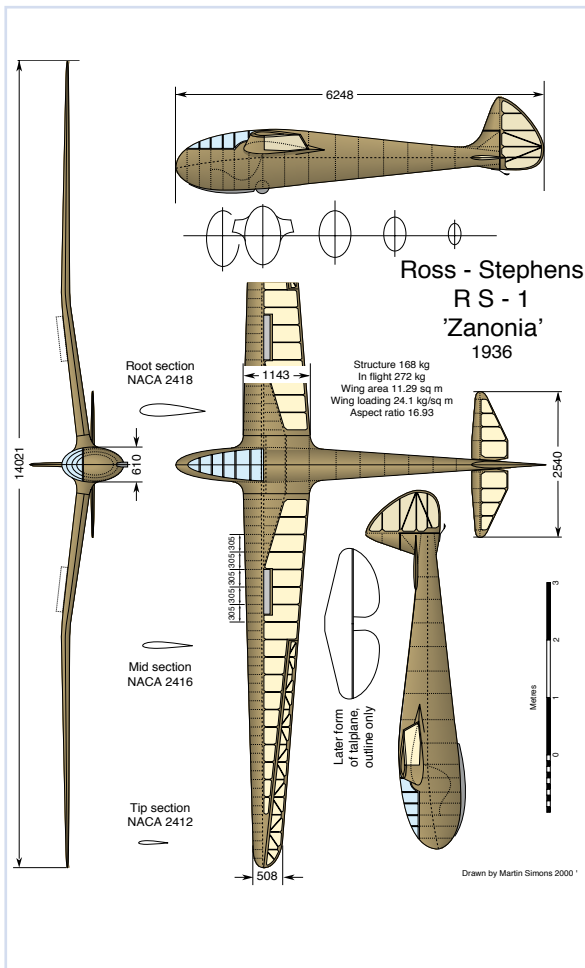
Ross himself openly used German influences in his designs, yet created truly unique and individual gliders. As a result, it is said that Ross had the distinction of designing and building the first 20:1 (Silver King), the first 30:1 (Zanonia), and the first 40:1 (RJ-5) sailplanes.

In the end, it could be said that no other single glider or sailplane has inflamed the American glider pilots' imagination way that the Stephens RS-1 Zanonia has. It is legend. It is an icon. Yet most of all, it is a tribute to three of the most amazing Americans in the sport: Ross, Brown, and Robinson.

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ZANONIA



General characteristics according to Harland Ross in 1937.

- Minimum sink: 2.5 fps at 38 mph (0.76 mps @ 61 kph)
- L/D: Approximately 24:1 at 48 mph (77.2 kph)
- Stall speed: 30 mph (48.2 kph)
- Sinking speed: 6.5 fps at 70 mph (112.6 kph)
- Span: 46 ft. (14.02 m)
- Length: 20.5 ft. (6.24 m)
- Wing area: 125 sq. ft. (11.6 sq m)
- Empty weight: 280 lbs. (127 kg)
- Gross weight: 470 lbs. (213.2 kg)
- Aspect ratio: 1:17
- Wing loading: 3.78 lbs/sq ft (18.45 kg/sq m)

General characteristics according to Soaring magazine's 1983 "Sailplane Directory."

- Crew: one
- Aspect ratio: 17:1
- Airfoil: NACA 2418 root and 2412 tip
- Empty weight: 330 lbs (150 kg)
- Gross weight: 600 lbs (272 kg)
- Maximum glide ratio: 29:1 at 48 mph (77.2 kph) [Robinson claimed 29.7:1.]
- Rate of sink: 138 ft/min (0.70 m/s) at 43 mph (69.2 kph)
- Wing loading: 4.8 lbs/ft² (23 kg/m²) [Robinson claimed 5.1 lbs/ft² with all of his land-out and survival gear onboard]

Other specifications

- Airfoil: NACA 2418 at the root tapering at 2.66:1 to NACA 2412 at the tip
- Twist: 3 ½°

THANKS GO TO:

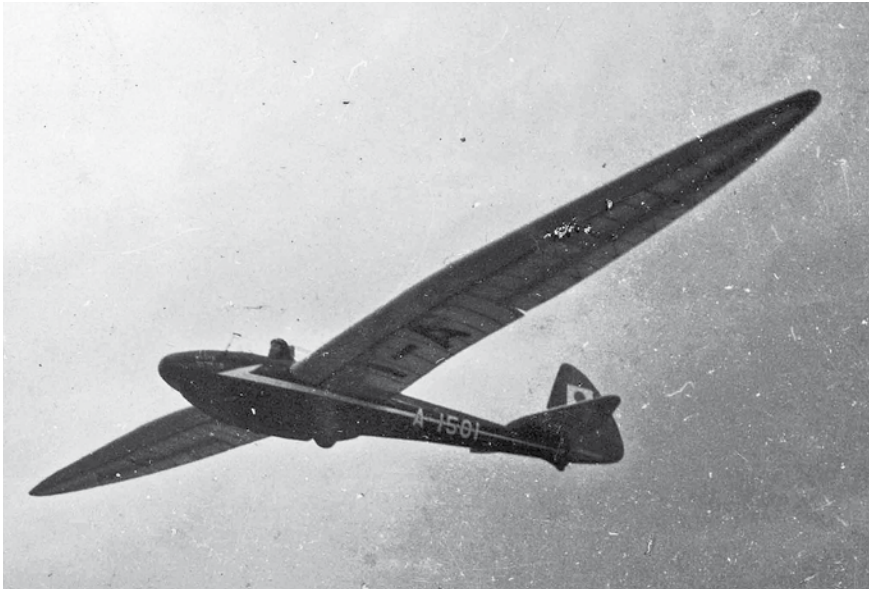
Bill Batesole, Gary Fogel, Danny Pierson, Dave Raspert, and Peter Smith.

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Performance sailplane Rokko-2 by K. Maeda. Photo: via Yasuhiro Yama

Domyn Keller, translation by Eric Munk

Gliding in Japan, then...

originally published by Domyn Keller in Dutch in *Vliegwereld*, 16 March 1939

With a shortage of glider fields due to the peculiar geography, Japan designs and builds its own sailplanes, with moral and financial support from the Government. Recently our correspondent in Berlin spoke to Dr. Eng. Hiroshi Sato, Professor at the Imperial University in Tokyo. Professor Sato, who from the start of gliding in Japan has been an active participant and himself designed a series of sailplanes for Japan, was able to relay some facts on gliding in his home country.

Gliding has only been practiced for around seven years now in Japan. In order to appreciate the results of that relatively short time span, one has to take into account the far from ideal climatological and geographical aspects of Japan.

The islands making up the Japanese Empire stretch out over 4500 kilometres along the east coast of the Asian mainland. They reach from 50°56' to 21°45' North, covering an almost arctic (Sachalin) to tropical (Formosa) climate. The eastern and southern shores of main island, Hondo [Honshu], borders the Pacific coast. They have a completely different temperature range than the shores facing the Japanese Sea. Towards the Pacific the climate is more mild, influenced by warm ocean currents. Hondo in June, July and August

is warm and humid. Its warmest month, August, reaches an average of 20°C on average. Localised severe thunderstorms are numerous. Mid-June sees the start of the rainy season, lasting around three to four weeks, raining day and night. One cannot fathom the amount of rain falling in such a short time span from a comfortable European home.

Late August or early September sees the arrival of some typhoons, often causing major damage. They always track from the Southwest. Japan's strong winter winds are westerlies, north westerlies and south westerlies and die down over summer. The most benign Hondo weather can be found in Autumn, from September to November.

Atmospheric conditions on Formosa and Korea are completely different again. Formosa is in the subtropical belt and sees minimum and maximum temperatures of 40° C and 37° C. Korea is in a land climate with severe winters and with Summers of up to only 24° C.

ADVERSE GEOGRAPHY

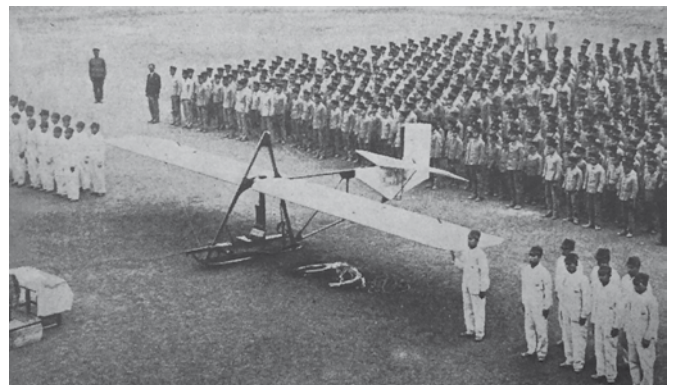
The Japanese geography is surprisingly varied. Mountains and valleys, lakes and rivers can be found on almost all islands. Japan however is mainly mountainous. A large mountain range of volcanic origins dominates the main chain of islands. They are steep, with the famous Foedsji-jama towering to 3,740 metres.

Only fifteen percent of Japan's 380,400 square kilometres is suitable for habitation. Of this 31,800 square kilometres is rice paddies.

It may be clear there is little room for airfields and emergency landing grounds, making Japanese distance flights a challenge. Despite this Japan has 80 gliding fields, among them covering Zukuba, Hakone, Kashima, Sugataira and Kirigamine in mid Japan, Ikoma, Hirsen, Tottori, Aso, Bepu and others in Western Japan. While Ikoma and Aso can be considered fully fledged gliding fields, others like Kirigamine and Tottori are only used for instructional flights. Tottori and Kashima are in the sand dunes along the coast. The others are inland wedged in between hills.

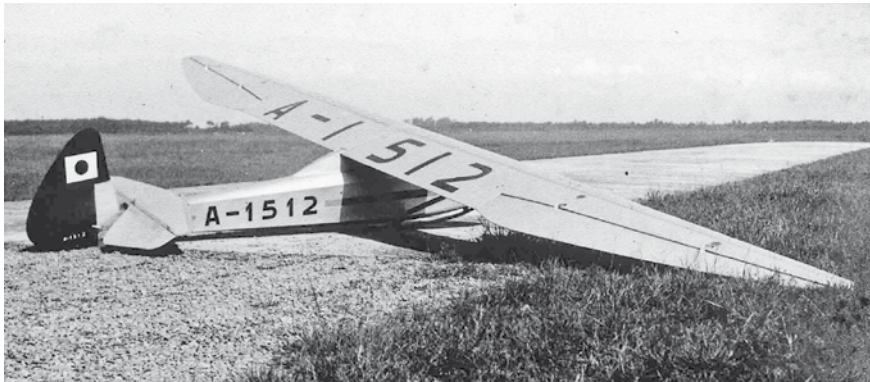
A short history

Pilot Kataoka made the first Japanese gliding flight on 1 May 1930, at Tokorasawa reaching 80 metres of altitude on an 8 seconds flight. Despite this it took another three years for Japanese gliding to break through. Professor Sato designed the glider, the Aso-1, a practice glider made famous by the pilot, Siruru, by flying it from Aso volcano. Various clubs were founded in Japanese cities. The Japanese daily, *Osaka-Mainichi*, further sponsored gliding in early 1935, accelerating developments. A further Sato design, the *Kyutei 7*, made a 4h12m flight along the Aso volcano. Autumn 1935 saw the German pilots Wolf Hirth, Karl Bauer and Hans Stolz arrive from Siberia. They brought along a *Grunau 8* trainer, two *Göppingen 1* practice gliders and three



Basic training for young Japanese pilots. Photo: via Eric Munk

FEATURE ARTICLE – GLIDING IN JAPAN



Göttingen 1 Wolf. Location unknown. Photo: via Yasuhiro Yama

Göppingen 3 performance sailplanes. They also brought a Klemm aircraft for aerotows, enabling wonderful aerobatic exhibition flights in Tokyo, Osaka, and other major cities. More importantly, they advised Japanese pilots on training and cross country flights. Car, winch, and aerotow launching were widely introduced at the advice of Wolf Hirth. This enabled the first national contests to be held in 1936. At this contest, Siruru, took the Kyutei-7 for an 9.5 hours flight over the Ikoma range. May and June that year saw the Japanese Gliding Club organise a Japanese tour using a glider under aero-tow. The distance covered was 4,000 kilometres. This propaganda tour saw Japanese pilots perform aerobatics over major cities, greatly increasing interest for gliding. When in 1936 a gliding club was formed in Hainking, the capital of Manchuko [a once Japanese puppet state that literally means state of Chinese Manchuria], the Japanese Gliding Club sent out an expedition. The climatological and geographical advantages of that area offered many opportunities for distance flights.

Recent facts

Early 1938 saw the founding of the Formosa Gliding Club. The Japanese Gliding Club sent out instructors to instruct and hold demonstrations. 700 glider pilots were trained for their A, B and C licenses. In May 1938 the Aeroclub of Japan joined ISTUS, with professor Sato representing Japan at the ISTUS meeting in Bern. Supported by the Japanese Gliding Club and dailies Mainichi and Asahi, the Aeroclub of Japan held a gliding competition in Osaka in August 1938. This included a Juniors course in the Kirigamine range. Japan is expected to send several participants to the upcoming Olympic games.

Gliding support

Japanese glider pilots have the full financial support of the newspapers, Mainichi

and Asahi. The Aeroclub of Japan does not support gliding meetings with vague promises only, like over here, but greatly supports and stimulates Japanese gliding and its pilots. In 1938 alone it spent 110,000 Yen for developing gliding in Japan. This was used for instructors, sailplane construction, developing airfields and contest organisation.

At the moment Japan has around 190 fully licensed glider pilots, 20 performance sailplanes and over 250 practice gliders. The Ito and Yoshubara factories in Tokyo and Mizuno, Fuiu-Maeda and Akashiya in Osaka turn out gliders and sailplanes. Two-seater construction has recently started as well.

Japanese sailplane construction

Zögling gliders are used and built locally, both with and without a cocoon for the pilot. They are 10-12 metres span. For practice gliders the above mentioned factories produce 13-metres gliders to Japanese design. Sailplanes with closed cockpits are of Japanese design, both gull and straight wing, mostly with shoulder-type wing-fuselage attachment. Some are fitted with extra effective spoilers, wheel brakes and water tight compartments to enable landing in tight areas or even rice paddies. They are generally very easy to disassemble and transport.

Future of the boat glider

Of special interest is the great interest in waterborne gliders in Japan. It is hoped new water landing and take-off facilities in this difficult geographical lay-out of the country will greatly increase possibilities in the future. All-in-all, seven years of hard work resulted in Japanese gliding achieving an enviable standard. Japan greatly understands the importance of gliding to commercial and military aviation as a pool of potential pilots. And it has put its money where its mouth is by acting and actively supporting gliding, something which cannot be said of many countries.



The Mizuno-301 was designed by Professor Sato. Photo: via Yasuhiro Yama



Overview of the launch site of the Japanese glider contest in the Ikoma range near Osaka in 1938. Photo: via Eric Munk

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VGC International Rally

Dunaújváros 2017



Photo: Alexander Gilles



Photo: Alexander Gilles



Photo: Arpad Szabo



Photo: Nick Newton



Photo: Coren D. Termal



Photo: Teun van Sande

VGC International Rally

Dunaújváros 2017



Photo: Christian Mathieu

Photo: Arpad Szabo



Photo: Andrew Jarvis



Photo: Bert Kluitenberg



Photo: Nick Newton



Photo: Christian Mathieu

... continued from page 31



Takikawa Airfield on Ishikari River Bank



Club House and Skypark Museum

In many parts of the world I would imagine a gliding airfield as a large green field with one or more asphalt runways. I was convinced of that until I went to Japan. The lack of space in Japan is crucial and space is badly needed for building houses and rice cultivation. So where can the Japanese go flying gliders? Here is the answer: "On river banks!" But what about if the river overflows? They take a break. It's proven that flood cases are not very frequent, so the chances of having to stay on the ground are really minor.

