

VGC News

No. 152 - Spring 2018



Rally Reports
Down Under



Bydgoszczanka
more than skin-deep



We Remember
Oleg Antonov Part 2



and much, much more...



PIN BOARD



Gotchal 'JJ' gets the full force of Al Cleveland's bucket of ice-cold water as dad, Robin, prevents his cowardly escape! Mum looks on, doing little to save JJ from his ceremonial drenching!



The Reid household isn't your average family... March 16, 2018 was a big day for 14-year-old 'JJ' Johnathan Reid, who 'bunked' off school for a far more important date; his first solo on his 14th birthday! Perhaps what is more worrying however, is that his mum, Marici, was the instructor who signed him off, and if that wasn't enough, dad, Robin, piloted the tow-plane that towed JJ aloft on this historic flight in this appropriately vintage 1946 Schweizer SGS 2-22. From us all here at VGC News, our heartiest congratulations JJ. Well done!

And because big brother, 'Scooter' (Robert) Reid, managed to escape VGC News' detection in Issue 151, our spies caught up with Scooter. As a result we have leaked his private glider check-ride back in July of last year in the very same 1946 Schweizer 2-22! Here Scooter's check-ride instructor, King Povenmire, proudly hands Scooters pass certificate. Again it was a family affair with dad, Robin, towing Scooter aloft. **Photos: Robin Reid**

The VGC welcomes the following new members :

5669	Ruud Caris	Netherlands	5678	Pierre Pochet	France	5686	Michael Preß	Germany
5670	Celso Perego	Brazil	5679	Thomas Ostheimer	Germany	5687	Jean-Louis Domant	Belgium
5671	Tom Holliday	UK	5680	Sando Rutz	Germany	5688	Robert Verhegghen	Belgium
5672	Markus Kremmer	Germany	5681	Tim Fischer	Germany	5689	Andre Darquennes	Belgium
5673	Mitja Ribaric	Slovenia	5682	Hans-Joachim Fischer	Germany	5690	Roberto Manzoni	Italy
5674	Aarnout Bakker	Netherlands	5683	Jos Smit	Netherlands	5691	Artur Goncalves	Portugal
5675	Fabian Helbig	Germany	5684	Frankie Webb	UK	5692	Erling Rasmussen	Denmark
5676	Sommer	Germany	5685	John Finnan	Eire			
5677	James Caldwell	UK	1985	Steffen Neubauer	Germany			



King-pin to the GHC, Gary Pullen is doing his very best to corrupt his granddaughters. The GHC simulator with 2-year-old Lia Pullen (left and looking completely guilty!) admits defeat with a crashed simulator, whilst big sister and flight instructor, 5-year-old Freya, has clearly inherited her grandfathers temperament and delights in the spectacle! **Photo: Gary Pullen**



He, Uli, hast du nicht das Lenkrad vergessen? 1 1/2 year-old Lukas Auburger tries Uli Grau's lovely Gö 1 on for size.

Photo: Michael Aubberger



Not sure about this colour dad? A young 'Picasso', Reinhardas Ivanauskas, takes an 'art' lessons from his dad, Ben, the 'art' master!

Photo: Lina Ivanauskienė

Because that 'Dummkopf' editor got 3-year-old Nick Zahn mixed up with his big brother Ben, here's a picture to say; 'Sorry Nick!'

Photo: Christoph Zahn



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: Vincent Besançon's incredible Bydgoszczanka model, flying at Vauville, France.

Photo: Vincent Besançon

Backcover:VGC Scotland 2018!

Martin Cooper gives us a Scottish taste, as he soars above beautiful Glen Feshie in the Capstan, BPV.

Photo via Martin Cooper



find us here

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Prototype Kite 1

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Meine erste Flugzeugrestauration

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Bydgoszczanka

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Jan Forster - VGC President

From the President's Corner



A Service to our Members and an understanding of our club.

In my last Presidential corner, I mentioned the slow decline of woodworking skills, especially the people who use these skills.

In February, on your behalf, I attended the EGU congress in Paris. This time there were no big issues on the agenda affecting Vintage Gliders. We are the only club to take part at the EGU Congress, all other members taking part are there on behalf of the gliding movement in their own country. The EGU is a good place to network with other European country representatives. There are also some participants from America and Canada. During every meeting there are informal discussions. The discussion often turns to the drop in wood maintenance experts and inspectors and I am asked how the VGC copes with this lack of expertise.

In my last report I came to the conclusion that there are many organisations worldwide who give training in the skills of wood-working and it would be good if the VGC could coordinate this in the sense of making a database of what is going on, where, and by whom. Also do you, as a Vintage glider enthusiast, take the lead and is there a key responsibility by the VGC in your country? With a database like this we can inform the EGU of what we are doing and also make contact between you and your country representative on the EGU. In my oncoming bulletin to the International Council members, I will put forward a proposal to make such a database.

During the last AGM, we on the Board realised that most of the members don't have any knowledge of the workings of the Board and International Council. That is why there is an article in this issue of VGC News to explain how the club operates. It is good to know that the 'Articles of Association' are open to view on the website, or alternatively, you can ask for a copy. Hope to see many of you during one of the Vintage activities in the oncoming season.

Jan Forster
VGC President

Christine Whitaker - Chairman

Chairman's Report



Dear Members

For those members in warmer climates I trust that the start of 2018 has been a success and you have all enjoyed, and are still enjoying, your flying and rallies. For us in the North, we are still waiting to start our 2018 season.

When attending a funeral last month, I was reminded of an article that Raul wrote about putting your memories or thoughts to paper. I had known the lady for some years but it was not until her eulogy that I learnt things that I had not known. You do not have to be a writer to do this, just jot down your thoughts on the day; the flight, short or long, and how you enjoyed it. For instance, I was shown some old log books from our archive which went back many years and on some pages it had how many flights and in what glider type he had done that day as an instructor. This in itself was interesting because of the era it was written in. So start putting pen to paper and see where it leads you?

Here in Europe we have a new General Data protection Regulation (GDPR) which comes into being on the 28th May. This is a new European Union piece of legislation. We would like you to know that information that you supply when filling in the VGC Membership form will only be used for the VGC to communicate with you and also for you to receive the VGC News. It will not be used for any other purpose.

David Williams, our Archivist, is running a two day seminar on the 23rd and 24th June, concerning the preservation and protection of our vintage glider heritage (details on our events page on the VGC website).

We have had a change of our European Gliding Union Representative. Peter Ocker, for a few years now, has been our EGU Representative. Due to demands on his time from his numerous commitments and work, he has decided to step back and let Jan Forster take the reins for the VGC. Thank you Peter for everything you have done and keeping the VGC up to date over the years with developments on the EGU front. Jan Forster has now taken over this role. Jan used to attend as the Dutch representative but has recently stepped back from his Dutch role, so he has valuable experience working within the EGU.

After several years as our Membership Secretary, Ray Whittaker, will be retiring from his role at the next AGM. Walther Hoekstra has kindly volunteered to take over from Ray as our Membership Secretary. Walther will be standing for election at our AGM in Stendal. We would like to thank Ray for all his diligent hard work over the many years he has been our Membership Secretary.

We would also like to thank Peter Boulton for his time on the Board and his support. Peter has decided not to stand for re-election to the Board at the next AGM.

It is never too early to put the Annual Dinner in your diary which is being organised by Kurt Stapfer. The annual dinner is held on the first Saturday in October and this year it will be in Dubendorf, Switzerland. Keep an eye on the Website and in the VGC News for further details.

I look forward to seeing members at the UK VGC Rally in Scotland and then at the International VGC Rally in Stendal, until then as Bruce would say; Happy Landings.

Christine Whitaker,
Chairman

Liebe Mitglieder,

für diejenigen von Euch, die in wärmeren Regionen fliegen, hat die Saison 2018 sicher bereits gut und erfolgreich begonnen. Wir hier im Norden warten noch auf den Saisonstart.

Während einer Beerdigung, die ich neulich besuchte, erinnerte ich mich an einen Artikel von Raul, in dem er empfahl, Erinnerungen auf Papier zu bringen. Von der Verstorbenen, die ich seit einigen Jahren kannte, erfuhr ich erst bei Trauerfeier mehr aus ihrem Leben. Man muss kein Schriftsteller sein, um dies zu tun. Einfach die Gedanken zum Tag, zum Flug und die Freude, die Ihr hattet, kurz oder ausführlich niederschreiben. So habe ich zum Beispiel im Archiv in alten Flugbüchern Notizen eines Fluglehrers über dessen Flüge und Flugzeuge gefunden. Schon die Tatsache aus dieser Epoche mehr zu erfahren, empfand ich als interessant. Deshalb schreibt Eure Gedanken nieder und wartet ab, was daraus wird.

Ab dem 28. Mai 2018 tritt hier in Europa ein neues Gesetz zum Datenschutz in Kraft. Wir möchten Euch darüber informieren, dass alle Daten, die uns über das Mitgliedsformular erreichen, ausschließlich dazu dienen, mit Euch zu kommunizieren und um die VGC News zu versenden und für keine anderen Zwecke genutzt werden.

Unser Archivar David Williams wird am 23. und 24. Juni 2018 ein zweitägiges Seminar darüber anbieten, wie wir das Oldtimer-Segelflug-Erbe erhalten und schützen können. Mehr hierzu auf der VGC-Website.

In der European Gliding Union (EGU) hat es einen Personalwechsel gegeben. Seit einigen Jahren hat Peter Ocker den VGC

in der EGU vertreten. Wegen anderer ehrenamtlicher und beruflicher Aufgaben hat er beschlossen, dieses Amt aufzugeben und an Jan Forster weiterzugeben. Vielen Dank, Peter für alles, was du in dieser Funktion getan hast und dafür, das du uns über Neuigkeiten aus der EGU auf dem Laufenden gehalten hast. Jan Forster wird nun diese Aufgabe übernehmen. Als ehemaliger Vertreter der Niederlande verfügt über wertvolle Erfahrungen in diesem Gremium.

Nach einigen Jahren wird unser Mitgliedssekretär, Ray Whitaker, diese Funktion bei der nächsten Mitgliederversammlung abgeben. Dankenswerterweise hat Walther Hoekstra sich bereit erklärt, diese Aufgabe zu übernehmen und stellt sich bei der AGM in Stendal zur Wahl. Wir danken Ray ganz herzlich für seine sorgfältige und aufwändige Arbeit in dieser Funktion.

Wir bedanken uns auch bei Peter Boulton für seine Mitarbeit und die Unterstützung im Vorstand. Peter hat beschlossen, sich nicht wieder zur Wahl zu stellen.

Es ist niemals zu früh, das Annual Dinner im Kalender vorzumerken. Es wird von Kurt Kapfer organisiert und findet in Dubendorf in der Schweiz statt. Achtet auf der Website und in den VGC News auf weitere Hinweise.

Ich freue mich darauf, Euch bei der Britischen VGC Rally in Schottland und bei der Internationalen Rally in Stendal zu treffen. Bis dann wünsche ich Euch, wie Bruce zu sagen pflegt, „Happy Landings“.