I visited some Hokkaido's cities, including Takikawa, which houses one of most important gliding clubs of Japan: the SATA (Skysport Association of Takikawa). The Takikawa airfield is about hundred kilometers from Sapporo and is located on the Ishikari river bank. The club was founded in 1989 as the only gliding school in Japan and has today more than 200 registered members. The Club operates seven days a week. It owns ten modern gliders, plus 20 private gliders which can be rented to the club. They also have a fair fleet of vintage sailplanes including a Minimoa, a Steindler MG19, a Condor, a Weihe, a Gö4, a

Vincenzo Pedrelli

...and now Hokkaido, a gliding Paradise

Hagiwara H23C-3 and a Japanese original primary glider, the Hato. Incidentally, I had the opportunity to make a nice flight with the two-seater Steindler MG19 and enjoy the landscape surrounded by mountains still covered with some snow.

The runway is 800m by 20m in asphalt and 1400m by 200m in grass. Launches are made with a two-line winch, four Busio drums and two Robin DR400/180R tow planes. The Club has a workshop equipped both for the maintenance of the gliders and for the mechanical interventions on the power planes. The structure can accommodate up to 30 people between pilots and potential visitors. A clubhouse with a large briefing room, a library and a comfortable cafeteria called "Lilienthal"

are set up. Also worth mentioning is the Takikawa Skypark Museum, featuring vintage sailplanes, besides instruments and flying equipment. All this to inform visitors and promote the wonderful sport of gliding.

Takikawa is particularly suitable for gliding with many thermals, convergences and frequent wave. The flying period runs from mid-April to mid-November. From December to early April, the runways can be still covered by snow.

I could conclude by saying that the Hokkaido is really a paradise for gliding fans, with its wonderful volcanic scenery, its dry climate, and the absolute lack of aerospace restraints. The only negative point, its a bit too far ...



The author on MG19 Steindler



Skypark Museum

FROM AROUND THE WORLD

Belgium



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The old and the new at the recent Expo at St Hubert.

A short update from Belgium

Not a lot to report from Belgium, other than to say that during the open house weekend in Saint Hubert, I carried out the test-flight for a 40 year old Calif glider after a seven year hiatus of it being on the ground. I had a fabulous flight in it lasting 3hrs 20mins, in what was a most enjoyable flight.

Attending was also my Nord 2000, which was displayed alongside an ASH 25, and the two gliders together, gave the public a stark contrast of the development of gliding! With the days drawing in, the last flights for the Belgium Veteran Glider Club were held recently before the gliders are stored

for winter. I had a very enjoyable flight in the Jaskolka to mark the end of another season here in Belgium. This glider is special to us as it is a delight to fly and competed in the 1954 International Championships with Marcel Caryigny at the controls.

Firmin Henrard
 Photos by Firmin Henrard



The Calif is ready to go!



Enjoying the last days of autumn? Firmin; all wrapped up for winter....so is the Jaskolka!

Czech



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Czech sky news.

During the VGC Rendezvous at Rana you could met with two new Czech vintage gliders. The first one was the Luňak of Václav Černý, which made it's first flight after a complex overhaul at the workshops of 'Letecké Dílny Brno Medlanky' in June. The Lunak is in Czech military markings originating from the 50's. The Luňak's primary purpose is to fly beautiful aerobatics, but it's owner performed a couple of very good cross-country flights with it in August of this year.

A little bit later, on the 8th of July, Jiri Lenik had the first test flight with the replica of the two-seat, high-performance glider, the 'Šedý vlk' (Grey Wolf) from the 1930's. The glider was finally finished after six years of lasting effort. This glider is slightly improved compared to the original designed by Ing. Ludvik Elšnic (for example the wing has wider span). It carries the type number, EL-2M-LS and is registered in the Czech Republic under the ultralight glider category, with the registration, OK-WKO26. The first flights have proved to be very satisfactory. With only one pilot on board, this glider has a better performance than the Zlin Z-24, Krajaneč. Unfortunately it can be only be seen at Rana airfield, as Jiri Lenik does not have a suitable trailer to move elsewhere.

J. & T. Mezera

www.potk.cz



The Sedy Vlk (Grey Wolf) replica, built by Jiri Lenik and Josef Mezera. Photo: Andrew Jarvis

FROM AROUND THE WORLD

France



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Mr Von Arx brought this Minimooa to the Old-Timer gathering at Pont St Vincent in 1985.

A work of 'Minimooa' love

Soon the date for the members of the Association DEDALE (chaired by Didier PATAILLE) to gather with their old-timer gliders in France, was upon us.

The date is now a ritual, the 1st week of May (from Saturday 28 April to 6 May) and takes place at Avignon Pujaut aerodrome, in the Gard department.

The newly restored Minimooa D-1480, (ex D-14-280 Wr. Nr 252, N °2 French F-CROU), arrived after the war at Challes les Eaux centre, then went on to fly at the Aéro-Club of Reims, Champagne. I bought F-CROU from the then owners, the Aéro -club of Reims. It's a long story, one which started in October 2011 for me and my friend, Otto Bacher, who is an instructor with the Wolf-Hirth club in Kirchheim-Teck, and who is my syndicate partner.

With the purchase of the F-CROU (D-1480), I also exchanged with Patrick Renaudin, (DEDALE and VGC member), a pair of wings from F-CABL, WK Nr 206, (ex-D-15-996) and N° 1 post-war in France, based at the National Center of Pont St Vincent from 1945 to 1958 (my club).

It was Lazslo Révy, the pilot of Cimborra,

who, with the remains of F-CROU and F-CABL, carried out the restoration in Hungary from September 2012 [see Issue 144-Ed]. His work as an expert was regularly checked by a German inspector.

I collected the glider from Hungary on December 1, 2016, to begin the process for fabric covering with my friend, Jean Claude Néglais. It was then down to the finishing work of painting and installing the instrumentation.

As was planned, a final inspection of the machine by the German inspector in November, resulted in successful test-flights. In 2018 we intend to enter D-1480 in the DEDALE Rally in Avignon and the VGC International Rally in August.

The history of my club has been linked with the Wolf-Hirth club in Kirchheim since the early 1950s. The Minimooa, Wolf Hirth, and Martin Schempp are part of their history, along with the club of Pont St Vincent, which has been paired with the Wolf-Hirth club since 1955. In 2015 we celebrated 60 years of close association between the two clubs. I flew for the first time in Kirchheim in 1966.



F-CABL at Pont St Vincent after the war



D-14-280 at Challes les Eaux in 1945.

Christian Mathieu



The Minimooa in this picture was purchased in 1938 by Mr Fournier, member of the Pont St Vincent Club. The N °14 on the rudder is the only known reference concerning this machine, which disappeared at the beginning of the 2nd World War and taken to Germany. The fate of the machine is unknown and was the first Minimooa to arrive in France.

After 1945, 4 Minimooas arrived in France: No. 1 is F-CABL, ex D-15-996; No 2 is F-CROU ex D-14-280; No 3 is F-CAES, D-15-951. Destroyed in June 1958 in the Black Mountains; No 4 is F-CAGM. Recovered in 1945 from the Klippeneck gliding club. Later purchased by Mr Honda, it is now flying in Japan with the registration, JA-2547



Our newly restored Minimooa, D-1480

FROM AROUND THE WORLD

Germany



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Achmer comes to the rescue!

The Grunau Baby III, registered D-1977, is a piece of history for the gliding club of Fischbek near Hamburg. It was built by club member Viktor Schuback from 1954 to 1957 and served as a training glider until 1962. It was sold to south Germany and was re-discovered in 1993 and bought back by a Fischbek-based syndicate. But during the VGC rally 2015 at Terlet, the story of the GB III nearly came to an end, when it was involved in an accident there. While the pilot suffered only small injuries, the Baby was heavily destroyed in an outlanding. Not having free capacity, a rebuilt was postponed to a later date. Some friends from Achmer Club visited the Fischbek



First visit by Harald, Oswald and Stefan Erste Besichtigung durch Harald, Oswald und Stefan.



Das Reparatur-Team: Harald Kämper, Erich Höcker, Georg Themann, Ulf Ewert and Oswald Dickau

workshop and asked if they could be allowed to repair the Fischbek-Baby for free at Achmer. What? Seriously? Indeed, the Baby was brought to Achmer in July 2016 and after four months, the inspector Stefan Krahn (also VGC-member) was able to sign off the good workmanship of the Achmer friends.

Back home at Fischbek, the final works and painting was done, so on May 27 this year, the (second) maiden flight took place. Some days later, the Baby appeared at the Grunau Baby meeting at Ith airfield.

The Fischbek crew are most thankful and invited the Achmer team, including wives, for a common weekend including a har-



Landing after a successful flight!

Landung nach erfolgreichem Abnahmeflug!

bour tour of Hamburg. This spirit is so unique, and can still really be found, even these days.

Thank you, Achmer crew!

Hermann Beiker

All photos via Hermann Beiker

Hilfsaktion aus Achmer

Das Grunau Baby III D-1977 ist für den Fischbeker Segelflugverein bei Hamburg ein Stück Geschichte. Von Viktor Schuback zwischen 1954 und 1957 gebaut diente es bis 1962 als Schulflugzeug. Dann wurde es nach Süddeutschland verkauft. 1993 holte eine Fischbeker Gruppe das Baby zurück nach Hamburg. Bei der VGC Rally 2015 in Terlet wurde das Flugzeuge bei einem Landeunfall sehr stark beschädigt. Ohne geeignete Werkstatt wurde die Reparatur

zunächst aufgeschoben. Als Freunde aus Achmer die Fischbeker besuchten, fragten diese, ob sie das Baby in ihrer Werkstatt reparieren dürften – umsonst. Wirklich? Tatsächlich wurde das Flugzeug 2016 nach Achmer gebracht und nach nur vier Monaten bescheinigte Prüfer und VGC-Mitglied Stefan Krahn die Flugtüchtigkeit. Zurück in Fischbek und nach letzten Arbeit startet das Flugzeug am 27. Mai dieses Jahres seinem (zweiten) Erstflug. Kurze

Zeit später nahm es bereits wieder am Babytreffen am Ith teil.

Das Fischbeker Team dankt den Freunden aus Achmer ganz herzlich und lud die Helfer und ihre Ehefrauen nach Hamburg – unter anderem auch zu einer Hafenerundfahrt – ein. Diese einzigartige Hilfsbreitschaft gibt es auch heute noch, vielen Dank an das Team aus Achmer!

Hermann Beiker

SG-38 Test Rig

It's been on my mind ever since I was at the Wasserkuppe airfield in 2011 and saw the fascination of the visitors watching the training rig with the SG38 in action.

This is a nice opportunity to advertise vintage gliding at public events.

The Aero Club, Stuttgart, still has a restored Schulgleiter for static display. So I asked Ralf Riethmüller; chief of the ACS glider workshop and member of the FMH (Fliegendes Museum Hahnweide) to support this project. He was excited about this idea. My colleague on the FMH board, Martin Konermann, was tired of my nagging: *We need a training rig, we need a training rig.* So last winter he built up the pieces and



Hellmut Hirth testing his test rig.

Photo: Andreas Wolf

welded it together in his barn. In June 2017 the first test-run of the rig at the city district party of Stuttgart-Dürtlewang was a full success.

Mr. Andreas Wolf, the owner of simINN

Flight Simulators was also keen on this project and so he joined as a partner. In the MOTORWORLD of Böblingen, near Stuttgart, he ran flight simulators for Cessna and the Boeing 737. So he invited the FMH

FROM AROUND THE WORLD



A happy customer. Photo: Andreas Wolf



A good look at the test rig. Photo: Ralf Riethmüller

to bring the SG38 training rig to show in front of his company building during the summer party of the association of Böblinger Flugfeld.

Ralf Riethmüller found the right name for the training rig...“flight simulator 1.0”.

On Sunday, 9th of July at 9:00am, the fitting of the SG38 and the training rig was done by the help of my son Charly, Mr. Wolf and the Sky Girls, a quite funny, inexperienced crew working hard by handling Fokker needles, tension cables and turn-buckles. But under the command of Ralf they had a well-fitted SG38 on

the training rig after one hour. Now the first visitors came in and enjoyed having joy-rides on the SG. Ralf explained the function of the little plane to the wannabe pilots by turning the glider by hand in the rig right to the movement of the control stick. But more and more wind got up and then they could feel authentically the aerodynamic forces on the glider.

More and more people came in and wanted to fly it. So it was a full success and the members of the gliding club of Sindelfingen asked about booking the training rig for their next air show. Now we are looking for a wind machine if the natural wind isn't blowing at the next event.

Martin Konermann

Das Grunau Baby IIb D-3579 fliegt nach einer 20-jährigen Pause wieder.

Als Werknummer 11 von E. Schlaak in Herford 1955 gebaut und als D-6143 in Fassberg zugelassen, flog das Baby nach kurzen Aufenthalten unter dem neuen Namen D-3579 in Itzehoe, Rendsburg sowie Neumünster und 1973 beim Segelflugverein in Aukrug. Dort wurde es von seinem Besitzer Rudolf Dühlmeier (+1988) dem Verein zur Verfügung gestellt und nach ihm „Dühli“ getauft.

Nach einem Landeunfall 1983 wurde die Reparatur mit einer linken Ersatztragfläche von D-6238 vom LSV Weper durchgeführt. 1996 wurde das Baby wegen Schäden im Bereich des Rumpfkiefes aus dem Flugbetrieb genommen und abgemeldet. Nach einer langen Pause an der Hallendecke wurde 2012 mit dem Wiederaufbau begonnen.

Bei den Tragflächen und dem Leitwerk gab es keine großen Überraschungen, der Zustand der Verleimungen war erfreulich gut. Anders beim Rumpf. Im Bereich des Rumpfvorderteils, der Unterseite und im Spornbereich mit der Seitenflosse waren nahezu alle Verleimungen durch Feuchtigkeitseinwirkung unbrauchbar. So kamen ca. 1000 Arbeitsstunden bis zur Rohbauabnahme zusammen.

Die Bespannung erfolgte mit Oratex UL 600 antik. (Zulassung EMZ/STC vom Juli 2016 für Baby IIb) Das Resultat war ein erfreulich geringes Rüstgewicht von 150 kg. Dabei entfallen ganze 5,2 kg auf die Bespannung. Die Kosten für das gesamte Bespannmaterial betragen ca. €2500,-. Das klingt erstmal teuer, dafür fallen aber die Kosten für die Lackierung weg. Die Verarbeitung nach Handbuch ist insgesamt unkompliziert und vor allem erfreulich lösemittelfrei.

Seit Februar ist „Dühli“ auch wieder zugelassen und konnte sich beim Babytreffen am Ith wieder mit Artgenossen in die Lüfte schwingen.

Rudi Dühlmeier (1911-1988)

Rudolf Dühlmeier begann sein fliegerisches Leben 1929 in Neumünster-Boostedt.

Hier war er neben der Fliegerei auch am Bau eines Doppelsitzers “Grüne Post” für die Sylter Segelflieger beteiligt. Als Lohn für seine Mitarbeit erhielt er einen Freiplatz auf Sylt und konnte dort seine fliegerische Weiterbildung betreiben. Hier gelang ihm im Hangwind des roten Kliffs bei Windstärke 9 ein 7,5 Stunden Dauerflug.