Christine Whitaker
Chairman

Raul Blacksten - Editor

Editor's Comment



Better late than never...I suppose

Finally the tentacles of the 'beast from the east' appears to be behind us with all the chaos and disruption melting away along with the remnants of the snow it unceremoniously dumped on our doorsteps here in northern Europe. Hopefully this was the last of the really cold snaps for this winter as the first of the daffodils tentatively poke

their heads above ground, heralding the dawn of another spring and an eagerly awaited gliding season.

Before I begin my ramblings for Issue 152, may I begin with a huge thank you to Raul Blacksten for his expertise and assistance in stepping up to the mark to edit Issue 151. As expected, Raul's standard was high and resulted in a colourful and interesting issue. Not only did he pull off getting a smashing issue out to you, he was one of the star contributors, with an article on one of my favourite gliders of all time! What more could I ask for? So thanks again Raul.

More news is that from this year on, VGC readers can vote for their choice of best written work of the year with the introduc-

tion of an online voting form. So if you have a favourite written piece, why not get involved and put your vote forward. For more information, see page 8.

Now to some gloomy news. After 53 years of operation, the Upward Bound Trust have unceremoniously had an eviction order served upon them. The news had come from out of the blue and sees a sad end to a gliding heritage that stretches back to the early days of WW2 as one of the first dedicated military glider training fields here in the UK. Sadly, as always, our sport comes a poor second to commercial pressures. It marks the end of an era but not the end of the Trust, nor the Club, who are actively searching for a new home in the Oxford area. We wish the folks at Haddenham all the best in their quest in finding a suitable home in the near future.

On a slightly more upbeat note, there is currently one initiative that we have covered of late that I feel warrants special mention. As you all know from his recent article, David Williams, our archivist, is determined to do something about the decaying state of many of the abandoned gliders dotting the countryside. David, who's initiative is supported by the VGC, is chairing a 2-day discussion forum that has been attracting some wider interest, so hopefully some good solutions may result from the meeting? (More details on page 8). David's primary task is to try and create

a database of what's where in order to offer a more centralised service in directing and locating potential new owners and linking them to current owners. It is evident that here in the UK, that there is limited focus within the wider gliding community to take on many of our aging wood fleets, with little or no appetite for bringing these machines back to life. Not only that, there appears to be little, if no interest, from the younger generation, which poses a wider issue for the club and our future. As a result, we here in the UK, are sleep-walking into the scenario where wood and fabric on the everyday club line will become all but extinct, serve those enthusiasts like ourselves who continue to cherish and invest in keeping our gliders where they should be, in the air. So I urge anyone that has an interest in what David is doing to attend, or alternatively, put pen to paper and contact David with your thoughts at: archivist@vintagegliderclub.org

Finally a closing comment on some of the articles in this issue. Some of you may notice that this issue has a somewhat 'model' focus with the introduction of a model based article for the first

time as our feature article. Breaking from our more normal tradition of focusing on full-size gliders, this particular article highlights the extraordinary lengths that some modellers go to in presenting gliders of years gone. It also reminds us, that simple is not necessarily easy and highlights the challenges of modelling down to the smallest of detail. As this is largely a pictorial based article, it also slots in nicely with this issues, 'Readers Album' pages. I hope you enjoy reading and discovering some of the secrets of modelling to this level of detail.

Whilst on the subject of models, there is a lovely article on Chris Williams' latest build, the replica Gull 3. As the current owner of this delightful machine, I can assure you that I am less than proud that this particular glider has lain unused for the past few years but can assure Chris that after a long house rebuild project, which has included a new workshop, that by the time you read these words, the Gull will be housed within its new abode and finally undergoing a complete recover and renovation.

That's about it from me,

Bruce

Jan Forster

Some valuable information on the organisation of the VGC.

The Board

The Board is responsible for the running of the club and activities like the Rendezvous, International Rally, the yearly awards, Annual Dinner, VGC News, VGC web-site, AGM and so on. They are all activities organised by the club. They manage the daily business and have a vision of the future. They are responsible for the AGM, where decisions are made, including the yearly budget.

Key personal within the Board: The Board comprises of the Chairman, Secretary, Treasurer, Membership Secretary, Rally Secretary, Public Relations Officer, and other board members without a portfolio. The President is also member of the Board. Because it is a UK registered Club, the secretary and the treasurer has to be British. Other members can come from anywhere in the world. The Board meets four times a year.

The International Council

The International Council is an institute where VGC member countries are represented by their representative. The President chairs the Council. Some countries have a Vice-President; he is also part of the Council.

The Council, in the first instance, is largely ceremonial. They do not make any rules, that is the responsibility of the Board at the AGM. They meet at least once a year during the International Rally. They decide where upcoming Rendezvous and International Rallies will take place.

The Council also acts as a safe-keeper of the identity of the Club. In the event of the Board collapsing, or any other serious problem or dilemma which cannot be resolved, the Council can step in during the interim, to ensure the club can still function on a basic level. The President takes the lead role in making any decisions which are in the best interests of the Club. The President can also mediate in any conflict.

International Representatives

VGC members of a country can vote for a representative in the International Council, providing they have at least 10 national VGC members from that country. It is up to the members of that country to decide and is ratified at the AGM. Generally speaking, the general membership do not have any influence on the decision. The administrative term is three (3) years and there is no maximum to the total number of terms; that is up to the individual country.

If a country has less than ten members, then they can send a representative who can take part in the discussions of the International Council, but cannot vote.

Vice Presidents

Every Country with a membership of more than fifty VGC members can apply via the International Council, for a nomination of a Vice-President.

The Chairman, President and the Vice-Presidents are elected every year at the AGM. The maximum term is six (6) years. Only after a break from the role for at least one year, can they re-stand for re-election.

Again, it is up to the individual country's membership to propose a Vice-President for the International Council's consideration, but the successful candidate position is not ratified until the AGM, where the decision is formalised through a vote. A country can have both a Vice-President and Council representative serving on the International Council, however all countries can exercise only one vote in the Council.

Jan Forster
VGC President

Ray Whittaker (VGC Membership Secretary)

Some important news regarding membership bank transfers

If you are paying your membership fee by bank transfer, please note the change in IBAN for both bank accounts.

If paying in euro

IBAN: GB37HBUK 4012 7669 208369

BIC or SWIFT CODE: HBUKGB4B

If paying in pounds sterling

IBAN: GB14 HBUK 4014 1441 871153 BIC: HBUK GB2122G

The bank address if you require it is:

HSBC
27 Gloucester Road North
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Important note to all members

Recent issues have occasionally highlighted problems with members receiving their magazines late, and in some regrettable cases, not all all. The reasons for this has been varied, with Issue 151 experiencing postal problems around the busy Christmas period.

Should you fail to receive your magazine, and you believe to be a fully paid up member, please contact the VGC Membership Secretary to confirm your postal details at: memsec@vintagegliderclub.org

Nominations for the 2018 VGC News Skywriters Award

VGC News is delighted to announce that a new on-line voting poll for the yearly VGC News Skywriters Award is now available to vote for your favourite piece of work. In order to register your vote, please visit the VGC website, where you will find some guidelines to help you in making your final choice. Please note, although you can vote more than once, only your latest vote will count however. Where there are split votes,

the decision of the Editor will be final with registered voting closing on the 15th of September of each year. Finally, in order to cover all 3 issues per year, the voting year does not run as a calendar year but rather a seasonal year and therefore includes the 'Christmas issue' of the previous year. As a result, for the 2018 Skywriters Award, your vote should cover issues 151, 152 and 153 respectively.

**On behalf of the VGC News Team,
Happy reading!**



David Williams

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Help Stop the Rot!



With the support of the VGC and the GHC, I am holding a 2-day discussion seminar over the fate of our diminishing fleet of older gliders, some of which are lying abandoned across the country-side.

These aircraft have served us well, kept us safe and deserve a better end than slowly disintegrating and coming to a lonely end, many of which, might not be as far gone as you might think.

As a community, there is a lot that we can do to stem the tide. We need to coordinate our efforts to reverse the trend and are looking to create a database of such gliders. We also need to start a discussion of what more can be done about these beautiful aircraft which deserve better, and more

to the point, discuss the future culture towards wood and fabric and the ongoing role these machines will play.

To this end I am putting together a two-day seminar which will be held at RAF Odiham over the weekend of the 23rd-24th of June. There will be a variety of subjects discussed over the two days such as, wooden aircraft engineering, training programmes for future aircraft engineers, sponsoring a junior, the contents of the two main Archives in



the United Kingdom, the various vintage glider groups, and communication between the groups etc.

Breakfast, lunch, and dinners will be available during both days.

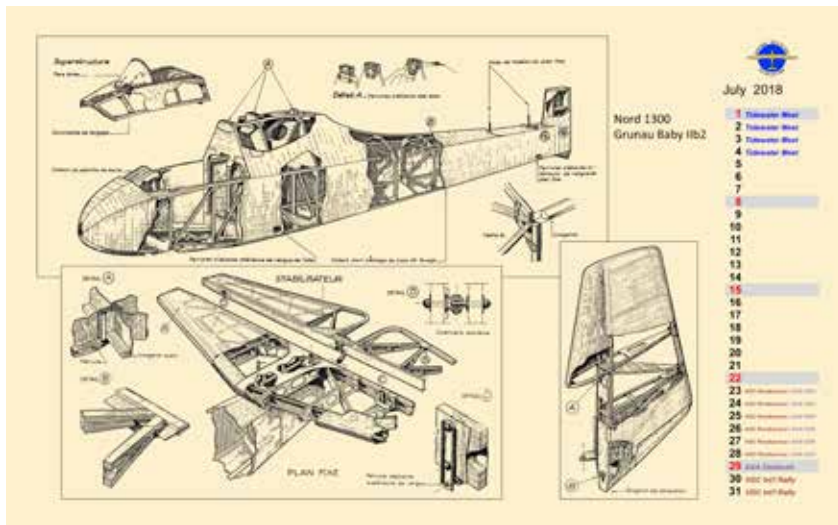
So if you wish to attend this interesting event, or have any comments or suggestions, please contact me on:

archivist@vintagegliderclub.org

David Williams.

Photo: David Williams

Vintage calendars on the VGC website!



From our Workshop Flyer Correspondent, Neal Pfeiffer, in conjunction with our sister club, the VSA, together they have very kindly made their wonderful Workshop Calendar available for VGC members to download and print off.

Constructed from working drawings of some of the most beautiful gliders ever made, each month features an action-packed diary of dates of Vintage events across both sides of the Atlantic. Especially tailored to European needs, the VGC version has been carefully sized to be compatible with both A3 and A4 paper used here in Europe.

With this inaugural roll-out of the calendar, Neal is open to feedback, with an overview of possible other developments for 2019. (You can contact Neal on: Eng@vgc-news.com) So what are you waiting for, go to the VGC website today and download your copy!

NEW to the VGC! Your very own calendar and events diary for 2018 can be found on the 'Events & Rallies' page of the VGC website.

Jim Short

The VSA hits Reno

1-3 March 2018



Ron Martin's newly completed restoration of his stunning Schweizer SGS 2-8 takes centre stage at the VSA stand at Reno.