Sein Weg führte ihn 1934 nach Grunau im Riesengebirge, wo er die Bekanntschaft von Hanna Reitsch machte und bei Pitt van Husen seine Fluglehrerausbildung absolvierte. 1935 lernte er bei der F-Schleppleinweisung in Darmstadt-Griesheim auch Fritz Stamer kennen.

Von 1935 bis 1943 war Dühli bei den Arado-Flugzeugwerken in Warnemünde tätig. Dort leitete er die gesamte Segelflugausbildung der Lehrlinge. 1944 wurde er zur Luftwaffe eingezogen und nach seiner Grundausbildung in Dortmund als Segelflug-lehrer eingesetzt. Hier flog er auch den Gotha-Lastensegler und erhielt die Ausbildung als Schleppilot. Bei Kriegsende geriet er in der Tschechoslowakei in russische Kriegsgefangenschaft.

Nach seiner Rückkehr 1950 flog er mit norwegischen Besatzungssoldaten auf dem Fliegerhorst Jagel, danach wurde er wieder Fluglehrer in Boostedt und dann in Neumünster. Hier baute Dühli ein Grunau Baby III (D-3535), dessen Verbleib seit einem Landeunfall 1962 unbekannt ist.

1970 übernahm Dühli das Grunau Baby IIb (D-3579) vom Aero-club Rendsburg. Mit diesem wechselte er 1973 in den neu gegründeten Segelflugverein in Aukrug. Hier beendete er dann später aus gesundheitlichen Gründen seine fliegerische Laufbahn. Sein Baby fliegt jetzt nach einer Grundüberholung in neuem Glanz wieder als „Dühli“ in Aukrug.



Germany



Hungary



FROM AROUND THE WORLD



*Fehlerhafte Verleimungen erforderten viele Stunden Arbeit.
Glue failure lead to many hours hard work.*



*Dühli sieht wieder aus wie neu!
Dühli looking good as new again!*

"Dühli" is back in the air!

The Grunau Baby IIb D-3579 is back in the air - after a 20 year-break! Once built by E. Schlaak at Herford in 1955 as works number 11, it flew first at Fassberg, registered as D-6143. It then changed registration to D-3579 and flew at Itzehoe, Rendsburg and Neumünster, then from 1973 onwards at the Gliding Club at Aukrug. It's owner from 1970 onwards was Rudolf Dühlmeier, nicknamed "Dühli", and he gave it to the club members to fly. (Dühli was born in 1911 and flew 7,5 hours on the dunes of Sylt Island in the very early 1930s and flew at Grunau with Hanna Reitsch and Pit van Husen. During the war he was teacher on gliders, and after being a Prisoner of War in Russia for 5 years, returned to his home, where he was allowed by the Norwegians to fly gliders again, well before the official restart of gliding in Germany.) The Baby had a landing accident in 1983, which led to a "new" left wing, taken from a Grunau Baby IIb D-6238, but in 1996 the end of its flying career was signed: *damage on the lower fuselage*. But in 2012, a complete rebuild of the fuselage was started. It took nearly 1000 man-hours, as the glue in the fuselage was too bad due to humidity in these areas, while the wings and elevator were still perfect - also in terms of the glue! Oratex UL 600 antik was used as fabric. The result was a glider with only 150kg of weight, and only 5,2kg for the fabric. The cost of the fabric was 2500€, which sounds expensive at first. On the other hand, no further costs for paintshop etc. is necessary. The work with the new material was not complicated and especially without any chemical headache.

"Dühli" was present at the 2017 "Babytreffen" event at Ith airfield and was flown with all the other Grunau Babies - back in its favorite element!



Rudolf Dühlmeier

Rudi Dühlmeier (1911-1988)

Rudolf Dühli started his aviation career in the year 1929 in Neumünster-Boostedt. There he helped in the building of a double-seat „Grüne Post“ glider for the Sylt Island glider pilots. As a reward for his help, he got a free course at the Sylt flying school to continue his training. In lift from the Red Cliff ridges, he achieved a flight of 7.5 hours duration. In 1934 he went to Grunau where he met Hanna Reitsch and was trained as an instructor by Pitt van Husen. In Darmstadt he was instructed by Fritz Stamer in aero-towing. From 1935 to 1943 he worked for Arado Flugzeugwerke. In 1944 he was conscripted by the Luftwaffe, where he first worked as an instructor, and later as troop-carrying glider pilot and tow-pilot. After returning from Czech captivity in 1950, he flew in Jagel, Boostedt and Neumunster, where he built his first Grunau Baby (D-3535). This glider was lost after a landing accident in 1962. In 1970 he took over the Grunau Baby IIb (D-3579) of the Rendsburg Gliding Club. With it he joined the Aukrug Club in 1973, where he later stopped flying due to health reasons. After a complete restauration, his Baby now is flying as "Dühli" in Aukrug.

Christian Langenau

Hungary



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An update of a busy year for Hungarian Vintage gliding

Dear Fellow VGC members,
First let us thank you for coming to Hungary and participating in the 45th Vintage

Gliding Rally at Dunaújváros. We had the pleasure to welcome almost as many as 130 pilots and 65 gliders.

It was a very tough time for us to make sure everything worked out as we planned. Unfortunately, as you all experienced, the weather was somewhat in our way to make this event as successful as we had hoped for. Nevertheless we tried to get the best out of it and you all provided us with the motivation we needed. You were a great company, we enjoyed very much working with you. Many local pilots and visitors were amazed by the sight of your magnificent gliders lined up on the grass of the airfield.

Despite of the hot weather there were a considerable number of flights. Altogether the pilots spent as much as 363 hours in the air. During the rally, there was around 300 aerotows and 170 winch launches.

The Rally was a big milestone for us. Several of our gliders took off the first time during the event. You were the first ones to fly with our Skylark 4 which was donated to our club by 4 wonderful people in Switzerland. Also Peter Ocker did the first flight with the A-15 which he bought in Hungary and is being kept by us. offered to let us fly the glider in the future. After the rally we took some weeks rest,

FROM AROUND THE WORLD

but got together every weekend catch up with flying which had been a bit neglected due to the organisation of the Rally, but it worth all the effort for sure. Now we are concentrating on our new project, to bring the most successful Hungarian glider, the Nemere, back to existence again. This is a joint project with the Albatrosz Flying Club supported by the council of

town Székesfehérvár where the original plane was constructed in 1936. We have talked a great deal about it during the rally. We are very thankful for all the generous support you have provided for the Nemere! As promised we will keep you updated on this project in our homepage (www.hvvc.hu) as well as our facebook page.

We have a lot of Rally T-Shirts and Hats remaining. They are of really good quality. If you missed the rally our require some spare please drop us a mail at info@hvvc.hu Thank you once again and see you next year!

Sándor Plósz

Peter Ocker writes

The Russian Antonov A-15, HA-7020, was originally present at the 1989 VGC Rally and flown by several VGC members. Then, the glider disappeared and in 2015, it was bought by Peter Ocker and is now flown in Hungary by Hungarian VGC pilots. The A-15 was present on our 2018 VGC Rally. The two people standing in front of the A-15 should both be well-known. On the right is Patrik Ungár, one of the organisers of the 2017 VGC Rally 2017, whilst on the left is Farkas Bertalan, the only Hungarian

Astronaut. Farkas was in space on board Soyuz 35 in 1980 for seven days. He really liked the A-15 as well, because he is connected to Russian stuff very much. Who would wonder why?

Farkas Bertalan and Patrik Ungár enjoy the lovely A-15 that was purchased by Peter Ocker.

Photo: Peter Ocker



Ireland



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An autumn update from Ireland

It has been a busy summer for me in the workshop, here at the Ulster gliding club. In addition to the new blue Ka6cr, ELY, I had a Fairchild Argus to cover entirely with Irish linen for the Ulster Aviation Society in Lisburn. Although not a vintage glider, it is nevertheless an interesting snapshot of years gone by and will be in the colours of the Air Transport Auxiliary. Interestingly, to date, it will be the only aircraft that I have ever refurbished that will never fly!

I have a special Ka6cr in the workshop at the moment to refurb. It has specially reinforced wings for alpine flying, with the leading edge and D box being covered entirely in glass-cloth. This particular machine (G-DBVZ), will be given a metallic orange fuselage and yellow flying surfaces

This will be the first time I have used metallic orange for the fuselage, with standard yellow for the wings and tail. My Kirby Kite project, BGA271, has finally



Glass cloth is being applied to the wing surfaces to reinforce them for alpine flying



Bright metallic orange might not be everyone's cup of tea, but the end result is certainly eye-catching! (From a valid safety point of view, it will make it stand out in an Alpine environment).

a full set of bulkheads ready for the jig. Work has slowed considerably due to my other projects in the workshop, but I hope to start the tail feathers this autumn. There has been a move by the Ulster Aviation Society to approach the Ulster Folk and Transport museum in Cultra, to try and get the Short Nimbus for the society and bring it back up to at least museum standard. I personally would like to get it back to flying standard but I'm told it has been left to rot underneath a leaky roof for many years and is beyond economic repair. It's a pity that it had not been secured sooner. If I could only get my grubby glue/paint/dope covered hands on it, I reckon I could get her flying eventually! I will keep you posted on developments.

Unfortunately I have to sell my refurbished ASK14 EI-APS. I have had many hours of fun extensively refurbishing this machine but I need to move it on to make room for another project that is coming up soon. Queens University Gliding Club's ASK13 will be ready for the workshop in November for a full refurbishment. It was one of the first big refurbishment projects that I took on around 15 years ago and I am looking forward to giving the old lady a new makeover.

Owen Anderson
All photos: Owen Anderson

FROM AROUND THE WORLD

Japan



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The late Mr. Honda's Minimoa.

Formation Flight of Minimoa & MG-19

On July 30, 2017, the Summer Sky Festival was held at Takikawa Skypark in Hokkaido, Japan. Takikawa Skypark is famous for its well maintained glider facility and Mr Masayuki Honda's Vintage Glider collections. Of his collections, the 1936 Minimoa (JA2547) is a rare and valuable flying glider. In 2016, the MG-19 was refurbished and the formation flight with the Minimoa was conducted during the Summer Sky Festival.

It was the first time such a formation flight of Vintage gliders has taken place in Japan. Formation flying with gliders is very difficult because it is difficult to recover altitude and speed without an engine. It was a very fine day with a blue sky in the background and many spectators enjoying seeing two vintage gliders flying together. Takikawa station is also very unique, be-



The Mini and Musger SG-19.

cause a real glider is displayed in front of Takikawa station. The glider is a metal made IS-28, and it is removed in winter season to avoid damage due to snow accumulation. A metal made glider was chosen because a metal made glider is more resilient to the weather than a wooden glider.



The metal glider on display in front of the Takikawa Station.

Yasuhiro Yama

All photos: Yasuhiro Yama

Netherlands



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News from the Netherlands

Organised by the Dutch Vintage Glider Club, a party of 20-strong travelled to the Wasserkuppe in September for a week-end of bungee launching the SG-38 of the OSC Wasserkuppe. For some, a new experience, for others a renewed acquaintance with the most labour-intensive way of launching a glider. At just shy of 100 launches, the weekend was a great success, and muscles settled down to normal after some days as well... An investigation is now underway if a new-built replica SG-38 is feasible in the Netherlands, as a tribute to the 4,000 built by Pander in



Getting ready to launch on the far side of the Wasserkuppe's immense field.



Erik Poerstamper, Evert Kuiper, Johan van Dijk and Martijn Hoogenbosch lead the way to carry the gummicable over to another launch site. The windless weather meant that launch sites were changed several times over the weekend.

The Hague. This would double as an educational project for teaching woodworking skills on gliders to current vintage glider owners.

The first two weekends of October saw the third annual basic woodworking course for glider repairs. Seventeen participants were taught the basics of rib, plywood and fabric repairs over an intensive four-day period, with six experienced aircraft restorers pointing them in the right direction. In a short period of time

these courses have become very popular, catering to the growing demand to learn skills that are in danger of being lost altogether. A fourth course is being planned in October 2018, and an advanced course is being set up. The latter will involve hooking up candidates to restoration projects all over the Netherlands, in order to teach them the in's and out's of complicated repairs.

From a restoration point of view, there's progress to report and several projects.

FROM AROUND THE WORLD

The Lemelerveld Ka6Cr is close to flying again. It received a Belgian set of wings following a close encounter with a tree on an off-field landing and has had major reconstructive surgery done to the front bulkhead. The K8 wing rebuild there is on schedule and both it and the prototype T.21b are now being recovered in Ceconite 102.

The Venlo Prefect has been sitting idle for some months, having finished its restoration at the hands of Johan van Dijk and his team, while some third-party liability insurance matters are being sorted out with the aircraft's owner, the Aviodrome museum. Unfortunately this has meant that it has still not received its CofA, despite an excellent restoration.



Most of the group together after a gruelling two days in which participants discover muscles they didn't know they had, as well as a nice way of launching gliders....



Hans Bekker persuades his students to make their plywood repair to a scrapped Ka6 wing upto airworthy specs.

New Zealand



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Sad news from NZ

Not a lot is happening in NZ during our 'off season' with some exciting news for us potentially on the horizon involving a glider that is not so rare for you there in the UK, but is a rare bird indeed down here in NZ! As talks are in an early stage, I cannot divulge too much at this stage but hope to bring you more news and an update in a future issue of VGC News. Now to some sad news.

One of our founding members, Greg Douglas, our VK secretary has unexpectedly passed away. Greg joined 'Vintage Kiwi' during the first year of its inception. As time rolled on he took on the role of Treasurer/Secretary and Web site master. In more recent times he also became part of the Vintage Kiwi administration team. This saw him actively involved in rally decision making and planning process's which helped make the flying rally's work as successful as they have become. More recently he was also involved in the production of the VK magazine. He attended all of the rallies flying his beloved 17-metre Dart, GEZ; they were inseparable. Greg was a loyal friend and he will be sorely missed by all those involved in Vintage Kiwi, the gliding fraternity and by his many friends.



*Greg in his much loved Dart 17RM.
Photo: via Roger Brown*

Farewell Greg
19 /01/1946 – 28 /06/2017

Russia



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A short news clip from Siberia!

You will be interested to learn that there has been a recent completion of an SG-38 made here in Russia in the Siberian city



The newly completed SG-38 looking fantastic.

of Novosibirsk. Construction was carried out by a father and son team, Vadim and Remir Karimov who started the project in

2016 under the workshops of the 'Siberian scientific research Institute' (aviation) which is directed by the Institute's test

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pilot and friend of mine, Vladimir Barsuk. This organisation has previously built several BRO-11 gliders for the Junior gliding schools here in Russia. The SG-38 is constructed in pine and covered in Finnish plywood and first flew in the summer of 2017. The launching of the SG was carried out by winch.

Sychev Aleksei Vyacheslavovich
All photos via Sychev Aleksei Vyacheslavovich



Preparing the SG-38 for its maiden winch launch.

Sweden



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An ugly duckling?

The SVS, Segelflygets Veteran Sällskap (our veteran gliding association) which is responsible for managing the Museum and keeping the old rarities flying, registered 26 new members during the year.

The Museum has had about the same number of visitors this year, as in 2016, i.e. about 1,400.

Sture Rodling and Ernst Persson have donated their PIK 16C Vasama (SE-SZY), to the museum. Of the 53 manufactured Vasama, this is no 14. The glider was delivered to Ernst Persson in 1963 and participated frequently in competitions in the 60's. Rodling, for example, competed with this Vasama in the World Championships in 1965, which took place in South Cerney, England.