He aint heavy, he's my brother...The delightful Cherokee of Dean Gradwell is joined by its 'little' brother, Gene Cope's stunning 1/3 scale rendition of the same glider.

Every two years the Vintage Sailplane Association joins with the Soaring Society of America at the SSA's annual convention, that in 2018, has just concluded in Reno, Nevada. This year the VSA was pleased to exhibit two exquisite vintage sailplanes and an equally gorgeous 1/3 scale model of the well-known 1950's homebuilt, the Stan Hall Cherokee II. Gene Cope finished his model in 2017 as an exact replica of a full-size Cherokee II that was built by Dean Gradwell between 1967 and 1975. Dean subsequently refurbished his plane with clear fabric and won the VSA 2009 Restoration Award. Dean has flown his plane for 300 hours and maintains it as a museum piece that is also a joy to fly. Gene reports that his model also flies and soars particularly well.

The other exhibit this year (and the subject of continuing research) is Ron Martin's just-completed refurbishment and ini-

tial assembly of his Schweizer SGS 2-8. The 2-8 design dates from 1938 and the 2-8's earned a good reputation as a successful two-seater and record-breaking high performance sailplane. During WW II the military established the 2-8 as one of the trainers for its glider program, designating them as the TG-2 for Army versions and LNS-1 for Navy versions. This particular example left the Schweizer factory in April 1942 with its wings marked 'US Marine Corps', which indicates that it was probably destined as a Navy LNS-1. The plane however, remained in its shipping crate through to the end of the war (and the glider program) without the wings ever having been drilled to accept assembly hardware, so it is, at this point unflown and with no flight time!

Ron presented a talk on his 2-8 project at the VSA Vintage and Oldtimers luncheon at Reno on Friday March 2, stating that



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there is much more research to be done on it. Watch the pages of Bungee Cord for more details on the restoration and continuing research into the exciting life of this unique piece of sailplane history. Ron states that the FAA will certify his plane (for the very first time) as a 2-8 within a few weeks. He expects it to fly as well as it looks.

At the Reno convention VSA members delivered a number of historical and vintage-related talks, including Simine Short's *The Origin of the First Aero Tow* and Neal Pfeiffer's *The Volksgleiter* (Everyone's Sailplane) and *The Slotted Airfoil*.

VSA members manned a very active booth adjacent to the two Cherokees to meet new people who are developing an inter-

est in vintage soaring and to renew previous friendships. At least 20 new members joined. VSA also did a brisk business selling books, VSA T-shirts, the Workshop Practice book and Neal Pfeiffer's new 2018 glider drawing calendars. Very impressive was the sale of two complete drawing sets of the Denver nacelled primary (utility) glider along with a detailed construction book. Nearly 800 people stopped at the VSA booth throughout the 3-day event. See us at the next SSA convention in 2020! Or come visit us sooner and fly with VSA members at vintage meets throughout the US.

Photos: Jim Short

2018 Vintage Rally Dates

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

Andrew Jarvis

A bumper calendar ahead for UK Vintage Gliding

What a great issue number 151 was, edited by gliding hippie, Raul Blacksten. I wondered what I could offer for 152, now back under the tiller of Captain Bruce, but actually there is quite a bit to report.

As always, the first of the season's rallies will be at Haddenham, which was brought forward and rescheduled for the recent 'very wet' Easter weekend. For the early spring holiday, now vacated by Haddenham, I must mention a unique event on Sunday, 5th of May; the Shuttleworth Collection's celebration of the RAF's Centenary, during which Graham Saw is in charge of a unique three-glider demonstration. This features the Underwood's 'Radar' Kite, Robin Birch's (ex-Alan Pettit) ETPS Oly 2b and Parham's T21. All three gliders are in very different RAF colour schemes; wartime camouflage for the Kite, sky blue and 'invasion' stripes for the Oly and the correct 1950's silver/yellow for the T21. Fingers crossed for the weather on this notoriously fickle weekend! Graham reminds us that regular Shuttleworth displays now ALL include a glider element. If going by campervan, please book early if camping, as space is limited.

Next comes the 2018 UK National Rally at Portmoak (26th May-1st June).

Within these pages you will find a great article by Rally Organizer Richard Lucas (see page 13), which tells you all you need to know both about Portmoak, and the National Rally. Portmoak houses virtually the full range of Slingsby gliders. It all sounds very exciting. Maybe we will even get to see the Northern Lights as well?

After Portmoak, come a trio of rallies at Britain's best-loved hill-top sites. Firstly, Camphill (22 - 30 June). Amazingly this is the 23rd consecutive Camphill Rally and the 8th rally as tribute to that unique 'flying sofa', the Slingsby Capstan. Genial host Mike Armstrong will ensure there is never a dull moment!

Midland GC are hosting another Wooden Week at the Long Mynd (7-15 July), with the special chance of getting a bungee launch into your logbook. Then from the 25th of August to the

2nd of September, Yorkshire GC, invites us all back to Sutton Bank for yet more hill soaring and a another chance to drift peacefully over countless acres of purple heather.

If you can't make it to Sutton Bank or The Long Mynd, don't despair, these great hill sites will be venues for the UK National Rallies, respectively in 2019, and 2020. Details in due course and we sincerely thank hosts, Phil Lazenby at the Yorkshire GC and Neal Clements (Chairman, Midland GC), for all the hard work entailed.

I just heard that the quirkiest rally, the Strubby Stubby Swallows meeting, will be held again from 6-10 August, so all you Swallow owners, please support this worthwhile dedicated especially to you. In 2017 this celebration of Britain's smallest glider was also the smallest rally, with just two resident Swallows, and zero visitors...well, it can only get bigger!

To round off the year and firmly back in the flatlands of the Home Counties, gliding legend, Graham Saw, invites everyone to another Whispering Wardrobes rally, which this year is on the early autumn weekend of 22-23 September.

Now let's very briefly look forward to next year. As mentioned above, the National Rally will be at Sutton Bank. As most of you will know, Norfolk Gliding Club are generously hosting the 2019 International Rally at Tibenham. Those who attended in 2000, and 2010, already know that 2019 will be another great event. The man in overall charge is Mike Hoy, the Club Chairman, and exudes quiet confidence and competence!

Finally, we can reveal the site of the 2019 Rendezvous. The winner is (opens envelope)... Husbands Bosworth! It hasn't been easy to find a site with a good infrastructure and proximity to Tibenham, but at the eleventh hour, Steve Cuthew, (Hus-Bos Treasurer), sent us an email and in a matter of days, the deal was done to great relief all round. The provisional dates covering the two rallies are 20 July- 4 August, although the exact change-over date is not yet decided.

Well, an exciting couple of years ahead...let's hope the trailers stand up to the punishment!

News about the VGC Rendezvous 2018 in Anklam, Germany

23.07.2018 - 28.07.2018

Here at our club, 'Otto Lilienthal' Anklam e.V., work on this year's Rendezvous continues at a gathering pace. As a result, here is a short report on our preparations to date.

Accommodation and Catering:

If you haven't already registered, then we advise you do so as soon as possible as the rooms in pensions and hotels, both local and on-site the airfield, are going fast! For further information, please visit our website.

For those wishing to spend their nights under the stars, there will be adequate camping areas with shower and toilet facilities as well as fresh running water and electrical pick-ups.

Onsite full catering is planned for the week, including daily breakfasts, whilst drink and food also be available throughout the day.

Operational Notes:

We will be operating dual operations of aircraft towing, winch



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launching and model flying. Detailed information about local flying rules and weather will be announced during the daily briefings, in which all pilots are required to attend.

Pilots require a valid licence, with gliders being at least insured 3rd party. Just as an ARC glider, Annex II gliders are also welcome, without restrictions. VHF is not necessary and will be of interest for our Swiss pilots!

Plenty to see and do:

There is plenty of things to see and do that are close by, with information about planned family excursions being announced at the daily briefing the day before. Of particular note is the local celebrations to mark the 170th anniversary of spiritual patron, Otto Lilienthal.

Other sites of particular interest include Hangar 10 in nearby Heringsdorf, the largest exhibition of airworthy historical warbirds in Germany and historic Peenemünde, the cradle from which man was to launch into space.



Anklam offers acres of space and open sky. Photo: Reginald Kasubeck

So what are you waiting for? Book your place today by visiting our website: www.fliegerklub-otto-lilienthal-anklam.de

Reginald Kasubeck

News about preparations for the 46th VGC International Rally at Stendal. 30.07.2018 – 10.08.2018

Here at Stendal, work continues unabated to host the 46th International VGC Rally. We kindly ask you to register your entry early in order to help us plan for this exciting event as we will be sending registered participants a questionnaire for all the organisational and operational items; from licence details, to shirt- size, including a picture of each pilot and entered gliders.

Accommodation:

If you haven't already registered, then we advise you do so as soon as possible, as rooms in local pensions are going fast! You can find a list of recommended hotels on our website.

We also have generous campsite areas set aside for the event with sufficient electrical hook-ups and portable washing & toilet units which will service all the camping areas. The washing/toilet facilities in airfield buildings can also be used. Again, booking early will assist us in our preparations for the camping areas.

Catering:

We intend to operate a fully catered pre-set menu for both lunch and dinner, which will be delivered to you to the airfield by our local catering service. Pre-booking of meals will be available on a pre-ordering system, on a daily basis. The menu will be published on the website in early July. Breakfast will be catered by club members, onsite. They will also operate our lovely 'BIERWAGEN' bar nearby, the perfect place for you to relax after a hard days flying!

Airfield Operational Information:

Stendal is a large public airfield with day- to- day operations. We will establish a temporary clubhouse in a building called the 'FEUERWEHR' in a similar manner as in Hungary and Terlet. We will also erect an additional marquee there, so we will be able host around 150 to 200 people there for meals. In our



other buildings, there are some lounge and conference room areas, a glider workshop for 2 to 3 gliders, kitchens and a few more sanitary areas.

If there are more than 100 registered pilots, we will stage both the briefings and meals in hangar 1. Usually there are the motor-planes hangared there but we will have more than enough room within. Hangar 2, which is the same type and dimensions as hangar 1 (3500m²), will be reserved for the use of vintage gliders. We estimate that we can accommodate around 50 to 70 rigged gliders within, with provisions for up to another 10 gliders rigged in hangar 1. Priority will be given as per standard VGC Rally guidelines.

For safety reasons we will establish daily NOTAM procedures and operate all other traffic as PPR only during all flying times of the entire rally.

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*Simple rules apply. Glider operations and circuits are to the south, whilst powered aircraft operations and circuits are to the north.
Photo via Matthias Jahn*

Local, straightforward, rules for flying apply with a generous layout of runways in which to operate from (gliders operate circuits to the south, powered aircraft to the north). The main 2000m concrete runway is flanked to the south with a dedicated gliding grass runway of 1800x100m, whilst the north side has 1200x40m grass strips as usable landing areas. (See photo)

Stendal operates our own 2x double-drum winches, each equipped with 1500m cables and we will be hiring in four tow-planes especially for the event (2x COMCO C-42's, a Dimona and a Samburo), all of which are suitably tailored for towing vintage gliders.

Pilots will be required to fill in a declaration and ensure that they have all the correct paperwork, including EASA recog-

nised licence's and medicals, along with adequate glider insurance and valid CofA certificates etc.

Finally as a reminder, for those attending with families, Stendal is perfectly placed for many of our local tourist attractions, including our lovely old medieval city with its cathedral and old churches and museums. Not to forget the ALTOA- Aquatic Centre and the Zoo. We are also planning the usual evening VGC entertainment, with the National and International evenings forming the focus of the weeks evening entertainment.

So what are you waiting for? Don't miss out on the event of the year. Secure your place today by visting our website and filling in an entry form for Stendal 2018!

www.vgc2018.de

It's only taken the VGC 45 years... you'd be a fool to miss out!

26th May – 1st June 2018



*A flight back in time? Historic Kinross House, with Loch Leven and its famous castle in the background, where Mary, Queen of Scots, was imprisoned in 1567. Photo: Richard Elliott Aerial Filming
www.reaerialfilming.com*

Time to tune up the bagpipes, pack up the wife and kids, grab a glider or two and head north for one heck of a ceilidh at the very first VGC event north of Hadrian's Wall! A unique event not to miss, the Scottish Gliding Centre (SGC) has been beavering away over the winter months to make your stay as enjoyable as possible, with even an order placed with the big man himself, for some excellent gliding weather. But we need your help too. In order to better plan, the SGC would like to appeal to all those too excited to miss out on attending this unique event, to kindly register your entry as soon as possible. We can assure you, you will not be disappointed! The Club, which is situated on the shores of Loch Leven in Central Scotland, close to the Firth of Forth, can trace its origins back to 1934 and has

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operated from the current site since 1957. Initially, the Club owned only a narrow strip of land but subsequent purchases have greatly extended it into the large flat grass airfield we have today. The airfield sits at the foot of the Bishop and Benarty hills, each of which can be reached from a winch launch to provide hill soaring in a wide range of wind directions. Wave soaring conditions occur frequently, mainly when the wind is from the North West, but they can occur in almost any wind direction. Many current UK gliding records have been set in wave from Portmoak.

The privately-owned Portmoak Collection of almost 20 vintage gliders is based at the Club. Consisting mainly of a range of Slingsby types from Kite 1 to Dart 17, it includes T21, T31, Eagle and Capstan two-seaters. Other syndicates operate a T21 and one of the last three airworthy T53's in the world.

The Club has a current membership of around 250 and the facilities include a Clubhouse and a separate Briefing Room. The Clubhouse provides catering, accommodation and a bar. Breakfast, lunch and evening meals are available and we have 3 twin, 1 double and 5 single recently upgraded bedrooms. A new second shower has been recently installed in the accommodation and the existing one has been refurbished. At the West end of the airfield we have a new toilet and shower block, with disabled access, adjacent to the camping area. We can also accommodate motorhomes but have only a limited number of electric hook-ups. Alternatively, there are also many off-site accommodation options. We have plenty of trailer parking space but unfortunately spare hangar space is very limited.

During the Rally we intend to operate both our SkyLaunch and Supacat winches as well as our 100hp Eurofox tug. We regularly operate a range of vintage gliders so our winch drivers know how to treat them. The Eurofox is very compatible with slow-flying vintage gliders and an aerotow to 1000ft costs the same as a winch launch. You can of course go higher if you wish.

Planned entertainment includes a Scottish Night to give visitors the opportunity to sample haggis, the pipes and a bit of



A perfect setting for an adventure of a lifetime. Photo: via Richard Lucas

Robert Burns. Bring your kilt or tartan trews (trousers) if you have them. We also hope to have one of more of our wave-flying pundits give a talk about the fantastic flights that can be achieved in wave in Scotland.

Within an hour's drive of Portmoak we have Perth to the North, Edinburgh to the South, Stirling to the West and St Andrews to the East, providing almost limitless options to occupy any non-flying days including historic castles and palaces, a golf museum and even a Cold War underground command centre bunker. The Scottish National Museum of Flight at East Fortune is just to the East of Edinburgh and Edinburgh itself provides everything you would expect of a capital city.

Due to the expected number of visitors, early booking is essential. To book, please contact our office by email to: office@scottishglidingcentre.co.uk or by phone on: **01592840543**.

It is highly recommended that pilots read our Airfield Manual prior to arrival and this can be found in the Pilots area of our website.

Also, ensure that you bring your medical certificate, logbook and gliding certificate/licence as you will need to show them when you fill in our visitor's record sheet on arrival. We look

forward to welcoming you to Scotland in May.

Richard Lucas
Rally Coordinator

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Official (UK) Vintage Glider Club Insurance Scheme



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www.cspinsurance.com

RALLY REPORTS



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David Goldsmith

Australia

Vintage Gliders Australia

Annual Rally 2018 6th to-14th January, 2018

Wow! What a way to start a rally! Saturday 6th January's forecast of 43 degrees and catastrophic fire danger was followed by a pall of smoke approaching Bordertown Airfield from the north-west! Evacuation plans were considered but thankfully the south-westerly wind change arrived about 90 minutes early, diverting the fire to our north, much to our relief! The pall of smoke over airfield and town remained for some time to remind us of our close escape! Oh, and no flying was done due to the high fire danger preventing winch operations.

Altogether 9 vintage gliders and over 30 VGA members and visitors attended the rally, with the emphasis on social as well as flying activities.

Sunday's weather after the change was much more pleasant but thermals were only going to about 4,000 feet. We rigged our aircraft and had a relaxing day as winch problems interrupted flying. There were two Kookaburra winch launches and a Ka6E soared for a while after launching behind a friendly Super Dimona that dropped in, thanks to Cath and David Conway.

By Monday the rally was in full swing with lift up to 4,500 feet and everyone keen to fly! Each day improved up until Thursday, which included many flights of up to 8,000 feet, and over 3 hours, being recorded.



The threatening bushfire approaches the airfield.

Wednesday an information evening about the Angel Flight organisation was presented by Owen Crees, supported by Lucianne Van Gelder, and Denis Grosser. This wonderful voluntary organisation takes up where other emergency services leave off. When recommended by a health professional, they provide air and ground transport to patients as well as the family of those adversely affected by health issues,

Rain on Friday effectively brought the flying to an end, however the VGA AGM at morning tea-time brought some lively entertainment as issues and projects were discussed. Winds on Saturday were

good for kite flying with Leigh Bunting getting the best height and weatherman, Peter Bannister, recording best distance as his weather balloon disappeared interstate over the border into Victoria on a downwind dash.

Saturday evening's Annual Presentation Dinner was very well attended and lots of fun. The Bordertown Boys provided a delicious dinner, followed by the awards presentation:

The VGA League-2 Trophy for the best League-2 flight during the rally was won by Peter Raphael in the Cherokee with 77 km.

The Geoff Gifford trophy for the longest



Ged Terry prepares to fly the famous Olympia 'Yellow Witch', assisted by Brian McIntyre.



David Howse (left) assists Peter Bannister launch the morning's weather balloon.

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The Woodstock self-launcher built by Alan Bradley and now owned by Peter Champness.



John Mackley's Ka6CR won the Best Single Seater trophy.

flight between rallies was awarded to Jenne Goldsmith for 360 km in the Ka6E. The Renmark Trophy for the longest flight of the rally went to Dave Goldsmith for 213 km in his Ka6E, VH-GEA. The best single seater was awarded to Ka6CR, VH-HNA, with John Mackley. The best maintained Schneider Glider was won by Kookaburra, VH-GNZ, with Brian McIntyre. The Feathers Encouragement Award was also won by an enthusiastic John Mackley. The VGA Raffle was then drawn and the

winner of Martin Simons' fabulous book 'The World's Vintage Sailplanes 1908-1945' was won by Lyle Whitfield of Goulburn, who was delighted when informed of his win. Other contributed local prizes were also included in the raffle. Thanks to all those who bought tickets. Then followed the inaugural 'Patching Address', named in remembrance of the Patching family contribution to Vintage Gliding. This year's interesting and sometimes spine-chilling presentation was by Tony Mokunas about his many years fly-

ing in the wilds of New Guinea for regional airline Talair. Tony swears it is all true, and this was backed up by Noreen, the young bride he took with him! So, on Sunday morning we reluctantly said our goodbyes and started the journey home, vowing to keep in touch with our wonderful friends in vintage gliding until we all meet again for the next Bordertown rally to be held from 5th to 13th January 2019.

All photos via David Goldsmith

Peter Raphael

Australia

The 'original' Warkworth Easter Vintage Rally 2018, NSW, Australia



Anyone would think there's an Easter Vintage rally going on at Warkworth! Classic flight line of Pilatus B4, SF27M, Hall Cherokee and K6CR. Photo: Peter Raphael



The delightful little Schneider ES 56 Nymph, GHA, owned and flown by Peter Rundle, soaring gracefully over the Hunter Valley. Photographed from K7 GQP, which was flown by Paul Dickson. Photo: Peter Raphael

Once again the Hunter Valley Gliding Club, situated at Warkworth in the Northern Hunter Valley region of New South Wales, has hosted the Easter Vintage Glider Rally. Nestled amongst the open cut coalmines of the valley, and at

the northern end of the mountainous Wollemi National Park, the region affords very diverse landscape to fly over. Provided those with a reasonable L/D and a little added courage, the opportunities open up to explore even further afield. This year

we were also gifted with 4 days of reasonable weather with cumulus cloud and while convection heights limited the scope of cross-country activity, many good and long flights were had. As is usual, this vibrant club turned on an

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Hall-Cherokee, GLU, recently restored and flown by Dean Erby, flies over the stunning scenery of the Hunter Valley. Photo: John McCorquodale



Skulduggery and shenanigans abound during the quiz evening. Paul Dickson (standing), attempts to adjudicate the whole sorry affair. Photo: Peter Raphael

excellent show, providing tasty evening meals for the main days with the highlight of a Trivia night hosted by club CFI, Paul Dickson. This was designed to test the historical aviation knowledge of those present. Of course, there were unsubstantiated rumours of some subversive 'googling' amongst some less ethical teams! However both winning and losing teams were treated to rewards for their efforts. Of course the Hunter Valley is known for its wineries and I suspect that this fact played no small part in the performance of some teams!

This year's highlights included the presence of the ES56 Schneider Nymph prototype with it's beautiful translucent Oratex covering and a Hall Cherokee II GLU, resplendent in its original 1960's livery. Two K7's, Ka6cr, K6e, SF27m, and Pilatus B4 rounded out an eclectic selection of vintage gliders, to provide a colourful distraction amongst the clubs usual active fleet of white fibre-glass.

With 2 Pawnees towing, little time was lost in launching the gridded gliders, and on one of the days, 42 launches were

achieved in what is believed to be a record for the club.

The presence and enthusiasm for these older gliders is not lost on the unconverted and several club pilots took the opportunity to experience vintage flight, some even so far as to enquiring about available aircraft. Circumstances and a conflicting event this year conspired against a bigger attendance at the rally but all those attending agreed that it was a well organised and friendly event and well worth coming back next year.