During this season there has been less flying than usual for different reasons. The following gliders have been in the air; Grunau Baby IIb-2 (SE-SFE), Slingsby T21 (SE-SMK), Bergfalke II/55 (SE-TAB) and the K8b (SE-SZT). A total of 81 starts and almost 50 hours in the air. Of these, the K8 was the one most used with an average of more than one hour flying time per flight. In addition there are a number of friends who have flown with us with their own veteran gliders during the year's "retro-meet" (Next year's retro-meet will take place 14-22 July 2018. We also welcome foreign pilots to this meeting, with or without, veteran planes!

To our delight, the museums unique glider "Järveglidaren" has drawn the attention of the famous model builder, Michael



*The builder Michael Coneuf and his friend Pierre Delrieu (with the cap)
Photo: Claude Lacombe*

*After 1000 hrs in workshop ready for the first flight (with more than 2 kg lead in the nose)
Photo: Claude Lacombe*



Coneuf, in Switzerland, who has built a model in the scale 1:1.5 (approx.) with a wingspan of 4.75 m (original 6.96 m), and a weight of 21 kilos (original appr 83 kilos)

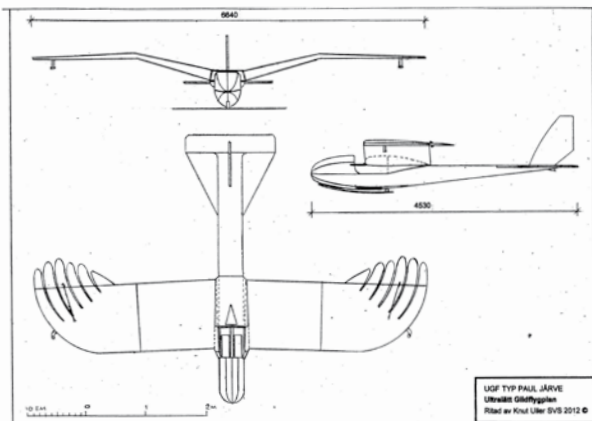
The original designer and builder of this bizarre glider was a pharmacist who, in his spare time, was chairman of the Gliding Section of the Eskilstuna Aviation Club (the place of the World Championships 2006) in the years, 1938-1942. His name was Paul Järve and the UL glider has his name, "Järveglidaren". How the glider could get the peculiar feather ailerons and old-fashioned tail is a mystery since Järve, at that time, had access to Grunau Baby drawings from which he copied some other details. In retrospect, one can also ask why no one else came to dismiss his project, which was destined to fail. The glider was winch-launched a few times to low altitude by Göte Eriksson, Swedish "B" certificate No 52, who was dissatisfied with the flights: "It dropped like a stone" (gliding angle not as good as an Anfänger!)

Järve himself was probably unhappy. When moving to a new city and a new pharmacy job, he sent the plane by rail without unloading it from the railway storage. Eventually, glider pilots took pity on the glider, which ended up in new storages until it was donated to the Gliding Museum Ålleberg in 2002. Today it is waiting for renovation and is not exhibited in the Museum.

The design:

The glider has two rectangular holes in the bottom under the pilot's seat. Järve had probably planned to footlaunch the glider, obviously without first considering the weight of the glider. The body only weighs 25 kilos. Additionally, the weight of the wings is 29 kilos each with a span of 6,96 m. Profile: inner parts of the wing are a Göttingen 535 section. No rudder exists. The fin is screwed into the tailplane and secured with piano wires. The wings are connected to each other and the fuselage in a similar fashion to the Grunau Baby. The stick is connected to the eleva-

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Drawing: Knut Uller

tor by a bar (probably a tube) The feather-aileron however are connected in a conventional manner with wires. As we all know, Otto Lilienthal experimented with feather wing tips in his "Schlag-flügelapparaten" and perhaps Järve was inspired by these? The author also remembers a visit to the Luftfahrt Museum Laatzen-Hannover in 1998, where a feathered aileron glider, the 'Fil-



The only known picture from the test flights.

Picture: Collection "Uvarna" through Roger Pettersson



You can order your sticker now!
Design: Fridlitzius. Drawing: Uller/Höjer

ter Schwan', was exhibited which strongly reminded him of Jarve's ailerons. Perhaps there is a connection?

The Järve glider is, and remains a strange loner. Nobody will ever build something like that again. But it has one big advantage, it stimulates the spectators imagination. As we see, Micheal has already built a scale model in 4.75m span. But what Järve had on his mind when he built his UL in his apartment, we will never know? His main competitors in those days were

gliders like the Weihe, Meise and Grunau Baby. Perhaps the construction itself was the pleasure. The glider was very well built.

Thanks to Knut Uller and Ingvar Hyl-lander who researched, measured up and drew the drawings. I myself have used their work as inspiration for the attached sticker to be sold, with funds going to the Älleberg Segelflygmuseum. If you wish to order your sticker, you can do by contacting the SVS at: www.svs-se.org

Thorsten Fridlitzius

Switzerland



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Test-flight of the S-15k at Grenchen airfield. A Lockheed F-104 'Starfighter' is in the background.
Photo: Daniel Steffen

Swiss News

Swiss sailplanes named 'Elfen'

Lilly Grundbacher, owner of the sailplane Elfe PM 3, was not amused to read in VGC News No. 150 (page 8), that Albert Neukom should be the father of the Swiss sailplanes 'Elfen'. It is a truth universally acknowledged that the fathers of the Elfen were Werner Pfenninger (1913 - 2003), Albert Markwalder (1909 - 1969) and Albert Neukom (1925 - 1983). Werner Pfenninger designed the very first 'Elfe' in 1938. Other constructions under the name of 'Elfe' followed. Albert Markwalder and Albert Neukom joined the team. Albert Neukom designed and built the very last 'Elfen'. Famous was Neukom's Elfe S3, winner's sailplanes of World Gliding Championships, 1968, in Leszno (Poland). By the way, Albert Neukom was an architect and not an

Superb Spalinger S-15k, HB-449, (ex OO-ZIW) at Grenchen airfield.

Photo: Daniel Steffen



engineer, as written in the very same article in VGC News No. 150.

Spalinger S 15k

Finally, the Spalinger S-15k, HB-449 (ex OO-ZIW) flies in Switzerland again! Regular VGC readers will know the story about the Belgian Spalinger S-15k, OO-ZIW. The Swiss engineer, Jakob Spalinger, designed the S-15k in 1934. The S-15k, OO-ZIW, was

built in Switzerland in 1944 and exported after the war to the gliding club, De Meuw at Antwerpen. After being grounded for more than 30 years, the S-15k was expertly restored by Johan Kieckens and ZSD, in Jeslow, Poland (see VGC News No. 145, page 47). The first flight after the restoration took place in spring 2009. Since then the glider has completed only a few flights.

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Thomas Fessler is waiting for his first launch in a Spalinger S-15k. Photo: Daniel Steffen

The foundation 'Segel-Flug-Geschichte' brought the glider back to Switzerland. Thomas Fessler was very happy after his first flight in the Spalinger on the 15th July, 2017. This is the only airworthy Spalinger S-15k in the world. Stephan Bossart owns another Spalinger S-15k (HB-327), which is in poor condition. Stephan plans to restore his S-15k himself.

29th OSV Meeting in Schupfart

The new Board of the Oldtimer Segelflug Vereinigung Schweiz (OSV) started to reactivate the club actives. However, many members have stopped flying due to their age or new regulations. Young pilots are missing in the Swiss vintage glider scene. The following sailplanes were present at



Schupfart airfield during the 29th OSV Meeting, 18th to 20th August 2017. Photo: Kurt Stapfer

the 29th OSV Vintage Glider Meeting at Schupfart from 18th to 20th August 2017: Moswey 3, Spyr 4, Spyr 5, Spalinger S-15k, Grunau Baby IIb, Ka 6 and K 7. A short but exclusive entry list! All three famous Swiss glider designers of the 30ies were present: Jakob Spalinger, Georg Müller (Moswey) and August Hug (Spyr). The weather was better than the forecast.

Jürg Weiss achieved a perfect flight with the Moswey 3, HB-374. Jürg usually flies an Antares (best glide ratio 55), which performs more than twice better than a Moswey. On Sunday, 20th August 2017, he wanted to do with his Moswey a flight over 50 kilometres. At the end, he had realised a flight over 225 kilometres! Jürg followed the Jura mountain chain from Schupfart in a westerly direction, to St. Imier and flew back to Schupfart. He then crossed the



Launch of the 1933 Grunau Baby, HB-87. Photo: Kurt Stapfer

Rhine at Stein am Rhein and flew east into the Swabian alps. Jürg reports that the biggest difficulties were the airspace structure but was happy to be supported by a Smartphone and the necessary software.

The Swiss correspondent lost his laptop in a train some years ago. However, he was able to pick up his laptop two days later in the lost property office of the Swiss Federal Railways, at Lucerne. Therefore, your correspondent should have had little to worry about when he lost his blue VGC sweatshirt during the 29th OSV Meeting Schupfart airfield on the 20th August, 2017. Unfortunately, his much loved sweatshirt has been untraceable since that day. Conclusion: A VGC sweatshirt is worth much more than a laptop!

Daniel Steffen



Grunau Baby, HB-87, of the Basel Fricktal gliding club, is the oldest airworthy Swiss sailplane. Photo: Kurt Stapfer



Grunau Baby, HB-234, of the Neuchâtel gliding club regularly appears at VGC International Meetings. Photo: Kurt Stapfer



Silvio Polla in his perfectly restored Spyr 5, HB-369, which is well-known in the VGC scene. Photo: Kurt Stapfer

UK

UK latest news.



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Welcome to another report from the UK as winter starts to draw in. May I start this report by making a plea to all UK VGC members, other than the usual sources, I am not getting much in the way of your news filtering through to me. Please think of us if you have any interesting news happening within your club or your new projects etc. On this note however, I am delighted to see that Russell Hardcastle's long restora-

tion of what had become known as the 'Parrenporth' Meise, is now at an end. The results look simply stunning and are a credit to Russell for not only bringing this historic glider back to the air, but it has been restored back to its original war-time colours.

No small thanks should also be made to Tom Bolt, who sold the glider to Russell. Tom ended up storing the glider for sev-

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eral years and in doing so, prevented further damage to the glider which was beginning to look in a perilous state back in the early 2000's.

So it's over to Russel, who writes of this personally historic day;

Evening of Thursday 10th August. In front of a small group of family members and close helpers, the Schmetz built Olympia Meise BGA 449 took to the sky again, it's first flight since 1984. In excess of 4000 hours of restoration work culminated in a short, exciting and dry-mouthed test flight. Everything worked just about perfect and when settled down, it revealed itself to be a very nice glider to fly, trimming out to fly straight and level, hands off, with well harmonised controls. All the ancient instruments worked perfectly, even the £16 ebay purchased air driven turn-and-slip rumbled away nicely showing an accurate turn-rate.

Shortly afterwards we managed a few days at the Slingsby Rally at Sutton Bank for its official unveiling. 4 flights with 8 hours air time demonstrating its ability to soar in incredibly weak lift at ridiculously low speed.

Manufactured in 1943, we believe it is now the oldest flying Meise.

We look forward to an upcoming article on this wonderful gliders rebuild in a future Issue of VGC News.

More restoration news comes from our very own Kite 1 aficionado's, the Underwood family. Work is progressing well on the second of their current Kite rebuilds. As you are aware, we have closely fol-



First flight

Photo: Russell Hardcastle

A successful conclusion to 4000 hours of hard work!

Photo: Russell Hardcastle



lowed the restoration of the historic Kite 1, in which both Peter and David received the VGC Chairman's Award, the lovely 'Shrimpton' Cup. May I take this opportunity to congratulate both Peter and David in their woodworking achievements.

But that's enough Kite news from me, it's over to David for a few short words; *Peter has been putting fillers, strips of wood, between the ribs on the spar so the plywood can be fitted. He has put some of the D-box ply on the starboard wing, but at the moment, he is waiting for more plywood and aerodux to arrive. He has made some metal fittings for the fuselage as we needed a few more good ones. These have been taken over to Graham Saw at Booker to get welded up. The prototype is back home and I have painted the hooks black (*

we didn't like them grey). The prototype Kite and Petrel where at Old Warden 'race meeting' recently, but the weather wasn't good enough to fly.

Lastly, before I hand over to Paul, I would like briefly say that how delighted I am to learn of news that the 2nd GHC hangar is now well under way. I cannot stress enough, just how grateful the entire UK gliding community should be of Gary Pullen and his energetic team in achieving what they have achieved in saving and ensuring that our gliding past remains firmly in the future of our UK gliding enthusiasts. Gary and all your team, I take my hat off to you.

Hope you all have a great Christmas and here's to a fantastic soaring season for 2018!

Bruce

Gliding Heritage Centre Update

It's been a very active last few months in the GHC, so without further adieu I'll tell you all about it.

Progress on the second hangar has been nothing less than outstanding. When I spoke to you the last time, the top surface of the ground had been cleared and the location of the building had been staked out. Now the ground has been excavated, the fabric of the building has been constructed and the floor inside is in the process of being levelled. Drains have been installed, the power cable has been laid and preparations are being made to install the railings for the doors

Apart from the heavy work building the hangar structure, all this work has been undertaken by GHC volunteers lead by

Gary Pullen and Richard Moyse. Once again the Gliding Heritage Centre is demonstrating to the rest of the gliding world their passion and commitment to getting the job done. Our mark on gliding in the UK is now indelible and we are looking forward to the second hangar opening ceremony which we are hoping will take place in the spring of 2018.

It probably did not escape you that this year Lasham was a host for the European Gliding Championships, a great competition and also a great opportunity for us to raise our profile with our European friends. The event was opened with a grand opening ceremony where the national gliding teams paraded and the attendees were treated to a spectacular flying programme. Part of this involved the mass launch of

GHC gliders, the types chosen had won world championships previously. It gave the audience the first opportunity to see Richard Moyse flying the Falcon 1 replica, whilst other gliders that took part included the MG19a Steinadler, the Slingsby Sky prototype plus the Olympia 2b.

Hot on the heels of the Europeans came the Lasham Vintage Task week, we were blessed with some of the best flying weather that we have ever had for our task week; the amount of flying that took place was quite exceptional and some great flights were made by our pilots who were undoubtedly spurred on by the great prizes that were up for grabs. Dan Chidley took the prize for best newcomer in the form of a FLARM unit generously supplied by Lasham based NavBoys, he also



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scooped the Geoffrey Stephenson trophy for his flight to Nympsfield and back in his Zudvogel to collect the perpetual dispute plate. On arrival at Nympsfield he was told he'd have to wait over an hour and a half for an aero tow, so he just took a winch launch and soared all the way back to Lasham! We have to thank Pete Bunnage for the enthusiasm that he showed organising the event, he got some very jazzy shirts and posters designed to publicise the week and also did a grand job in securing the sponsorship that the event greatly benefited from. We are hoping that next year is even bigger, so why not leave a week free in your diary. We can also announce some new gliders for our collection. In early October a small team headed up to the Shuttleworth Trust based at Old Warden airfield to collect the last remaining Scud II glider. This was purchased from the trust with the help of some very generous benefactors who have secured this glider for the UK. Although the glider is essentially in an airworthy condition, we have made the decision not to fly her as we understand that she has

some very 'interesting' flying characteristics. The Scud II is definitely earmarked to go on display in the second hangar along with an original pre World War One Clarke glider that the RAF Museum has agreed to loan us. They are currently building a transportation box for the glider that we hope will fit inside one of our trailers. We are also planning to take possession of a Pilcher Hawk replica from Booker but are currently waiting to arrange this. One of the earliest museums that were keen to offer the Gliding Heritage Centre support was Brooklands, who we have four exhibits of theirs on loan to us that includes the Slingsby Gull 3 that was once flown by Prince Bira of Siam. We have always been keen to take our gliders to display at Brooklands open days along with our stand, so this year we took along the Gull 3. Prince Bira was also a racing driver, so we were absolutely stunned when after we had rigged the Gull they promptly wheeled out the OSCA V12 that he used to race and also his MG and parked them alongside the glider. All three of the exhibits looked fantastic together as they were

all painted in the signature light blue of Bira's personal colours, and it was the first time in history that his cars had been united with the glider. So that's the latest news from the Gliding Heritage Centre, we can't believe how much has happened over the last few months but we are just overjoyed that the work of the GHC continues to gather momentum.