Graeme Manietta

Australia

The 'other' Warwick Vintage Glider Rally. Queensland, Australia 30 March – 2 April 2018

The first vintage glider rally for Queensland was held over the Easter four day break at Warwick airfield and kindly hosted by the Warwick Gliding Club. We were very warmly welcomed and plen-

ty of hands helped with rigging and moving the gliders. Some were offered hangar space which was very much appreciated. Most gliders arrived on the Thursday and Friday. We stayed in a nice motel in Warwick while others enjoyed the camping

area and bunk house. The regular glider pilots had set courses to fly on the days, and morning briefings were held for the daily briefing of all pilots.

Vintage gliders in attendance were a Morrelli M200 2 seater, a Slingsby Dart, BG12a,



It may be their first vintage rally, the numbers may have been small, but all the same, Laurie Simpkins M100 heads a sea of white!



The attractive and colourful BG12a belonging to Laurie Simpkins.

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Stewart Hamey prepares for the evaluation flight of recently restored Cherokee owned by Graeme Manietta.



Foka belonging to, yep you've guessed it, Laurie Simpkins...a one-man rally event provider!

Foka 5, K6 and a Hall Cherokee II. All were flown quite a bit over the 4 days and a lot of interest was shown in these restored aircraft. We had visitors from as far as Mt Isa, who came to see some of these aircraft again after seeing and flying them as younger pilots.

The long weekend was very much about socialising, comparing and appreciating the aircraft and learning about earlier days of gliding. The Warwick flying conditions are GREAT. Once you gain altitude away from the strip, taking off and landing can be a lot of work for a newbie (like me) operating

from this airfield, as it can experience turbulent conditions that can be challenging. Big thanks to Laurie Simpkins for arranging a top weekend trip. I hope to arrange more of these events at other fields in future, so hopefully we get more gliders dusted off and out on show.

All photos via Graeme Manietta



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Roger Brown

New Zealand

Vintage Kiwi touches down ... Papawai – Greytown



Rae Kerr soaring high in a cooling sea-breeze front over the eastern hills, near Papawai, in the gorgeous ex-Greg Douglas Slingsby Dart.
Photo: Rae Kerr



Photo: via Derry Belcher

This year Vintage Kiwi decided to hold its Annual National Rally at Papawai, Greytown, in support of the Wellington Gliding Club's move there from its long term base, Paraparaumu, and of course, to support the formation of the new Greytown Soaring Centre at the new site. The original Bicknell farm site, which is also the home of Gliding Wairarapa, is now owned by the local council. The airfield section is

leased back to the Greytown Soaring Centre, which is comprised at this stage, of the two clubs. However it is still a working farm so stock control is very carefully managed around the flying operations of the day. The original main runway is 03 – 21 but a new cross runway, 11-29, has been since developed. The club operates a new Sky-launch winch which was imported from the UK.

With some 2km's of runway available, it has been possible to achieve a 'Silver-C height gain' before one pulls the release at the top of the launch. However for the rally a 160 HP Super Cub was also used, loaned to us by the Upper Valley Gliding Club. Being a farm environment, the runways were well grassed but rough under foot in a number of places. However where the main operations were carried out, the runway



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Some older than others... a mixture of wood and glass adorns the launch-point. Photo: Roger Brown



Taking the dog glider for a walk? Lyn Brown gives a guiding hand to Lee Middleton's lovely Ka6 CR. Photo: Roger Brown

was relatively smooth. As time moves on, I have no doubt that the overall airfield will be knocked into shape and become a very spectacular site. Care however is needed when moving sailplanes from the picketing area, to the main operational areas 03 -21 as, one had to negotiate a narrow culvert. Unfortunately a Standard Libelle's wing did unfortunately drop into the deep part of the culvert, creating enough fuselage stress, as the car was slowly moving forward, to completely crack the fuselage and ruin the pilot's day. A devastating start to anyone's day.

On the plus side, a lot of good flying was achieved. In conjunction with Vintage Kiwi's arrival, the Wellington Gliding Club also ran a successful 'Task Week'. Vintage Kiwi's group consisted of two Schleicher KA6cr's, one Slingsby Dart 17R, one Standard Libelle, one Open Libelle, one Schleicher KA8, one DG101, and a HP18.

The local Wairarapa Gliding Club also operated an ASK-13, which looked right at home mingling with the vintage visitors. With so

much going on, it was a little surprising, but completely unintentional that it seemed to turn into a Glasflugel rally, as along with the local based glider, there were some five 201B Libelles, along with a local Club Libelle variant on site flying.

The airspace requirements are minimal at 9500 QNH as far south as Cape Palliser and as far north as northern sector of Mount Bruce. In today's over-regulated airspace, this is a great chunk of available airspace to play in.

The weather was incredibly good with a couple of 35 degree days, which made for some energy sapping days. In fact one day the locals gave up at 2.00pm, shutting down the winch due to heat exhaustion, with the tow-plane carrying on until everyone had launched. It was even hot in the air, but one quickly cooled down after climbing through 5000ft or so, whether it be running the sea breeze over the East Coast or just the end result of a good thermal. Both the Tararua and Rimutaka ranges got 'discovered' by some of the 'Vintage Kiwi' sail-

planes, resulting in only one land out. Russell Jones landed-out in the VK Syndicate KA8, LE and had to prise his crew from a far more interesting wine trail...such is life!

The Rally was a great success. Everyone having partaken in some good flying, good food (the on-field BBQ's by the local club have now been classed as 'World Famous in NZ'), some great beer and good interclub camaraderie. Our many thanks to the Wellington Gliding Club, Gliding Wairarapa and the Greytown Soaring Centre for hosting us. Not forgetting the Upper Valley Gliding Club for allowing us the use of their tow plane, as not everyone is a winning pilot. The joint effort by all of these clubs to all help and make our Vintage Kiwi Rally work as well as it did has to be commended. Great interclub cooperation, in which you rarely see these days, rather made the Vintage Kiwi team feel very positive about this new Soaring Centre's future.



Wellington GC's K13 caught sneaking into the action and looked more than at home at a VK Rally! Photo: Roger Brown



It was so hot that Jordan Kerr was acting 'resident coolie' with his portable cloud...much to Lee Middleton's short-lived comfort. Photo: Brian Ruddell



An early photo of the Kite 1 prototype.

David Underwood

A Daft Thing to do!

It started a long time ago. Getting involved with VGC, then Russavia [located at Duxford-Ed], at which one of its pilots, Dick Hadlow, had Kirby Kite BGA 400, I started to get interested in Kirby Kites. Ted Hull had his Kite at Dunstable. Terry Perkins also had the prototype there in a damp trailer. It had fungus on a lot of the glue joints. But Terry was going to restore it. I remember looking in its trailer with some Americans at the VGC Rally in July 1994. Everyone else said it would never be restored! Later this Kite was moved in to the club workshop and the trailer burnt.

The Kite was in the workshop for some time and in early 1996, Terry was told to get the Kite out of the workshop. With the trailer gone the prototype was put outside with a plastic sheet over it. I cannot remember if it was dad (Peter) or myself who said we should store it. So we took our old open trailer up to the club and picked the wings up. On the way down the hill from the club, we passed Terry on his motor bike, on his way to work in the workshop. We waved (we had not told him about this). That was 9 March 1996 Terry was very happy for us to look after his Kite.

I took the fuselage to my house in Wavendon. The wings went to Peter's in Eaton Bray. I took some photos and did some scale drawings of the tailplane and rudder. The fuselage was hung in my garage and

each time I went into the garage it smelt like cat pee. The damper the weather the more it smelled. I would look at this Kite wishing it was mine and restored, but it wasn't. In 2004, I got divorced and the house was sold. I took the fuselage on the top of my van back to Peter's. At the time there was no room in the sheds so I had to cover the fuselage with a tarpaulin. Not a good thing to do.

In 2005 I moved to the centre of the universe, Totternhoe, not far from Terry. Peter worked for Terry from time to time. But nothing was said about the Kite. Sometime later Terry became ill and passed away. By then most of the glue on fuselage had failed. Peter wanted to burn the remains but Paul, my son, and I said no! I wanted to buy the remains from Terry's widow and restore it. Peter said that was a daft thing to do.

On the 14 July 2009 I went to see Terry's widow and bought the title of the Kite from her. She had forgotten about it until then. I told her it would take us about 2 years to rebuild! I would rebuild it as it first was in 1935.

It had no logbook as this had gone a long time back, taken by an old syndicate member who lived in Aylesbury. I managed to get the paper work that the BGA had on it. On 21 July 2009 we had great fun pulling what was left of the prototype apart. Paul took many photos of it which became



The Kite was in a terrible state when we first became acquainted with it.

very useful in the rebuild. At the start of August that year, we cut wood for new wing spars. Peter started to rebuild the fuselage frames using as much original timber as possible. I worked on the tailplane then Peter took over. I rebuilt the elevator. When we next put them together there was a problem. The ribs didn't line up. I had used the marks on the old fabric while Peter had used the Slingsby drawings. So I changed the ribs on the tailplane.

In 2010, I was making the wing ribs. I found that I could glue up 2 each evening and take them out of the jig in the morning. Then take the staples out while eating breakfast. It took quite some time to do all of them. Then I put the ply on the other side. Peter made a spar jig as we didn't trust the old spars. Also going on at this time was the restoration of our Grunau Baby 2b, which flew in 2011.

Peter and I had become involved at Old Warden, looking after the gliders at Shuttleworth and seeing to all the people that brought their gliders to air displays. While at one of these displays, talking to Tony Maufe about our Kite restoration, Tony asked if I would like his other Kite fuselage to save rebuilding the prototype fuselage. I said yes to this, but I wanted to rebuild 2 Kites. Sometime later I went to North Yorkshire and picked up the Maufe's fuselage and a lot of other parts. The rudder had fallen to pieces and bits were lost. So it was a good job that I had drawn up the rudder years back and a new rudder was built.

The next year Peter started putting the ribs on the spars. A jig was made and both wings were built at the same time.

KITE 1



The extent of the damage was almost unbelievable with entire sections of the wing unpeeling and falling apart.

Getting there. Time to play, the fuselage is well on the way.



This was done, then the wing was turned over and the plywood was put on the D box. Sometime in 2012 Bruce Stephenson brought us a nice fuselage jig, and with this, the fuselage frames could be put in place and longerons fitted. By April 2013, ply was being fitted to the fuselage. The metal fittings which hold the struts to the fuselage needed inserts as the holes had become oversized. These were made and welded in, then proof loaded. The fittings on the struts were removed and repaired. New ply was fitted on the ends of the struts and metal fittings were riveted back on, then proof loaded. Work was slowing down due to mum having Alzheimer's and Peter had to spend most of his time looking after her.

Plywood decking was fitted in front of the cockpit. Torque-tube rudder pedals were fitted, then the nose hook was trial-fitted. Later, the hooks were taken by Roger Andrews for overhaul when he picked my Grunau Baby III, which I had sold to members at the Long Mynd.

I put the plywood on the centre of the prototype tailplane, which differs from the production Kites. I had kept the old ply as a pattern. In 2014, the next big event was that we put a wing on the fuselage for a trial fit. Also around this time I was working on Steve Slater's Navy built Grunau Baby.

Peter made the nose cone. Then a fitting of all the wings, tailplane, and rudder; it was starting to look like a glider again.

We took the unfinished Kite to the Had-denham Rally in 2015 so that people could see what we had been up to. Later we took it to the Bicester Flywheel event so the public could see an uncovered glider. Most people had never seen this before.

After this the plywood was varnished. In August we took the prototype back to Sutton Bank for the prototype's 80th birthday. The Kite had first flown there in 1935. In May 2016, we took the Kite to a Shuttleworth Air Display and let a few of their pilots sit in the Kite. I asked Graham Saw if he would consider test flying it, to which he said yes. Back home we proof loaded the wings with sand bags, all was OK. The fabric was applied, doped, and then varnished. This was just in time to take it to my local drinking place, the Totternhoe Memorial Hall, which was having a Beer Festival and Classic Vehicle Show. The Kite was the star attraction, but Peter was taken by an old Vauxhall Cresta that had turned up. He had designed many parts for this car in his Vauxhall days.

On 16 August we took the Kite over to Booker for weighing and so that Graham Saw could go over everything. We found it would need a bit of weight at the tail for

some heavier pilots to fly it. I thought of putting a sheet of lead under the tailplane, but my son said we should sandwich it in ply and this was done. We had a meeting with the men from the BGA and all went well.

Graham said he would test-fly it on the 23 August, as the weather looked good. So with Graham seated in the cockpit, and Richard Crockett in the tug, the Kite leaped off the ground and into the air. Lovely to see after so much work. Graham gave it a long test flight. On landing I asked him how it was and how much I owed him. He said it flew lovely and he would have paid me...I wish I had known that before the flight! Over the next few weeks both Graham and Richard flew it. Richard also said it was lovely to fly. They worked up an aerial display with the Kite and the Petrel, which they flew at the Booker Whispering Wardrobes Rally. They then again flew the routine at the Old Warden Race Day, where we had the Kite along with the Shuttleworth Kite and Graham's Petrel. Nice to see 3 gull winged gliders in the air.

So now we are building new wings for my other Kite. I hope to get both, or more, Kites in the air together. Since I don't fly and have no wish to fly in a glider again after 40 years of trying, I will probably sell them in a few years' time.

All photos via David Underwood



Pilgrimage back to its spiritual home on its 80th birthday



Airborne at last, the end of a long journey...

Constanze Bruns

Meine erste Flugzeugrestauration

Bereits 2016 hatte unser 51 Jahre alter Ka 6CR einen ungestörten Winterschlaf erlebt! Kein liebevolles Polieren, kein akribisches Reinigen und Fetten der Anschlüsse und Scharniere und erst recht kein Ausbessern von Lackmacken an den Flächen. Warum? Nun, es war noch nicht wieder notwendig, weil:

Weil sie letztes Jahr nur einen Tag fliegen durfte, und zwar erst am 29.10. 16 Und warum das?

Weil ich mein Projekt „Flächenüberholung“ mit allem, was so dazugehört inklusive Prüftermin genau 5 Tage vorher beendet hatte. Also: Werkstattflug pünktlich zum Abfliegen.

Das lässt aber auch schon ahnen, dass der vorhergehende Winter doch etwas arbeitsintensiver war.

Und der Sommer dann auch, denn es kamen noch zeitraubende Dinge wie Hochzeit und dummerweise auch Geldverdienen dazwischen.

Auch wenn es für viele von euch nichts Spannendes mehr sein dürfte, mal so ein paar Flächen neu zu bespannen, ich fand es sehr spannend, es war halt das erste Mal. Sozusagen: ein kleiner Schritt für die VGC-Gemeinschaft, aber ein großer Schritt für mich.

Die erste Hürde war, wie so oft, das Finden eines Raumes für die Arbeiten.

Unsere Vereinswerkstatt kam nicht in Frage, im Winter logischerweise eh nicht, aber auch im Sommer ist sie einfach zu weit weg von meinem Wohnort. Seiten-

ruder und Höhenleitwerk hatte ich in den vorherigen Wintern bereits bei uns zuhause überholt, aber die Flügel wären dann doch ein bisschen groß gewesen... Gesucht hatte ich schon länger, immer mal wieder andere Leute gefragt, und irgendwann hat man halt Glück. Mein Glück war keine 10 km von zuhause entfernt, dicht, gut beleuchtet, heizbar, groß genug und ohne Zeitbeschränkung. Also los.

Der Lack wurde mit der Rotex, mit der Ziehklinge und mit Handschleifpapier entfernt. Danach durften die Helfer das Messer ansetzen und die Bespannung herunterziehen.

Beim Ausbauen der Steuerung zeigte sich dann auch, warum die Querruder nicht mehr ganz so leichtgängig waren; uraltes Fett, sehr abgenutzte Filzlager und besonders fehlende Unterlegscheiben an den Umlenkhebeln sorgten für viel Reibung.

Also, alles abbauen was geht, gut dokumentieren und beschriften, reinigen, entlacken, prüfen und neu beschichten. Und sicher verwahren.

Um die alten Filzlager auszubauen, mussten die darüberliegenden Fähnchen entfernt werden. Das geschah mit einem scharfen Stecheisen. Die letzten Lager sitzen im beplankten Teil des Flügels und sind daher schlecht zugänglich. Deshalb waren sie wohl auch bei der letzten Flächenüberholung nicht ausgetauscht worden und sahen nach nunmehr 51 Jahren doch recht mitgenommen aus. Aber mit klitzekleinen Stecheisen und Schnitzmessern wurden auch diese Fähnchen entfernt.

Anschließend konnte ich neue Filzstücke zuschneiden und die dazugehörigen Fähnchen herstellen.

Erfreulich wenig war im Inneren nachzuleimen oder zu reparieren. Eine Rippe war angebrochen, ein paar alte Fähnchen mussten nachgeleimt werden, aber es hielt sich sehr in Grenzen.

Dann ging doch einige Zeit ins Land mit dem Bearbeiten vieler kleiner Einzelteile und unzugänglicher Ecken. Die Bremsklappenkästen erhielten neuen Lack, die Bremsklappen und die Querruder wurden ihren Lack los, ebenso wie das Steuergestänge, und langsam, ganz langsam



All equipment, metal parts, aileron controls, airbrake controls including the airbrakes themselves, were removed and carefully documented.



Some of the rib-gussets were damaged and required careful removal with sharp tool.



I was then able to cut new plywood gussets for each corresponding rib.

MY FIRST GLIDER RESTORATION



Few areas required any re-gluing.



After cleaning and new paint, very slowly the reconstruction work could be started.

konnte mit den Wiederaufbauarbeiten begonnen werden.

Die Metallteile wurden, nachdem sie einmal ganz blank waren, wieder grundiert und lackiert. Die Wurzelrippe habe ich auch schon lackiert, um die Lagerböcke schon wieder anbauen zu können.

Es scheint mir übrigens immer eine gute Idee, deutlich mehr Stoppmuttern zu bestellen als man eigentlich braucht, man stellt während so einer Arbeit immer mal wieder fest, dass einige Schritte doch lieber später vorgenommen werden. So empfiehlt es sich zum Beispiel durchaus, das Gestänge erst nach dem Bespannen und vor allem Vernähen der Unterseite einzubauen. Man kann einfach besser nähen ohne die Stangen...

Ebenso die Anlenkstangen für die Querruder, die mussten später zum Lackieren auch wieder raus.

Aber so lernt man halt dazu.

Ebenso gelernt haben wir, dass man vor dem endgültigen Sichern der Bremsklappenachsen durchaus mal die Klappen einbauen sollte, um zu sehen, wie sie schließen. Vielleicht ist dann eben doch

noch eine Unterlegscheibe an der falschen Stelle.

Auch fand sich eine Lösung für das Rätsel, warum die alten Lackmacken an der Nase einfach nicht wegzukriegen waren. Ich hatte im letzten Winter daran rumgeschliffen, gefüllt, lackiert, alles immer umsonst, die Kanten kamen immer wieder hoch.

Des Rätsels Lösung war eine Nasenkaschierung mit dünnem Glasgewebe, und das vermutlich 40 Jahre alte Polyesterharz wollte einfach nicht mehr am Sperrholz haften. Also, Gewebe und Harz runterschleifen (mein Mann träumt heute noch davon) und eine neue Kaschierung drauf. (Die durfte er dann natürlich auch wieder schleifen).

Nach vielen Stunden Schleifen ging es dann ans Klebelackauftragen, anschließend konnte die Unterseite bespannt werden. Interessant übrigens, dass mich der Bespannstofflieferant extra noch mal anrief und nachfragte, ob man den Stoff wirklich auf der Rolle geliefert haben möchte... Ja, bitte! Was ich denn damit vorhätte? Ja, äh, also, Bespannen halt?...Ich steh nicht so auf Falten in der Bespannung.

Dann wurden die Unterseiten bespannt. Wir haben den Stoff erst etwas schmaler angeklebt, dann unter den Stoff ein Stück durchsichtigen Kunststoff geschoben und darauf mit einem Rollmesser abgeschnitten.

Anschließend wurde dann die ganze Klebekante angerieben. Das gab eine schön saubere Kante und keine Schnitte im Sperrholz.

Nun gab es einige beschauliche Handarbeitsstunden, um die Bespannung mit den Rippen zu vernähen.

Dann folgte die Bespannung der Oberseiten. Anschließend konnte Spannack gestrichen werden, Lochverstärkungen wurden hergestellt und aufgeklebt und das Zackenband auf die genähten Rippen aufgebracht. Nebenbei wurden die Bremsklappen schon mal lackiert. Ebenso wurden nun die Löcher, welche ich zum Ausbau des Querrudergestänges in die obere Flügelbeplankung bohren musste, wieder zugeschäftet. Die Kanten des Bespannstoffes wurden angespachtelt und dann konnte geschliffen werden.

Grundierung musste ich mit dem Pinsel auftragen, da noch kein Raum zum Spritzen verfügbar war, also wieder: Schleifen, Stunde um Stunde, während draußen die schönsten Wolkenstraßen am Himmel stehen...

Aber irgendwann war sie dann doch fertig zum Lackieren, ab in den Anhänger und auf in die Vereinswerkstatt.

Nachdem ein Vereinsfreund die Lackierarbeit erledigt hatte, konnten am nächsten Wochenende, inzwischen war es Oktober geworden, die Restarbeiten vorgenommen werden. Wieder gab es liebe Helfer aus dem Verein, die beim Querrudereinbau, Kennzeichenkleben und vor allem beim Wiegen geholfen haben.

Am folgenden Montag stand sofort der Prüfer bereit, und am nachfolgenden Samstag den 29.10. war das Abfliegen unseres



Cutting the edges of the fabric to shape using a roller knife.



Stitching took hours, but is another necessary and important task.

MY FIRST GLIDER RESTORATION



Finally, a proper paint-shop!