*** STOP PRESS ***

I have just heard the incredible news that we have received a £20,000 donation to the second hangar fund from a long standing VGC member who wishes to remain anonymous. This is absolutely fantastic, we would like to thank the benefactor for his near boundless generosity and support for the project and the GHC.

All photos Paul Haliday

USA



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News Report from VSA

VGC members planning to visit the United States have generally been able to find vintage enthusiasts by checking VSA's website www.vintagesailplane.org or by looking at VSA's quarterly publication, Bungee Cord. Those planning to visit the western US during early 2018 should make sure to attend the Soaring Society of America convention at the Atlantis Casino and Convention Center, Reno, Nevada, 1 – 3 March 2018. The VSA will have a sailplane on display at its booth on the main convention floor. It will also host a vintage luncheon and vintage-related talks. VGC members from around the world are invited. Later, during May 2018, VSA will join with the 1-26 Association (the 1-26 is also a vintage sailplane) during the 1-26 Cham-



City of Hood River, Oregon and Cascade River from Slingsby Petrel on first post-restoration flight. Photo: Marici Reid

pionship contest, flying along with the 1-26's, using handicap scoring. This meet will be held at the Caesar's Creek Soaring Club's airfield near Cincinnati, Ohio. For more information check the VSA website or Bungee Cord magazine. Looking back on 2017, seven vintage meets were held throughout the US, at Tehachapi, California, Hood River, Oregon, Lawrenceville, Illinois, Tidewater, Virginia, Massey, Maryland and Wichita,



Midwest Utility
Photo: via Howard Petri

Kansas. The Hood River meet in early June featured the first post-restoration flight of the WAAAM museum's Slingsby Petrel (S/N2) and a Piper TG-8 three-seat WWII training glider, which has already been reported in VGC News. The southern California meet at Tehachapi at the end of May featured the second annual Sunday-morning spot-landing contest, won this year by Vern Fueston flying his 1-26C (S/N 399) to within a few centimeters of the designated mark. In June VGC member and BGA instructor, Willie Hackett, visited Lawrenceville to expand his knowledge of American gliders (and glider clubs) and add to his series on Schweizer sailplanes which he and his wife Deb are writing for Sailplane

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Willy Hackett having just completed his first flight in the 1947 Schweizer SGS 1-21. Photo: Jim Short



*Phoenix TS/N 6 and ASK-13 departing Lawrenceville, IL
Photo Paul Rabourn*

and Gliding magazine. At Lawrenceville Willie flew the 1947 Schweizer 1-21 (number 2 of 2) which was celebrating its 70th birthday. Anyone visiting the US would certainly enjoy Willie's primer on Schweizer's notably metal American sailplanes. Willie also flew Chad Wille's newly-restored 1943 Midwest MU-1 Utility Glider, the only existing MU-1. September's Kansas meet, held at Wichita Gliderport, featured high winds but excellent soaring conditions and altitudes achieved of 2300 m. Saturday morning's seminar featured historical and engineer-

ing topics, including one talk by Tony Condon about flying long straight-out, downwind soaring flights in the middle states. To illustrate his point, he pointed his classic Standard Cirrus downwind on Saturday morning and eventually landed more than 650 km away in Iowa, easily earning a VSA Achievement Coin. Many restorations were completed in 2017 and VSA was even asked to facilitate giving two donated vintage gliders (at no cost) to new owners who are willing to restore and then fly them.

Jim Short



WAAAM Museum Moswey III with Kirby Kite landing at Hood River, OR. Photo Simine Short

Flying The White Petrel

My family and I are members of the Western Antique Airplane and Automobile Museum (WAAAM) in Hood River, Oregon. For the last International Vintage Glider Meet at Harris Hill in Elmira, New York last summer we volunteered to trailer two of WAAAM's gliders across the country to display and fly them, and get the word out about WAAAM's excellent and growing collection of vintage gliders. One of the gliders we trailed was a 1939 Slingsby Petrel, whose restoration was being funded by Jerry Wenger, a major donor for WAAAM, and restored by Tom Evelo. The Petrel was not quite complete and airworthy, but this was not detectable on external inspection. It was featured at the IVSM on the same day as a 1938 Slingsby Gull 1, and drew much admiration for the beauty of its woodwork, its design lines, and the fidelity of the restoration. It won the IVSM "Best Restoration" award. Well-deserved, in my amateur opinion. This Petrel, the second to be built, is the so-called "White" Petrel for its former paint color, it is now natural wood. The "Red" Petrel, third and last to be built, still flies in Great Britain. The prototype was lost in a crash in 1939. The White and Red are

not identical; they have different tailplane designs, the Red having a fixed stabilizer while the White was restored to its all-flying tail (both were available as options from the factory). Much emotion has been expended on the fact that the White Petrel left the UK, and likewise there has been comparable anticipation for its return to the air. The test flight could have taken place last summer after IVSM, after finalizing FAA paperwork, but it was decided to wait until spring/early summer 2017. The initial proposal for me to fly the first flight--or any flight in the Petrel, for that matter--was of course appreciated as a huge compliment; but it also brought on some anxiety. A treasure like the Petrel could not be damaged. It should not be flown badly, either. I have flown a number of vintage glider types and own some projects including a Bowlus Baby Albatross. One concern with the Baby Albatross is the all-flying tail; a lack of feedback has been noted by several pilots and many modifications have resulted to improve the pitch sensitivity. I had this in mind when looking at the Petrel. Sitting in the Petrel's cockpit on the ground, the control stick moves



The nose of the restored and no longer white Petrel. Photo: Scott Morrison

very freely in all directions, a credit to the quality of Tom's restoration; and has a lot of travel fore and aft over which very little resistance is felt. We talked about adding bungees or springs to give more pitch feedback, but decided to fly it first before any modifications. Plans were made to fly the Petrel prior to WAAAM's Second Saturday event, which would be June 10. We wanted to have time to address any squawks before the event. Weather has been a challenge this spring, so we took the first opportunity on

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Marici Reid in the "White" Petrel on the occasion of the June 2017 test flight. Photo: Tom Evelo



The restored former "Periwinkle Kite" and "White Petrel." Photo Marici Reid

Wednesday, June 7. The Petrel was pushed to the grass alongside Runway 25 on a somewhat windy but dry afternoon, and a Piper Pawnee towplane was made ready. I put on a parachute, performed a positive control check, turned on a handheld radio and climbed in. I had a few inches of clearance between head and canopy. The seatbelt system is the same original set of four grommeted straps that assemble upon a brass stud. The original use of the straps consisted of the shoulder straps being crossed behind the pilot's neck to make a "yoke," presumably to keep the pilot from being thrown upward and damaging the canopy. Then the lower straps met the upper ones in the middle of the pilot's chest, instead of low across the lap. An early photograph exists of the Petrel's pilot wearing the straps in this fashion. I did not wear the straps like that, but simply as conventional shoulder and lap belts. We had a detailed preflight discussion before pushing the Petrel onto the grass runway. The usual precautions taken (radio check, tow release checks, controls free and correct), there were no more excuses to be made but to wag the rudder and go upstairs. Winds being somewhat stronger and gustier than expected, we had quite a ride on tow. The Pawnee initially towed at 60 mph which required a lot of forward stick. The wing loading of approximately 3.4 lbs/sq ft. with me on board is on the low end, so no surprise that I found myself completely off the seat more than once in turbulence. However, the flight controls, especially rudder, were effective and I never felt at any difficulty in holding my tow path. I have to admit that during the first 1500 feet or so of tow, I had one eye on the canopy latch. But in spite of the turbulence, the Petrel didn't make any groanings at all. It was silent and felt very solid. I held on until 3000ft agl, the pre-arranged release altitude. After release, the first thing was to find the stall speed. It stalled at 30 mph, exactly the bottom of the green arc. Recovery was gentle and effortless,

and straight ahead. Between stall and about 45 mph, there was very little pitch change. It likes to fly at its published best glide speed of 42 mph, being the most pitch-stable near this speed. But to accelerate to 50 and 60, it took a lot of forward stick--the stable Goettingen 535 airfoil at work. The ailerons were effective but roll rate was as stately as you might expect from a glider with 56ft of wing span. One issue is that the pilot's knees interfere with full travel, which can be alleviated by lifting the leg -- which I did not have to do, since the rudder assisted very well in lifting the wing.

Speaking of the rudder, the pedals traveled freely from stop to stop with little feedback. In flight, I only needed a small input to coordinate turns, so I found myself locking my feet in the rudder neutral position and using only very small movements. Next, I tried out the spoilers for effectiveness and for how much pitch change they would induce. The spoilers do not look very large compared to some "barn doors" I've flown, and not much larger than the comically ineffective spoilers on the early Schweizer 2-22; so I didn't have any great expectations. However, they were palpable and gave a good descent rate. Coupled with a mild slip, you can make the glider come down at a moderately steep angle. A small pitch down moment accompanies deployment of the spoilers, as does a soft vibration in the wings.

During the flight, I was observed from the ground as "hanging in the air". The Petrel is capable of a miniscule sink rate at low airspeed. Other pilots also reported that it looked like a bird in flight, or a pterodactyl. It does have an organic look to it, and the leading edge of the undercambered wing resembles the musculature of a limb. Part of the "hanging in the air" might also be the fact that this glider does not penetrate well upwind, thanks to that airfoil and low wing loading.

Coming in for landing, the air continued to be choppy until I flew within 15 feet or so

of the ground. Thankfully it smoothed out for touchdown, which with the headwind felt like perching like a bird when the skid settled on the grass. I would note that it is a challenge to visually reference pitch attitude in the glider, as the wings are behind the pilot's visual field, and the canopy sill is not level with the ground in landing attitude.

My squawks consisted of the rudder oversensitivity and the variometer which was inoperable. Both items were fixed immediately. The rudder pedals had been connected forward of the pilot by a bungee cord run over a pulley, which was probably too many degrees of freedom. The bungee was pinched off around the pulley so that it acted simply as two independent springs and that improved the feel of the rudder tremendously on the subsequent flight. The variometer, which showed zero on the ground and then negative in all phases of flight, was found to have the bottle disconnected. Reconnection solved that issue. The pitch sensitivity that I was so concerned about did not materialize, as the stabilator is hinged well ahead of the center of pressure.

Overall, I would characterize the flying qualities of this Petrel as buttery smooth on the controls, a fine low-speed thermaling ship that turns, to quote Gerard Manley Hopkins, "as a skate's heel sweeps smooth on a bow-bend." It was astonishingly quiet in spite of having two open access holes in the canopy next to one's ears. The pilot has a large field of vision as the wings are set back, and the canopy extends low and forward. It flew as beautifully as it was built. It was a privilege and joy to fly it. Many thanks to Jerry Wenger, Tom Evelo, and the WAAAM Museum staff.

Editor's note: Marici Reid is the first person to fly the "White Petrel" since Rod Davidson sold it to Bob Gaines around 1995, and the ONLY American to ever fly BOTH the White and Red Petrels, much less in the same year

Marici Reid



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model@vgc-news.com

Vincenzo Pedrielli

Model Editorial

In almost every countries of the world, the interest in vintage glider models is increasing all the time. This type of modeling does not mean just building a model but it also includes conducting historical researches: who designed the sail-

plane, when was it built, and how many units were actually produced. It's also important to know if the sailplane is still existing and flying in some airfield, or just shown in a museum. Also increasing worldwide are vintage

glider model meetings. Here, the enthusiasts gather together to enjoy flying as well as to exchange information about building technique and historical matter. It would be advisable if these types of vintage glider model builders could share with us their vintage projects and their experience by sending their notes to the "Model News": It's easy to participate, just send few lines and some photos to the following address: model@vgc-news.com

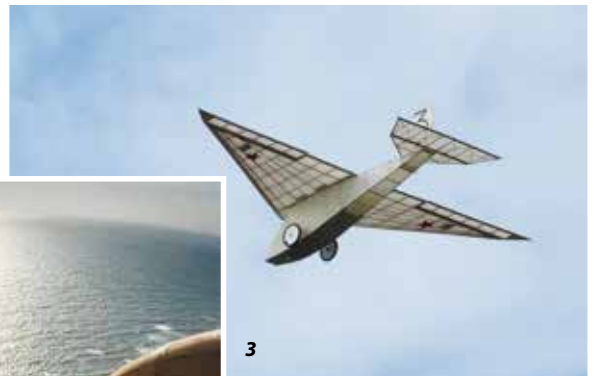
Petr Stejskal Czechs at RETROPLANE 2017



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Photo captions

1: Suspended in time. Vincent De Bode's beautiful Fokker FG-2 in its element.
 2: Evocative shot of Christian Guillaume's lovely Fafnir.

3: Jean-Pierre Gregoire's Russian Tikhonravov AVF-1 takes to the skies once again
 4: The 1922 Landes-Derouin of Jindrich Stejskal has an Edwardian air about it.

5: Faster than a speeding bullet, David Danquigny's 1923 Gluhareff S22 zips across the skies of Vauville
 All photos: Christian Guillaume

Already for the twelfth time, the Frenchman, Vincent Besanson, invited modelers from all over Europe who build radio-controlled scale

models of historic gliders, for a common flying meeting on the slopes. The event was attended by builders with a model of a glider that were originally built up to 1960.

This year, for diversification, the organisers invited participants to bring their models of sailplanes that flew up to 1925. It would seem that such types of aircraft were not

MODEL NEWS



Photo captions

left: Hats fly as Frantisek Pop's Peyret Alérion Tandem is manfully launched into the sky! Photo: Christian Guillaume

right: Frédéric Maix's quaint Abrial-Levasseur A-1 cavorts around the Vauville skies. Photo: Vincent Besançon

so numerous but in the database of gliders there are more than 600. This time flying was on the beautiful coastal terrain near Vauville village, near Cherbourg. Participating with a relatively strong representation were the modellers from the Czech Republic and Slovakia. The uphill wind flowing on a hill with a 120-meter elevation above sea level was very strong and entirely laminar. So these old-fashioned, 3 to 6-meter wingspan models had no problem navigating beautiful low passes and so all could enjoy their varied shapes, whether they be a

biplane or monoplane. The larger models were launched with a bungee rope, whilst the smaller models were launched by hand. They landed on a flat top of a hill, covered with a low, soft heather. Most models thus successfully concluded their flights without damage. The fact that pilots were standing on the ground, they could enjoy nothing of the beauty of the flight itself, therefore some models had cameras installed. Thus we could experience the feelings of the old pioneers of silent flight while watching these videos. As spiritual conformation

that our models were in the right place, was backed up by the presence of a nearby sports airfield that has been operating since the 1920's. It has been nice to spend a few days with people who are interested in the oldest era of aviation history and, moreover, in an exciting setting which is not a standard location for most modelers family holiday!