The one and only flight in late 2016. All systems checked and ready to go!

Vereines und gutes Wetter. So endete diese etwas andere Saison dann noch mit einem erfolgreichen Werkstattflug. Das war eine schöne Arbeit, ich habe viel gelernt, und beim nächsten Flügel geht es bestimmt schon ein bisschen flüssiger. Und der nächste kommt bestimmt.

All photos Constanze Bruns

My first glider restoration

Back in 2016 our 51-year old Ka 6CR had endured an extended winter hibernation. No polishing, no greasing, not a single surface repair, nothing. Why? Because this classic glider only had one launch in 2016; October 29th.

How did this happen?

The answer is simple. The overhaul of the wings was only finished 5 days earlier. Maybe a small step for the VGC community, but a huge step for me, as it was my first overhaul. Despite the work being planned over a winter, we didn't finish however until the end of the summer. So many delays due to other stupid private demands, like marriage and earning a living!

While the fabric surfaces of the tail-plane were carried out at home. The first hurdle was to find an adequate workshop for the wings; dry, illuminated, heatable and large enough with no time-frame. It had to also be close to home as the club workshops were just too far away to be of practical use. Just when I thought my luck had run out, we finally located a suitable place just 10km away from our house.

So let's get started. First the paint was removed using a Rotex electrical sanding tool and some more traditional tools, all of which saw an easy start in removing paint and fabric. The disassembly of the aileron controls showed clearly why they had been

so stiff to operate, with lots of force on the control stick. Very old grease (maybe still from the factory), worn felt rings and some missing washers all contributed to the friction.

All equipment, metal parts, aileron and airbrake controls, including the airbrakes themselves, were removed and carefully documented. Old paint was also removed, treated and then repainted. Also some gussets in the upper wing had to be removed to get the aileron control rods out of the wing. These had to be carefully removed using a sharp knife, which entailed new plywood gussets having to be made.

Once opened up, few repairs were needed, with only a few minor faults needing rectification. The brake-boxes received new paint, whilst paint was cleaned from the airbrakes themselves, along with the ailerons and control linkages. All metal parts were thoroughly cleaned, primed and repainted.

One lesson learned was the number of new self-securing nuts; always buy more than you need, as sometimes you assemble parts, then find you have to later disassemble in order to gain better access to work on other things. For this, there is no general guideline and is often only discovered 'on site' and on individual cases.

Another lesson learned was the assembly of the airbrakes. Always install the airbrakes themselves before tightening and fixing any the positions of levers etc, to ensure you have rigged them correctly. Even a simple washer in the incorrect place can allow the airbrakes to pop out some millimeters whilst in flight.

Re-fabricating the wings threw up a few problems, however we discovered that old glass cloth on the D-box didn't take well to new paint. Despite sanding, undercoating and painting, the edges of the glass-cloth kept coming unstuck again and again. The solution to the puzzle was to sand down the old

resin and cloth (my husband still dreams of it today!) and apply a new layer. I guess that 40-year old polyester resin doesn't want to adhere to plywood anymore?

The fabric was delivered to us on a roll, with the underside of the wings being covered first. When cutting the fabric to follow the lines of the D-box and brakes etc, we first glued the fabric just behind where the cut was to be made. We then inserted clear strips of plastic before cutting the edges of the fabric to shape using a roller knife. The strips of plastic were then removed to ensure a nice clean edge without any damage to the plywood itself.

Now came some contemplative hours to sew the fabric to the ribs before covering the tops of the wings and applying the tensioning dope. Drain-hole reinforcing rings were made and doped into place, before final stitching and the stitching tape being applied.

Due to a lack of space to spray, the first coats of primer were applied by hand under some most beautiful cloud-streets in the sky, under which we toiled hour-after-hour sanding!

Then finally we were ready for final paint. Into the trailer and into the club workshop, where a club friend did the painting. By the following weekend, we were now into October with only the finishing details left. Again, our dear friends from the club helped reconnect the rudder and helped apply the registration letters (where more than 4 hands were needed!) and re-weigh the glider.

So in late October 2016 after a detailed inspection by our inspector, we managed to carry out a test flight.

The results were pleasing indeed, and now with all my experience, hopefully the next pair of wings will go a bit quicker!

FEATURE ARTICLE – BYDGOSZCZANKA

Bruce Stephenson
and based on the original build log of Vincent Besançon

Beauty...only skin deep?

Some may wonder as to why a simple model of a simple glider should be featured here? After all, to many, such a basic structure represents a simplicity that really doesn't command, or deserve, much attention at all. Its all bit like comparing the lines of a tractor to that of a sleek sports car carved from skilled

hands of the finest automotive studios; a mere maid, in comparison to a Parisian diva. But those that dismiss these simple lines, the hidden sensual natural curve of an unmade face, the random freckle bold as a ladybird upon a leaf, are looking, but not observing the detail of life itself.



concealed within the bowels of a generous fuselage.

So as we take fresh look at the humble, we can now begin to appreciate the consummate skill and extraordinary lengths to which these craftsmen go in creating some of the unique machines of the past, in miniature, as they bring them back to life. It is nothing less than a form of art itself.

But before we introduce the lady of our story, first let me introduce our hero and creator, Vincent Besançon. Vincent is one of those extraordinary characters who dreams more than most, but are amongst those relative few that are adept at making those dreams reality. So perhaps it is not surprising to learn that Vincent is the architect to a highly idiosyncratic, but hugely successful series of meetings and gathering of enthusiastic modellers who specialise in early glider designs, Retroplane.



Modelling, Retroplane style! Enthusiasts immerse themselves in Retroplane on more than one level.

And so it is in the gliding world. Many of us are inspired by the romance of an era where the varnished line of a sleek body, further enhanced by the grace of a gull-wing, will readily associate to the form and beauty of an embodiment of a higher place that we hold dear in our subconscious.

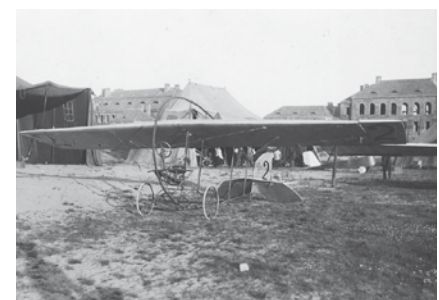
But, of course, simple open Primary gliders, were once the very bedrock of our sport... pure life itself. As anyone who has sampled their basic delights will testify, they are as raw and visceral as they are uplifting. The typical flight time may have only lasted seconds, but often these humble flights carved a deeper emotional reminiscence than most other flights we may have tackled in later life.

But getting back to the subject of building such a model. Whilst the lines of that gull-wing beauty is as heavenly as it is, it nevertheless, rather akin to Botticelli's masterpiece, the Birth of Venus. In order to achieve perfection however, first the masters had to study the makeup of the human anatomy, endlessly studying the

structure of what lay beneath the pale silky skin in order to get the detail and hidden line to that compelling state of visual perfection. And that's what this is all about, what lies beneath the skin, all that varnish and wood. The bits that make the machine itself, in all its finest detail and all of it on display in its raw, visual glory, right down to every last turnbuckle and bolt.

Now maybe you will begin to understand why this article is so fascinating when one considers the challenges of building a scale model of such a structure where the challenge is to conceal the obvious. All that radio equipment, wires and furthermore, the vital energy that powers it all, the batteries. Just how do you achieve all of that? Sure that varnished gull-wing creation is maybe more compelling and graceful in the air as any swallow on the wing. But with all its gleaming varnished form, one can easily conceal all the trickery of modern electronics needed to convey the actions of a small gimbal to a radio signal that will be processed into a controlled and coherent movement, all conveniently

Over the past few years, this dedicated band of enthusiasts have met on a regular basis, in steadily growing numbers from all over Europe (and further afield). Gathering at various locations for a few days, they show off and share their modelling experiences in an intimate and unique way. Last year's event saw modellers converge on the coastal village of Vauville, Normandy, with the remit of models designed before 1925 (see model section of Issue 151).



The early first version of the Bydgoszczanka (note position of the rudder). Photo: Skrzydlata Polska via www.piotrp.de

FEATURE ARTICLE – BYDGOSZCZANKA

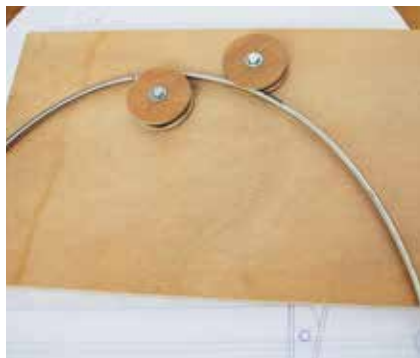
With this in mind, Vincent soon settled upon a totally rare and unique design, the almost forgotten Polish glider, the Bydgoszczanka. Pronounced Bie-goch-tchanka, the design was the brainchild of two Polish brothers, Stanisław and Mieczysław Działowski. In the early 1920's, Stanisław, was head of aircraft assembly at the military flying school at Bydgoszcz (hence the gliders name). Stanisław, and his brother, Mieczysław, began design of the glider in early 1925, which they duly entered in the 2nd Polish Gliding Competition in Oksywie, near Gdynia (17.05 - 15.06.1925).

A rather curious and bulbous design, if one is to compare the lines of the lady of our story, then in human terms I would not be in the least surprised that the Bydgoszczanka may remind some of a portly Aunt. But there is something compelling to this rotund old lady who looks more at home ambling along in a rather Edwardian way; which come to think of it in a more mechanical Edwardian air, doesn't take much imagination to draw parallels akin to a Penny-Farthing bicycle either!

But let's get back on track again. Success at Oksywie appears to have been limited, with the longest glide being recorded at 1min and 12 seconds, covering a dizzying distance of 500m. In the course of its short history, there were three versions of the glider. The first of these revisions was the result of a launching incident which saw damage to the empennage and the rudder was later moved to a higher position (as modeled by Vincent) and the third and final version, curiously saw the removal of the wheels and replaced by 2 short skids (see photo).



The scale for Vincent's masterpiece was a generous and popular ¼ scale, which given the complexity and detail of the project, was no doubt easier to work with and gave a wingspan of 2.56m. So let's start on a fascinating journey and learn just how Vincent achieved scale perfection, Bydgoszczanka style!



Building the Bydgoszczanka

The fuselage was constructed from 9x 0.25mm stainless steel tube (sourced from Spain) for both strength and rigidity. Here a bending jig has been fabricated to work in those lovely rounded fuselage tubes which were filled with sand first to prevent



the walls from collapsing during bending. All joints were soldered using a small gas torch, phosphoric acid-based flux and silver-solder brazing rod with a tin content of 50%.



The fuselage comes out of the jig with a happy Vincent displaying all his hard work which has only just begun!



Now comes a tricky and labour-intensive part, the spoked wheels. First the rims were fabricated by cutting 0.6mm strips of mild-steel sheet and then bending them in, yep you've guessed it, a Pasta Roller! The ends are then brazed together to form a ring before moving onto the next step. The completed rings are now positioned into a plywood jig and gently beginning to alternatively fold the edges down a little at a time with a small hammer to help prevent any creep until the sides are flat against the ply jig.