Petr Stejskal, POTK,
translate by T. Mezera

8° Raduno Alianti d'Epoca 3T Cremona
Vintage Gliders
 Domenica 17 Settembre 2017 sul campo volo del G.A.C.
 GRUPPO AEROMODELLISTICO CREMONESE
 avrà svolgimento l'8° Raduno per Riproduzioni di Alianti d'Epoca
 AL RADUNO SARANNO AMMESSE LE RIPRODUZIONI IN SCALA DI ALIANTI ANTECEDENTI L'ANNO 1960 - POSSIBILMENTE REALIZZATE IN STRUTTURA CLASSICA
 IL PROGRAMMA PREVEDE VOLI LIBERI A PARTIRE DALLE ORE 10,00 SARANNO DENVENUTI ANCHE I VOSTRI TRAINATORI
 CONOSCERE ATTIVE IN LOCO PER PRANZARE INSIEME
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Vincenzo Pedrielli

8th Vintage Glider Model Meet 3T Cremona

The 8th Vintage Glider Model Meet, organised by the "Gruppo Aeromodellistico Cremonese (GAC)," took place on September 17th 2017 in the airfield of Annicco, a small village of a couple of thousands souls, a few kilometers from Cremona, the world-famous city for the production of stringed musical instruments. The meeting this year produced a record number of both participants and vintage glider models. Thirty pilots came from different regions of northern and central Italy, with over 40 vintage model sailplanes. The models were mostly in quarter scale, reproducing sailplanes from various parts

MODEL NEWS



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Photo captions

1: MG19b under tow
2: Baby Bowlus being launched

3: Teichfuss' acrobatic sailplane, the Sparviero
4: 1/4 scale MG19b

5: The Teichfuss Turbine

of the world: from Germany to Poland, from Japan to the USA, from Switzerland to Austria and last but not least, from Italy. Two masterpieces of Luigi Teichfuss; the Sparviero and the Turbine proudly represented Italy.

The accuracy of the models is increasing every year and quite often, when you see these models in flight, you ask yourself whether it is a model or a full-size sail-plane.

The meeting was not competitive and used aero-tow only. The local club, GAC, provided 3 power tow planes. The meeting regulations allowed guest glider pilots to bring along their own towing machines, so operating from the field was a total of 7 powered tow-planes. Take off waiting times were practically negligible. The Meteo could not have been any better; sunshine the whole day, with nice cumulus

which provided excellent thermals. The average flight was around half an hour and practically no major incidents during the entire meeting.

As in all the previous meetings, a tasty BBQ meal was prepared by the club members. This consisted of sausages, pork steaks, beans, and mixed vegetables, all watered with the sparkling red wine, Lambrusco. Lunch was a good opportunity for chatting around a table in a very friendly atmosphere.

The flights continued in complete safety till 6pm, when many pilots disassembled their models in preparation for the trip home. Another successful meeting of the Vintage Glider Model Meeting, 3T Cremona, rewarding the organisers, and satisfying the attendees. See you next year at the 9th edition of the meeting, as always, at Annico airfield.



At the launch point, patiently waiting...

C. Williams

Wolf and Gull 4

For as long as I can remember, the trend in scale modelling has been towards making models that were increasingly larger, some in recent years being pretty much 1:1 scale. The logic behind this trend is reasonable enough, as the larger the airframe, the more realistically it will fly. Small models have become history, especially when you consider that back at the beginning of scale gliding, all models were small, and did not fly very well.

This year, initially as a challenge, I set about to design a couple of scale gliders at 1/7th scale, just to see what could be done. First up, I chose the Goppingen Wolf for its slab-sided simplicity and extra large ailerons, which I considered might be an important factor on a small model. Size notwithstanding, there's still quite a lot of work building the airframe in the traditional manner, but eventually the job was done and the maiden flight beckoned. This turned out to be somewhat adrenalin-fuelled affair, with reflexes tuned to the stately responses of larger models suddenly having to speed up considerably. Once the dust had settled, the Wolf proved to be a far more enjoyable flier than I had ever expected, with an amazingly top-of-the-class low speed behaviour that rendered her practically un-stallable; not bad for a wing with absolutely no washout!

Emboldened by this success, I cast around for a follow-up project, and settled on the Slingsby Gull 4, the similarity of which to the Kite 2 let me scale down chunks of my much larger Kite 2a plan. With its monocoque fuselage, the half-shell method of construction seemed appropriate, although building dihedral into a one-piece wing was a bit of a challenge.

Once again, the Gull proved very nice to fly from the slope, and both models proved to be capable also of being towed up by a foamie Wot 4, utilised as a tug. (One 3s 2200mAh LiPo battery being good for four aerotows)

In conclusion then, given the right aerodynamic approach, small scale gliders can be a welcome addition to their larger brethren, and I suspect I will be delving into the subject again as time goes on...

You can see the Wolf in action by Googling 'Riding with the Wolf'

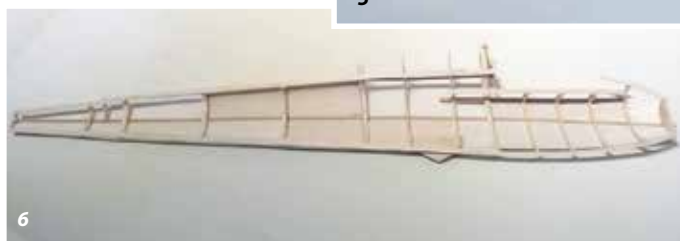


Photo captions

- 1: Author gives scale to the Wolf
- 2: The Wolf in action off the slope
- 3: The wolf gets a tow from a foamie Wot 4 electric tug
- 4: The Gull 4 at White Sheet Hill
- 5: The Gull in action
- 6: A view of the half-shell method of fuselage construction

Photos: Chris Williams



LETTERS TO THE EDITOR

Ron Davidson

Hello Bruce,

When I opened the current copy of VGC News last month, I did not expect to see such great lot of welcome but also sad news.

I had only said cheerio two days previously to Roger and Lyn Brown in London on their recent visit, to open up to see Roger's smiling face on page 47!

Then to see my old Petrel flying again at WAAM was a treat after all the work done on it. I had a trip to the US three years ago to see it but they had sent it away for refurbishing, so was disappointed.

I was particularly sad to hear of Werner Roth's death as he and his brother, Hugo and their pal 'Fips', as well as their charming wives, were always helpful and lots of fun when we met up at various VGC Rallies, both at home and abroad.

The only Antonov aircraft I ever flew was an A15 glider, all metal, very advanced for its time, at the Budapest rally many years ago and had a very pleasant two hours souring ride in what was perhaps one of the most advanced sailplanes I have ever flown. So again, it was sad to learn of the talented OK Antonov's departure.

Regards,

Ron Davidson

Hi Ron,

Thanks for the lovely message of support for us all here at VGC News. We all work hard behind the scenes to bring you news and articles from all over the world's vintage gliding community and our inspiration and continued drive comes from the positive feedback of the membership, so thank you for taking the time to write to us.

What is particularly moving about your letter is that it highlights just how fast some of the original VGC generation are fading from our ranks as the toll of life takes it natural path. The strange thing is, is what an outsider would call the stars of the club, the gliders, do not age and fade away. Indeed they remain the constants, but of course human life is more fragile as we silently take our leave from the ranks. It is our role as a club however, to remember our comrades and cherish our close-knit community of people whom we call friends. Your generation formed the club and moulded it into what it is today, I wonder what the legacy of the next generation will be?

On the subject of your lovely old Petrel. I had the privileged opportunity to see it at the IVSM Meet at Elmira last year, which was again a wonderful experience. I can personally vouch for the exquisite level of workmanship that Tom Evelo has put into this restoration. His attention to detail and the level

of his ability to replicate the original features was stunning, so much so, I was amazed to learn the perfectly formed instrument panel which replicated the original was in fact made from plywood and not aluminium! I am sure that it would be an emotional and satisfying experience for you if you had the opportunity to see it again today.

I hope you enjoy this edition as much as the last Ron and I look forward to being able to soon be in a position where I can take a more active role in the social side of the club in the not too distant future and catch up with many of you soon.

*Kindest regards,
Bruce*

Dear Ron,

You will be pleased to know that the Petrel flew once again in June, with Marici Reid at the controls. If there is room, this issue includes her report on that flight.

I am hoping to see the glider again myself. I last saw it—and you—at the Long Mynd in August 1994, following the VGC Rally at Lasham.

*Wishing you green air,
Raul,
Editor du jour*

Andrew Jarvis

A Remarkable Thermal

What a shock it was to hear of Joerg Ziller's fatal accident. He had such presence at the International Rallies: his splendid Meise trailer, covered in old rally stickers, announced his arrival. Joerg had an impish sense of humour, though some of his little jokes would be best not repeated in this family magazine! I only wish I had known him better, but it was fascinating, and very moving, to read of his incredible life adventures in VGC News 145.

My own year has been sadly dominated by the death of my dear mother, Brenda. Some of you may remember seeing her picture, in VGC News 150. She was smiling as always, in the cockpit of the T21, in which she flew, at Kenley, in May this year.

It was a bolt from the blue when, at Rana, a doctor phoned from Salisbury Hospital,

saying that Brenda had suffered a severe stroke. The rest was inevitable, but happily not too protracted, and my mother's life was beautifully remembered at her funeral on September 13. It was a golden afternoon, so fitting for her happy personality.

This all brings back memories of something rather extra-ordinary which happened at an earlier funeral- a burial that is- of a dear family friend called Edmund. He was a remarkable person who loved nature, literature, gardening and exploring wild places, but he especially loved aviation; a love which he inevitably passed on to me.

Edmund died prematurely in 1983, aged only 60. He was given a very traditional burial in a tranquil country churchyard; it was a warm September afternoon. I stood well back from the other mourners, on what one might even call a 'grassy knoll', as the coffin was carefully lowered into the grave.

Just then, the gentlest breeze arose and I thought I heard a voice murmur, behind me. I looked round-there was no-one, of course. But now there were some seagulls circling directly over the grave. More and more birds quickly flew in, from all directions and soon there was a thermal full of birds, not a hundred feet above the graveyard. There were two or three kestrels, lots of seagulls and dozens of swallows and swifts. The 'bird-thermal' gently rose and drifted south, just like a hot-air balloon, and I watched it intently for many minutes till it was maybe a mile distant. I have never, before or since, seen such a perfect 'bird-thermal'.

Of course, not one other person present at the burial even noticed! While the mourners were staring into the abyss, that grim hole in the ground, they had all missed a truly beautiful miracle. Read into it what you will, but next time you are at the funeral of a loved one, please remember to look up, not down!

GERD ALLERDISSEN

"Still full of power and will to move things forward, Gerd Allerdissen participated on the airfield anniversary celebration at Lübeck at the beginning of September - but some days later he started for his last flight at the age of 76.

He started with model aircraft, then made his licenses on gliders and motorgliders. I remember him first joining the 1995 VGC Rally with the "Minimoa" and "Weihe 50". He always had a great feeling for political contacts and was aware of their importance. He promoted airfields to be important for the environment and due to his initiative, a lot of airfields in danger were saved, by convincing the "green" people of the real effect of airfields on the environment.

From 2000 to 2008 he was head of the Deutsche Aero-Club, the common association of all German airports. He did so much in the background, like keeping away strange political inventions, or reducing their negative impact on all of us. He



Photo: Peter Ocker

never stopped talking to people, showed the members of German parliament the joy of airsport and made our hobby present in all important ministries.

After this, he worked on convincing all departments responsible for "national monuments/national heritage", which is not a federal thing in Germany, but individually in all 16 states, convincing them that aircraft should be allowed to be considered as part of our "national heritage." He was also active in the supporting club for the German gliding museum on the Wasserkuppe, acting as their chairman.

We all lose a VGC member, a warrior, a visionary, a motivator, an instigator and a father-figure with a unique North-German

sense of humor; he will be sorely missed. The enemy inside his body finally took control. I only hope that we have been able to make him realise that we are all thankful for what he did."

Noch voller Tatendrang nahm Gerd Allerdissen am Lübecker Flugplatzjubiläum Anfang September teil. Er brachte dort viele Ideen in den Bundesausschuss Kultur des DAeC ein und hatte unzählige Visionen, doch in der Nacht zum 13. September hat unser Freund Gerd Allerdissen im Alter von 76 Jahren seinen letzten Flug angetreten.

Seine lebenslange Leidenschaft für die Fliegerei begann mit Modellflug und führte ihn als aktiven Pilot hinter die Steuerknüppel von Segelflugzeugen und Motorseglern. Bundesweit bekannt wurde er in der Oldtimer-Segelflugszene mit den Aventofter Segelflugzeugen "Minimoa" und "Weihe 50". Schon früh erkannte er Tendenzen in der politischen Welt und wirkte aktiv darin mit - ob "dafür" oder "dagegen". Obgleich der tiefere Sinn von Umwelt-Audits hinterfragt werden kann, kamen diese in den 1990er-Jahren in aller Munde und er führte diese auch für viele unserer Flugplätze ein, weil es eben in der großpolitischen Lage wichtig war. Das Umweltbewusstsein wirkt auf vielen Flugplätzen bis heute, denn sie sind als wichtiger Naturraum anerkannt und es hat den Erhalt etlicher Flugplätze sichergestellt. Viele Flugplätze bestreiten aktuell diese Kämpfe und können auf die Grundlagen von damals zurückgreifen.

Gerd wirkte von 2000 bis 2008 als DAeC-Präsident und nutzte die politischen Kontakte, um den Luftsport in Regierungskreisen greifbar zu machen. Intern stand er für die Geschlossenheit aller Luftsportler, die er in dieser Form auch nach außen vertreten wollte und konnte. Der Erfolg gab ihm recht, auch wenn wir es heute vielleicht gar nicht mehr wissen: er bewahrte die Modellflieger vor einer "Frequenzzuteilungs-Gebühr", die Segelflieger vor einer KFZ-Steuer für Anhänger und alle Luftsportler vor vollkommen übertriebenen Sicherheitsanforderungen im Rahmen einer zweijährigen ZÜP. Das sind nur drei Beispiele, die ohne sein dauerndes Nachhaken und gebetsmühlenartiges Einwirken unseren Luftsport in jeder seiner Sparten für uns als "Konsumenten" unattraktiver gemacht hätte. Jeder, der in sei-

nem Verein auf lokalpolitischer Ebene aktiv war, sei es wegen eines Entwässerungsgrabens quer über den Flugplatz oder einem Windrad, kann im Ansatz erahnen, welchen unglaublichen Enthusiasmus jemand gelebt haben muss, der sich solche Arbeitspakete auf bundespolitischer Ebene aufgehalst hat.

Nach seiner Zeit im DAeC wandte er sich wieder verstärkt den alten Flugzeugen zu. Die Idee, historische Flugzeuge unter Denkmalschutz zu stellen, hat er nicht nur aufgebracht, sondern es in vielen Gesprächen auf allen Länderebenen durchgesetzt. Denkmalschutz liegt in der Hoheit der jeweiligen Bundesländer, und er wurde nicht müde es in jedem Bundesland persönlich durchzusetzen. Neben vielen Segelflugzeugen trägt mittlerweile auch die Junkers Ju 52 der Lufthansa dieses Siegel. Die „Charta von Braunschweig“, ein Grundlagenpapier zu historischen Flugzeugen, hat er angestoßen. Für den DAeC gründete er den Bundesausschuss Kultur, dem er bis 11 Tage vor seinem Tod aktiv vorstand und es in Lübeck noch in jüngere Hände übergab.

Für den Förderverein des Segelflugmuseum Wasserkuppe engagierte er sich etliche Jahre bis in den Mai dieses Jahres als Vorstand, und noch so vieles andere mehr. Trotzdem hielt er den Kontakt ins politische Berlin, erkannte beispielsweise die aufziehende Gefahr für den gesamten Modellflug durch überall auftauchende Drohnen und wirkte auch hier enorm mit ein - wie meist fast unbemerkt von uns allen - um der drohenden großen Gefahr einer Überregulierung im Modellflugsport entgegenzuwirken.

Er war ein Antreiber, Kämpfer, Anstifter, Visionär, Integrator und Ratgeber sowie der väterlicher Freund mit einzigartigem Nord-Humor, der uns fehlen wird. Der Feind in seinem Körper, der sich lange unbemerkt versteckt hatte, war letztendlich stärker. Gerd, der gesamte Luftsport hat Dir so viel zu verdanken. Ob wir Dir es auch in gebührender Form gezeigt haben?"

Peter Ocker

JAN SCOTT

5 September 1930 – 1 August 2017



In 1974, a group of American glider enthusiasts gathered for a vintage glider rally at the National Soaring Museum (NSM), on Harris Hill, in Elmira, New York, and the Vintage Sailplane Association (VSA) was founded. It was all the idea of a tall, lanky Norwegian ex-

pat with a Gö-1 Wolf, named Jan Scott. Whether holding various positions within the club or not, Jan and his wife May remained the backbone of the VSA for the next 37 years.

Born near Oslo, Norway. A seven-year-old Jan fell in love with aviation in 1938 after seeing his first DC-2 at Oslo's Fornebu Airport. Inspired, he built his first model airplane. It had cardboard wings and a stick fuselage but from this point on, he learned how to trim and balance models to get the best performance.

He took every opportunity to hang around the airport fence and watch the Junkers, Fokkers, and his beloved DC-2. That is, until German paratroopers took over the airfield. As his family did not align with the Nazis, wartime opportunities were limited for the young Norwegian. He could not even build models as the materials were unavailable.

After the war Jan began building models again. They may not have been as refined as some, but since he could trim and balance them, his could fly better than anyone else's. Once, he entered a regional contest, but his wing became warped. Launching it anyway, he lost sight of it and went to the judges to see if they knew where it went. He found them looking straight up. The model had gotten into a thermal and with the warped wing, it cored the thermal. Timing ended when it disappeared into a cloud, thus winning the contest and setting a Norwegian free flight endurance record that stood for 15 years.

In 1948, Jan responded to an advertisement for a new glider club. Before dawn on 28 December 1948, he climbed into the back of a 1930 Ford pick-up. It was 30° F (-1° C), dark, windy, cloudy and they headed to a frozen lake north of Oslo. Everyone introduced themselves and entered a nearby shed which held a new SG-38. After about an hour assembling the glider, ground instruction began. The glider was pulled onto the ice and then, with a student aboard and the instructor in the bed of the truck, the glider was towed around the lake until the wing tips stopped slamming down to the ice. Then the instructor gave permission to lift off, just a couple of feet. Jan was third and to him, it was a magic moment when the noise of the skid scraping on the ice stopped. He was in a trance the rest of the day.

Two months later, on another frozen lake, Jan was tasked with steering the glider as it was pulled across the lake. It was a cold and clear night. He was warned to not leave the ice but the ice off the truck tires stung him and made things miserable. Therefore, he pulled up to maybe 200 feet (61 m). He was spell bound, the night was star studded, the ice white, the island dark, and the tail lights visible below. Just before the truck came to a stop, he eased down, wondering if he had been seen. He had been but nothing was ever said. Later, Jan

was given credit for the first night glider flight in Norway.

A couple of years later, a big ugly, silver glider landed on the ice, a Schweizer TG-3. Jan's turn in the TG-3 came at dusk and it flew remarkably. The unfamiliar American radium instruments glowed green in the spreading darkness.

The following year, he joined the Royal Norwegian Air Force to be a mechanic and received training in the US at Sheppard AFB and Chanute AFB. He was then assigned as an instructor at the mechanic school near Kristiansand, Norway, teaching mechanics about the new Marshall Plan equipment.

While at Kristiansand, Jan was temporarily assigned to the Norwegian Aero Club's new glider instruction program and was also to maintain their Tiger moth towplane. Here, he was introduced to three more Schweizer gliders and he obtained his aerotow rating flying a Schweizer SGU 1-19 called "Little Tub." Upon the completion of his training, Jan was given Norway glider license #2, missing #1 only because of the alphabet.

Yet he also had a narrow escape. Whenever the towplane taxied off for gas, Jan hopped into the front seat--without attaching the belts. One time, the pilot decided to burn off the excess gas by doing some impromptu aerobatics. As the plane took off and went through its gyrations, Jan held on for dear life. When asked if he enjoyed it, in typical Jan Scott style, he replied "not particularly."

Returning to the Air Force, Jan bought a Swedish SG-38 and started a glider division in the local flying club. They eventually acquired two SG-38s, a Grunau Baby, and a Danish 2-G two-place primary, and leased a Bergfalke II/55. The club flourished until Jan left the Air Force in 1958.

After leaving the Air Force, Jan tried to get a medical for a Private Pilot license, but was turned down. In the meantime, he was hired by Scandinavian Airlines Service (SAS) to be a ground instructor on the Convair 440. This led to becoming the Director of Maintenance at a local charter airline which operated a Convair. The charter company did well until SAS and the government (which owned half of SAS) muscled them out of business. The company sold the Convair to Remmert-Werner in the US, and Jan went along. Remmert was converting Convairs into corporate aircraft and selling them. Jan was sent all around the world to get old aircraft that Remmert could convert. Of course, he got to do a little off the books flying in order to give the pilots some rest.

One day his Captain went for his medical and took Jan with him. Jan was thrilled that not only could he qualify for a Private Pilot license, but that if he wanted, he could get his Commercial license too. Jan said it was "Almost like being reborn!"

He quickly signed up for flight training and soloed the club's Piper Cub after only two hours. As a legal pilot, he could now log his time in the Convairs and the company even made one available so that he could get his type rating.

In February 1963, Jan was loaned out to the Pet Milk Company, in St. Louis. They wanted to use their Convair to make a world-wide asset survey. Jan's job was to tend to the plane. They visited 31 countries in 90 days and stayed in the best hotels.

Beginning in 1964, the airline industry began an expansion, so Jan applied to three airlines only to discover that foreigners were not welcome. Two years later, he had accumulated 500 more hours, became a US citizen, and had married May. Applying to

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American Airlines, Jan was accepted despite not having the required college degree.

Following training in Texas, he was assigned to the Washington, DC crew base as a reserve flight officer in the Boeing 727. Since there was little to do, finding someplace to fly and raise a family became a priority. The result became the Flying Cow Farm, in Lovettsville, Virginia, and he soon built a glider club. Then came yet another Schweizer, a hangar, and a Wolf in need of restoration. Activity at the little gliderport increased rapidly.

The Wolf was finished and painted in 1930s German markings. It was the oldest airworthy glider in the country but it did not fly right. Trying to sell it, no buyers came forward. For space reasons, not even the National Soaring Museum (NSM) wanted it. It was eventually donated to the Wasserkuppe museum, where it is currently on display.

While in discussions with the NSM, Jan discovered that there were other owners of old airworthy gliders. A idea was hatched. In the summer of 1974, a vintage glider regatta was held at the NSM and Harris Hill. During meetings at that regatta, the Vintage Sailplane Association was formed. The VSA quickly grew in size. Jan subsequently also served 15 years on the NSM Board, including two terms as President beginning in 1976.

Flying Cow Farm came under development pressure in 1975. The county wanted to build houses and it was deemed that an airport was incompatible, even one with only five flights a day average. Jan had to go all the way to Norfolk, Virginia to find a lawyer who would take on a stacked deck.

A victory of sorts was achieved. The little airport could stay but the club had to go. Nevertheless, the local County Attorney continued to harass the airport. That is, until the next election when Jan aerotowed a banner all around the county for the man's opponent. As a result, the dark horse challenger managed a tie vote. The airfield had also received support from radio and television personality Arthur Godfrey. A few weeks later, CBS Television came and did a report on the little airport. The airport was left alone after that.

In 1978, Jan and May went to England to meet Chris Wills, who had himself started the VGC a year or so before the VSA. The meeting resulted in various programs which were mutually beneficial.

Jan also became associated with the National Air & Space Museum (NASM), identifying various aircraft which had been thought to be Horten aircraft. Jan made corrections and was responsible for identifying the actual Hortens in the collection. This led him to become acquainted with the Horten brothers.

The opportunity to buy Harold Palmer's Minimooa came up in 1978. Palmer had asked Jan to put an ad in the Bungee Cord, but instead, Jan bought the glider sight unseen. It was airworthy, had been recently restored, and was beautiful. Yet they had used 28 coats of dope.

A year later, Jan and May attended the VGC Rally in Switzerland. While in Europe, he met Walter Horten and his wife. In turn, Walter put Jan in touch with his brother Reimar, who in turn invited Jan to visit him in Argentina. At Reimar's ranch, Jan was put through a literal Horten school. He also discovered a manuscript, in German, which Reimar said he could not get published. Jan suggested sending it to Peter Selinger to see if he could help. The result was Nurflügel, and Jan wrote the English summaries.

After seven years, the 28 coats of shrinking dope began to crush the Minimooa. An oldtimer club in Germany (known by some as the "Münster Mafia") had recently restored their own Minimooa

and offered to restore Jan's for a reasonable price. They took three years but did a marvelous job. They also flew it in a few airshows, earning some welcome fees.

When the restoration was finished, Jan took the Mini to the VGC Rally in France, where it won "Best of Show." The following year, he flew it in the Hungarian VGC Rally, where he almost ran afoul of the Soviets by flying over the center of Budapest in an "unforgettable experience." In 1997, the Minimooa was sold to a German buyer. [Constanze Bruns and Christian "Yeti" Ueckert again brought it to Hungary for a VGC Rally, in 2017]

In 1990, after 25 years flying for American Airlines, Jan reached the mandatory retirement age. So, to have something to do, he tended the Flying Cow Farm's rare breed of cattle and maintained the club aircraft.

Buying a Tigermoth restoration that two other owners had given up on, Jan did too. He then sent it to Ben Cooper, an award winning Tigermoth restorer. In 1996, Jan picked up the restored Moth in Rendcombe and flew it to the de Havilland rally at Woburn Abbey, where it won the best Moth prize.

In 1999, Jan and May attended the VGC Rally in Avenot, the then new home of his old Minimooa. This Rally was used by Scheibe to show off the new Rotax Motor Falke. Jan ordered one as a towplane for the club, for delivery the following spring. By that time, Cobra had completed the giant trailer that Jan had ordered for his Capstan and the Falke was put into the trailer for delivery to Lovettsville. Eventually, government restrictions on 100LL fuel forced Jan to sell both the Tigermoth and Falke.

In Spring 2001, while visiting friends in Florida, Jan came across an old friend: the very Convair 440 that he had flown and maintained in Norway. It had, by this time, been converted into a freighter with the interior and pressurization system removed. It was for sale and Jan was tempted to buy it.

As President of the NSM, Jan felt that his greatest accomplishment was the organization of the International Vintage Sailplane Meet in 1995 (IVSM-95), which was the first such event in the US. Participants came from 10 countries and brought 50 gliders.

By 2010, Jan had suffered a heart attack and sold off all of his aircraft. As he was no longer able to perform the necessary duties around Flying Cow Farm, he and May decided to sell out and return to Norway, where their son Arthur was living. Everything was sold and they left for their new apartment in Stabekk, Norway, in May 2011.

Before the Scotts left the country, the Federal Aviation Administration presented Jan with the Charles Taylor Master Craftsman Award, for "50 years of dependable aircraft maintenance service." Jan Scott left us on Friday, 1 September 2017. In a hospice and suffering from cancer, he passed peacefully without pain, May and Arthur at his side. He had chosen to not notify anyone of his illness. Jan is survived by his wife May, son Arthur, and grandson Ludvig.

Condolences can be sent to May and Arthur at:

flycow79@gmail.com

Raul Blacksten

Source: "My Life in the World of Aviation," by Jan Scott



JÖRG ZILLER

It was 1979, that Jörg attended his first VGC rally. Of course he met Chris Wills and probably even saw a Meise for the first time. Some months later, Chris instructed Jörg to help: vintage gliders must stay in Germany and any sales to other countries must be stopped and he also told him about the Meise. Jörg acted and, not only became a passionate Meise-pilot, but he also became a key person inside our international community. He traveled all over Europe and had countless adventures and great times, both on the ground and in the air.

For me it was 10 years later that I first met Jörg. His friendly character was always around. He organised a Meise meeting. During the 1991 Rendezvous Rally, he gave me the honor to fly his Meise and experience this unique glider. It was my second glider designed by Hans Jacobs and it's not a secret that this changed my life.



Together we circled together in so many European thermals, Jörg in his Meise and me in my Weihe - in the gliders that we love and loved so much. This year in May, Jörg had his last flight in a Meise. We don't know exactly what happened and maybe we will never find out. Yet whenever any Meise launches for a flight, a part of Jörg will be there.

The Meise was Jörg's glider, it was important to him. They explored so many countries and now, together, they have both left us, during the vintage meeting in Italy.

Jörg, please listen to me:

You fly cross-country now, on a track that we still have in front of us.

You fly cross-country now, on the path that others have flown before.

You fly cross-country now, and one day...

...we will meet again and have a chat on this very special flight.

Peter Ocker

An einen guten Freund



Schon 1985 beim VGC-Treffen in Amlikon/Schweiz fiel mir Jörg auf. Er konnte auf liebenswürdige Weise die (Flug)Welt erklären, vor allem die Bedeutung der Segelflug-Oldtimer. Nach meiner Pensionierung 1994 erneuerte ich meinen Flugschein und erwarb 1997 mit Engelbert eine "Weihe". Mit ihr nahmen wir bis 2016 an fast allen VGC-Rallies teil. Jörg war als Freund, Berater und Mitflieger immer dabei. Selbstironisch meinte er oft: "Jörg Ziller hat eine Meise!", aber in der Realität beherrschte er sie auf einmaliger Weise. Seine Großzügigkeit kannte keine Grenzen. Nicht nur, dass ich seine "Meise fast nach Belieben fliegen durfte, er

lieh sie mir auch für ein Treffen in Ferrara/Italien, weil er einen kranken Freund in Norddeutschland besuchen musste. "Für uns Beide reicht ein Flugzeug", sagte er. So beschränkten wir uns bei den Fahrten z.B. nach England auf die "Weihe", bei den Treffen in Italien (Pavullo und Enemonzo) war die "Meise" unser Fluggerät. Es klappte bestens. Er schlief anfangs in einem kleinen Zelt und war sozusagen unser Ziehsohn. Für jede Einladung bedankte er sich mit Charme und fröhlicher Rede. In der flugfreien Zeit telefonierten wir oft. Er führte meine Familie durch München und erklärte den Enkeln mit Begeisterung das Museum in Schleissheim. Acht Tage vor seinem Tod sagte er mir, er wolle mit 80 mit dem Fliegen aufhören und nicht (wie ich) bis 85 weitermachen. Unfassbar, was dann passierte! Ade, lieber Freund; wir werden Dich nie vergessen!

Unfassbar, was dann passierte!

Ade, lieber Freund; wir werden Dich nie vergessen!

Ade, lieber Freund; wir werden Dich nie vergessen!

Marianne und Gerd Hermjacob

To a good friend

It was in 1985, at the VGC Meeting in Amlikon, that Jörg attracted my attention. He could explain the world – especially the flying world – in a very amicable way. After my retirement in 1997, I bought a Weihe, together with Engelbert and from then on we attended nearly every VGC Rally. Jörg was always with us as a friend, mentor and co-pilot. His generosity was boundless. I could fly his Meise whenever I wanted and he lend it to me to attend a meeting in Italy. "One glider is

enough for two of us" he used to say. So, we took the "Weihe" to meetings in the north, while his "Meise" went to airfields in the southern countries. Everything worked out perfectly. At the beginning he slept in a tiny tent. He appreciated every invitation with charm and nice words. Eight days before he died, he told me that he wanted to stop flying at the age of 80. Inconceivable what happened then! Farewell good friend, we will never forget you!

Marianne und Gerd Hermjacob

Eine gekürzte Version von Patrick Zimmers Rede

Ich bin kein routinierter Redner, und die Präsentation eines Architekturprojekts fällt mir unendlich leichter als heute und hier Abschied zu nehmen von Jörg, persönlich und doch auch vielleicht stellvertretend für viele, denen Jörg mehr war als sich in irgendeine Begriffsschublade sortieren ließe. Ich möchte versuchen das in Worte zu fassen, was er mir geschenkt, was mir von Ihm geblieben ist, nach seinem letzten Start...

Ich möchte und kann nur den anderen Weg wählen: von innen, vom emotionalen aus – auch wenn wir Männer uns im allgemeinen schwer tun mit unseren Gefühlen, in der Begegnung mit Jörg waren sie immer präsent. Ich hatte ja an diesem zweiten Juniwochenende mit seinem Anruf zu meinem Geburtstag gerechnet, mich darauf gefreut von Ihm zu hören, wie all die Jahre zuvor, aber dann erschütterte mich Peters Nachricht von seinem unerwarteten letzten Start.

Unsere Begegnung ist in seinem langen und ereignisreichen Leben wohl eher Episode, in meinem: Beginn eines neuen, wesentlichen Kapitels gewesen.

Ich hatte das Glück Jörg vor 10 Jahren kennen zu lernen – es ging um eine Meise, um was sonst; um eine, die ich mir anlachen wollte, eine die mich anlachte, um eine, zu der er mir gut zugeredet hat aber auch um eine, die wir beide längst hatten; eine die eigentlich nicht in Worte zu fassen ist, weil sie all das ist, was zwischen den Zeilen und Formeln, Ratschlägen, Erfahrungsberichten, statischen Berechnungen, Hinweisen und Dokumenten steht, als unfassbares übrigbleibt und uns beide längst gefasst hatte: die Sehnsucht nach dem Flug. Dieser unerschöpfliche Quell der Begeisterung und Leidenschaft, vielleicht das Gefühl des Eins-werden-könnens, des Begegnen-könnens mit einem Weltgeschehen, archaisch und intensiv, das unsere Ratio übersteigt, was uns packt, berührt, sein und erleben lässt, intuitiv, mit allen Sinnen... Und auch wenn wir uns nie versucht haben gegenseitig zu erklären warum, wieso und weshalb wir fliegen:

Es war immer präsent in der Begegnung mit Jörg: sein Lachen, seine leuchtenden Augen, seine Begeisterung, seine verbindliche Offenherzigkeit, seine persönliche Anteilnahme und seine wie selbstverständliche – Großzügigkeit, seine Hilfsbereitschaft, haben mich berührt, angesprochen und ermutigt – weit über die Fliegerei hinaus, denn Jörg nahm herzlich Anteil und lud ein Anteil zu nehmen.

Ich erinnere mich an unsere erste Begegnung in Bad Tölz, bei der wir die Reste eine Meise aus Schweizer Fertigung aus der Hangarecke des örtlichen Segelflugvereins gezogen haben und er mir seine Hilfe anbot bei dem sich abzeichnenden Projekt, das bis dato nur ein Jugendtraum war: ein eigenes Holzflugzeug, eine Jacobs Konstruktion, eine der ersten Maschinen, die schon alles hatte, was man so braucht: Sturzflugbremsen, geschlossene Haube, Streckenflugtauglichkeit, gutmütige Flugeigenschaften, die Grazie einer klassischen Konstruktion... Ohne seine Ermutigung hätte ich mir die Meise nicht zugetraut, ohne seine Angebot mir die Meise für eine Kiste Meissner Wein nach Sachsen zu bringen hätte ich aus der theoretischen Werkstattpraxis nie zur Praxis in der Werkstatt gefunden; Ohne das eigene, langsam voranschreitende Projekt hätte ich nicht nach 16 Jahren des Studium, der Familien- und Existenzgründung, zurück – und heim - zur Segelfliegerei, ohne seine begeisternden Berichte wohl auch nicht zum VGC gefunden. Wichtiger noch: ich hätte mir meine Leidenschaft nicht zugestanden, hätte mir als kopf-, pflicht- und verantwortungslastig erzogenem Professorensohnchen nicht zugestanden, was einen eigentlich menschlich und liebenswert macht: Begeisterungsfähigkeit, Tatkraft, gelebte Leidenschaft...

Daher wohl meine Dankbarkeit und auch meine Trauer, mich zukünftig nur noch an Jörg erinnern zu können, anstatt mich jeden Winter darauf zu freuen, ihm in der neuen Saison wo auch immer wieder begegnen zu können: am Spitzerberg, in Achmer, in Pociunia, auf der Kuppe, in München und von Ihm immer wieder seine geliebte Meise anvertraut zu bekommen, mit der er mir unvergessliche Stunden geschenkt hat...

Aber jetzt liegt es an uns, liegt es auch an mir „auch seine Flamme weiter am brennen zu halten – und nicht nur die Asche zu bewahren“, wie Chris Wills es formuliert hat... Well, I'll try to do my very best...

Wir im VGC werden ihn vermissen, meine Frau, meine Kinder werden Ihn vermissen, ich werde ihn vermissen, denn mit Ihm ist vielleicht der letzte vorausgegangen, der mich noch „mein Junge“ genannt hat...

Danke, Jörg.

Patrick Zimmer, Juni 2017

An abridged version of Patrick Zimmer's eulogy

I'm not a seasoned speaker, the presentation of an architectural project is infinitely easier than saying goodbye to Jörg. Personally, and perhaps also representative of many, Jörg was more than someone you could simply put into any conceptual drawer. I would like to try to put into words what he has given me, what I have left him, after this, his last start ...

I want to, and can only choose the other way; to express my feelings from the inside, from the emotional point of view, even though we men generally have a hard time with our feelings, and in the encounters with Jörg, these feelings were always

present. I had come to count on his call for my birthday on the second weekend in June, looking forward to hearing from him, as he had done all those years before. But then Peter's news of his unexpected last flight shook me.

I remember our first meeting, in Bad Tolz, where we pulled the remains of a Swiss-made Meise from the corner of a local gliding club hangar. He offered me his help with the looming project. Until then, it was just a childhood dream; my own wooden airplane, a Jacob's construction, one of the finest machines in which it had everything that one needs; dive brakes,

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a closed canopy, suitable for cross-country flying, good-natured flight characteristics and the grace of the classical...

Without his encouragement, I would not have believed the Meise could have been mine for the offer of a box of fine Meissner wine from Saxony. Nor would I have ever discovered the theoretical skills needed in the workshop. Without this slow evolving project, I would have not found the VGC after 16 years of study, family, a business start-up and a busy home. Nor would I have found time for glider flying, if not for his inspiring encouragement. More importantly, I would not have conceded to my passion, and doing so makes the human so adorable with enthusiasm, energy, someone who lives passionately. Instead I would have dutifully conceded to the responsibilities of an educated professional son.

Probably therefore, my gratitude, and also my grief, is to be able to remember Jörg in the past, instead of spending the winter looking forward to meeting him in the new season, whether it be on the Spitzerberg, in Achmer, in Pociunia, on the Kuppe, or in Munich and to be entrusted by him again and again in his beloved Meise, in which has given me so many unforgettable hours ...

But now it's up to us, it's up to me, "to keep his flame burning and not just to keep the ashes", as Chris Wills once put it ... *Well, I'll try to do my very best ...*

We in the VGC will miss him, my wife, my children will miss him, I will miss him, in part because without him, he may be the last to call me, "my boy."

Thank you, Jörg.

Patrick Zimmer, June 2017

POETS CORNER

Gone is a friend,
Who rode the waves across the sky,
A fellow spirit,
Who in our thoughts, we beautify

Gone is a friend,
Whose integrity ran so deep,
Had always time for others,
And greeted his fellow companion,
As if they were long lost brothers

Gone is a friend,
Who loved to travel with his Meise in tow,
From Hungary to England,
And places not so far,
Free to touch the air,
Akin to a bright wandering star

Gone is a friend,
Whom was most at home,
Where the eagles fly,
Who now soars solitarily,
Across a dazzling sapphire sky

Gone is a friend,
Forever riding the waves across the sky,
A fellow spirit,
Jörg, my friend, in our memory you shall not die...

The Last Farewell...



B.S. 2017

Photo: Vincenzo Pedrielli

FOR SALE

For Sale

1960 Mucha Standard 22B, BGA-5176



Reluctantly, my lovely little Mucha has to go! She is an early 'B' model with all plywood covered wings. She was imported from Belgium in 2004, and underwent an extensive refurbishment of the fuselage and was covered in lightweight fabric before a respray.

Unlike the 'C' model, the Mucha B is Annex-2. Her interior was completely refurbished back to factory standard and is today probably one of the most original interiors for a Mucha anywhere in the world. It retains even her original aluminium factory badges (unfortunately previous owners removed the wiring from the fuselage for the navigation lights!). She also comes with an optional detachable extra vertical panel for A radio, an original 1960's Polish clock, an oxygen panel faithfully based on the factory original and associated fittings.

She has a substantially factory standard panel (Anglicised instruments) and is a pure delight to fly with crisp light controls. She has an impressive speed range for a glider of this age, with a VNE of 135kts and has a max aerotow speed of 81 kts (she sits best at around 60-65kts however). Light and easy to rig, she comes with a good number of spares, including many small metal parts and a spare set of airbrakes. Will come with a current CofA.

Total hours: 1755

She also comes with a good sound reliable trailer.

Price: £2800 ono

Contact:

Bruce Stephenson

stephensons@talktalk.net or 07788426457



The interior is as factory fitted.

For Sale

Schleicher ASK14 (EI--APS)



Originally imported into the UK in 1969 and then sold to an owner in Ireland in 1970, this example under my ownership has been undergoing extensive restoration (see VGC News Irish reports). Reluctantly, I have to sell this lovely aeroplane in which no expense has been spared in the restoration. Although not quite complete, only relative minor work is needed to get her back in the air.

Work completed to date includes a complete overhaul of the entire aircraft with new fabric (Ceconite) and new coat of paint (2-pack). It still needs a new canopy sourcing, however I have a contact for a replacement at around £600. It also comes with an extensive and fully overhauled instrument panel.

The engine is an original Goble-Hirth F10 engine (310hrs running time) which has had a complete top-end overhaul. It also comes with a custom made aluminium fuel tank and a newly overhauled Hoffman variable pitch propeller. Included in this fantastic offer is a road-worthy trailer with new hitch and good tyres/lights.

Price: £9000 ono

For more information please contact Owen Anderson: owenanderson@aol.com or telephone: 07731322248

For Sale

A Slingsby Swallow sailplane

complete and undamaged, is looking for a home. The a/c is stored at Felthorpe Airfield (near Norwich Airport) and is **available for £250**

Contact Michael Powell ecc.con@which.net or tel: 0789 991 6445.

For Sale 1956 Ka2b project, very good basis for restoration

Last flown Summer 2017 (PH registered), failed its Kaurit-inspection. Needs overhaul of both wings and extensive work to rib bays aft of wing spar. Spar and D-box are OK. Fuselage is excellent, just refinished. Stabilizer, elevators

and rudder passed glue inspection and require little work. Available with trailer if need.

Contact Eric Munk at: ericmunk@zonnet.nl for technical details of aircraft.

FOR SALE

For Sale

1962 Phönix T, PH-999, D-8411

Due to personal circumstances I am selling my beloved Phönix T.

The Phönix is the first composite aircraft in the world and PH-999 is the last one of 8 build between 1958 and 1962

s/n 08 was the private aircraft of the builder Rudi Lindner who broke the world distance record with a 875 km flight in 1963 after winning the Nationals in 1962.

It comes with all the original logbooks and extensive paperwork.

She is in a very good condition after being partially overhauled by Service Center Terlet and comes with a ARC till July 2018 and has 1.230 hrs and 510 launches.

Rigging and de-rigging is very easy and fast due to the light weight of the wings (56 kg) and the automatic connections (no loose parts)

She comes with:

- a closed, metal, insulated trailer.
- original instruments
- transponder



- allweather Jaxida covers
- ground-transport system (wingwheel, towbar, taidolly)
- dragchute

Open to sensible offers.
For more information see VGC News No.138 or contact Hans Disma
Tel: 0031555064703
Mob: 0031624780909
disma@online.nl

Remember it is free for members to advertise in VGC News!
So if you have any gliders or gliding equipment you wish to sell, or locate, why not advertise them here?
For non-members, fees apply. Contact the editor at editor@vgc-news.com

VGC SALES

Workshop Practice

for building and repairing wooden gliders and sailplanes

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

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

Hans Jacobs

Pionierleben im Flugzeugbau

Auf der Suche nach einem perfekten Geschenk für die bessere Hälfte? Nur noch eine beschränkte Anzahl von Peter Ockers einzigartigen zweibändigen Buches "Hans Jacobs – Pionierleben im Flugzeugbau" verfügbar. Schön aufgemacht, aufwendig illustriert, mit vielen seltenen Fotos und Zeichnungen.

Bestellungen bei Peter über: www.peterocker.de
 Looking for that perfect Christmas present for your significant other half? Only a limited number of copies of Peter Ocker's unique two volume set on one of the world's greatest glider designers, Hans Jacobs - Pionierleben im Flugzeugbau, remain. In German, they are beautifully presented and lavishly illustrated and packed with many rare photos and drawings. A must for all Vintage enthusiasts, order your copies today at: www.peterocker.de/english



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

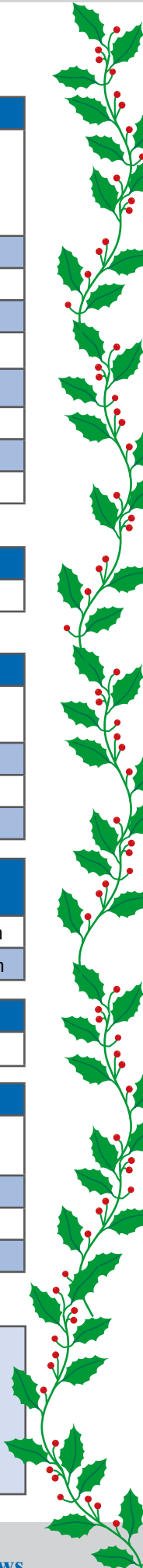
Self-adhesive vinyl Slingsby Sailplanes badges (post 1945 pattern)	Price £
160 mm wingspan (the size applied to gliders)	6 + postage each
300 mm wingspan (suitable for trailers etc)	10 + postage each

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

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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