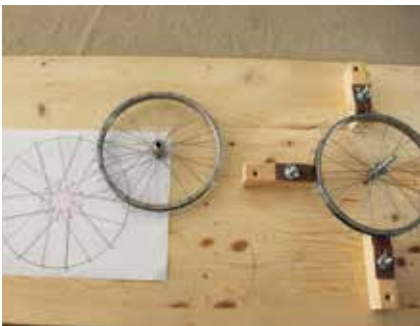
FEATURE ARTICLE – BYDGOSZCZANKA



The axle hubs are fabricated from some 6mm tubing with some washers soldered to the axle itself before the spoke holes are laboriously drilled in a jig utilising a paper template. The hole is drilled using a 0.9mm drill to accept 0.8mm spokes which were bent at one end to secure to the hub.



The same treatment was applied when drilling the rims which had a paper template glued to the hub with the rim being rotated 10 degrees for each hole.



The wheels were then put into a jig to make sure that they ran true before soldering the spokes to the rims.



The finished product with a bronze tanning technique using a rapid chemical bronze process that is commercially available under the brand-name, Klever and 15mm diameter neoprene foam for the tyres. Scale valves were also added for authenticity before the wheels were mounted on the undercarriage. The finished wheels were 195mm in diameter and weighed 117g.



The finished stabiliser weighed 175g and has a span of 950mm. The trailing edges are made from 0.8mm wire cable.



The two root ribs (MS535-2, a popular modelling profile) are constructed from 4mm tubing and assembled on a jig to space them before final brazing together. The wing ribs will have a brass tube glued into them to accept the wing pins which pass through the locating tubes on the root ribs here attached to the fuselage. Precision is required to ensure that the wings will form a perfect cross with the fuselage.



Now begins the manufacture of all those detailed bits that are laid naked to the eye, the metal fittings. These were cut using the acid cutting method similar to the secrets of craftsmen from years past when etching amour suits. A technique still used by some jewellers today, chemical etching and cutting is a process where first the 0.6mm sheet is thoroughly cleaned and brought to a shine.

Electronic drawings were produced for the desired part with a 2mm outline and then cut out in vinyl utilising a Craft-Robo Graphic Cutting Plotter printer. The vinyl is then carefully applied to the metal plate, ensuring ALL areas are adequately adhered before removing the pre-cut 2mm outlines, leaving the exposed areas that will be etched. The rear face of the metal plate is covered entirely of vinyl.



The plate is then immersed in a mixture of 3 parts of water to 1 part of hydrochloric acid (at 23%) + 1 part of hydrogen peroxide (at 130 Vol 35%). Oxidation starts immediately, (the yellow colour) and corrodes the exposed metal whilst sparing the areas protected by the vinyl. When it's not bubbling, oxygenated water can be added. Note: Always wear suitable overalls, rubber gloves, safety glasses and wear a facemask when dealing with both hydrogen peroxide and hydrochloric acid! Also a must, **DO NOT ALLOW THESE SUBSTANCES TO BE STORED WITH OTHER HOUSEHOLD CLEANERS OR COME INTO CONTACT WITH CHILDREN!**

It takes about 3h to dissolve the 0.6mm steel. The cutting time is however, very random. It all depends on the dosage, the strength of the mixture and the surface to be cut. You must monitor and stop when the vinyl on the reverse side begins to appear. The plate is carefully removed and then rinsed well with water to neutralize the oxidation.

FEATURE ARTICLE – BYDGOSZCZANKA



The finished product, the cut pieces without any physical effort.



Now for the myriad of turnbuckles and fittings for the rigging. The fork-ends were made from 0.6mm steel strip of 0.6mm, 7mm wide. The strip is bent into a U and a 3mm nut is silver-brazed to the inside. A drill is then passed through the centre of the nut to drill out the 6mm strip in the correct location before re-tapping the thread. The clevises are made from 3mm machine screws with the ends flattened with a hammer and drilled with a 1.2mm hole.

The shackle pins are made from 2.7mm diameter nails with the heads re-profiled, then drilling a 0.9mm hole for the 'R' clips, which were formed from 0.8mm piano wire before the entire lot was given a patina of bronze.



Some of the fittings now in place, all braced with 1mm control cable.



Now to the business end of the project, the office. This was one of the areas where the eye was going to get naturally drawn to and in many ways, represented a major focus of attention for the casual viewer. First a tube frame was manufactured, within which the servos and tow-control release would be housed. It is to this structure that the seat, the rudder and the control wheel will be mounted before the entire assembly is soldered to the fuselage.



The rudder bar was then made in ash and screwed to a 1mm steel plate with a bearing which will be connected directly to the rudder servo. Wooden sides were then added, with the entire assembly being scaled to a larger size than the original in order to house and camouflage the radio equipment. The control wheel, control column and rudder are connected to the servos. (Note the detail of the control wheel and sprocket).



The seat was then constructed using a drilled plywood base and some cane up-rights. A 2mm aluminium wire around the top, was wrapped in Raffia fibre (commonly available in most gardening centres). The rest of the seat was then woven, again using 2mm cane strips before the wooden seat was stained and finally the entire assembly is soldered to the fuselage.



Covering the tail-feathers was achieved with an airtight fabric, Diatov 1000 which had been tinted with a wood tint, in grey (Liberon 'smoked effect'), brushed on and then wiped. Adhesive strips of Diacov are held in place with glue. After heating the fabric on the cable trailing edges, the glue becomes flexible and sticky and adheres to itself by folding the fabric.

The canvas is then sewn to the tubes, with Diacov strips then laid over the stitches. These strips are cut from a piece of Diacov pre-tinted grey and a slight tint of yellow, thus giving this grey-green appearance reminiscent of the colour of the fuselage.



The rudder is protected by 3 layers of V33 matt varnish. The markings cut from adhesive vinyl (utilising the Craft Robo) and are then used as stencils to paint the markings with Matt Black Humbrol paint.

FEATURE ARTICLE – BYDGOSZCZANKA



Now to the nut behind the wheel...well not quite. That particular nut is actually firmly on the ground acting as a back-seat driver through his radio-control set. In that case, let's call him our stunt-double....our pilot szybowcowy. Only our intrepid Polish hero is entirely scratch built and conceals a few secrets...read on.

Again a labour of love, the moulds for an earlier project saw a ¼ scale pilot being manufactured in-house by, would you believe it, first constructing a human skeleton from a 3-D puzzle! Scaled to ¼ scale and laser cut, it was glued together before the subsequent laying up the entire assembled skeleton with plasticine strips. These plasticine strips then allowed shaping of the completed figure to take place, before being placed in an oven to cure and harden the plasticine.



The limbs are then separated from the figure before silicone moulds were made of all the constituent parts. As silicone is very flexible, the moulds can be rolled off the cast parts like a sock and the insides covered with a releasing agent for the final cast of flexible silicone limbs.



Bionic leg? Well not quite, but then it's a great place to conceal the two Sony US18650V3 Li-Ion batteries which are integrated into the silicone moulds of the legs.



The flexible polymer is poured directly on to the batteries needed for the radio control receiver and servos. I told you there were a few secrets up his sleeve-leg!



Painted and now looking a bit more complete. Now to give him some period character of a Polish gentleman.



The hair and beard are made of flocking made from plumbers hemp cut to around 4mm lengths. The head and facial areas are then painted with vinyl glue with the flocking brushed on and allowed to dry.

The first layer was sparsely applied before two more layers were applied. The end result was a rather random direction of fibres but the results looked quite realistic with the basic product looking a little unkept and unruly, but nevertheless, his anatomy was largely complete, save a haircut and trip to the Barber!



For the well-healed Polish pilot of the 1920's, nothing but the best, with the famous French designer, 'Joëlle' (Vincent's wife!) designing and making this rather dapper uniform. The buttons are made of plastic, painted in patinated gold. The harness buckles are cast in 1.5mm epoxy, whilst the harness is made of tinted cotton twill tape.



December 2015 and progressing at a steady pace. All of the fuselage components are together with all the control and rigging wires in place. The entire tubular structure was painted in a primer and painted in a grey/green colour (RAL 7009), before assembly of all sub-components largely outlined above. The entire weight of the completed fuselage, including radio, pilot and a lead counter-weight, weighs in at a total of 2.78kg. It only remains to build the wings ...



FEATURE ARTICLE – BYDGOSZCZANKA

The first ribs out of the jigs. With a cord of 500mm at the root and a rib spacing of 140mm, Vincent increased the thickness of the pine wood sections from his more usual 3mm x 2mm, to 5mm x 3mm.



32m of chopsticks and 760 gussets later, finally the 38 ribs are completed!



The main-spars are primarily composed of 1mm ply webbing and 10x5mm spar-caps made from samba (obeche) wood. The rear spars are made of 6x6mm samba spar-caps and 1mm ply webbing.



The partially completed wing. Note the sheer detail of the rigging wires, which have to be seen to be believed! (More were to come). At this stage the assembled model weighed 4.7kg.



Details of the aileron servo (Power HD 9110MG) with control horn and wires at the root end of the wing. The controls and wires run on the outside of the wing as per the original glider.



Where it all goes to at the other end via pulleys. The pulleys are commercially available 'V'-groove ball bearings. Note the detail of the wing-tips and the wire trailing edges.



Brackets for the wing wires were CNC manufactured from 2mm duralumin.



Even more rigging wires!

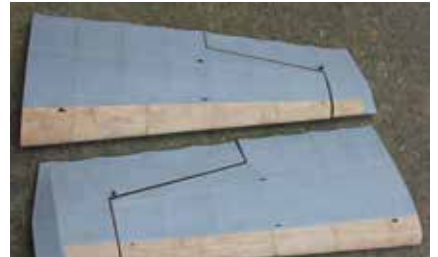


It was now down to applying the leading-edge D-boxes and covering. The leading edges were laid up using 0.6mm ply laying

up the D-box in exactly the same manner as we do with our full-size gliders, utilising the scarfing method for the overlapping edges.



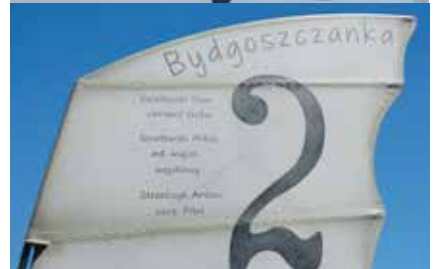
Even inspection covers were skilfully replicated down to the last detail.



The wings were covered in Diacov in the same way as the tail empennage, with the D-boxes being tinted in dark oak.



February 2016. The final details are now almost complete. Once again, the competition identification numbers are applied to the upper and lower surfaces of the wings in the same manner as described for the fin. Meanwhile the fin gets some more text!



FEATURE ARTICLE – BYDGOSZCZANKA



A pair of more robust wheels were made for the first test-flights to preserve the original spoked wheels from damage in case of any hard landings, which was to later prove perceptive indeed. The hubs were covered in fabric and the tires again utilised neoprene tubing. Note the exquisite detail of the entire undercarriage assembly.



Completed at last after countless hours! The results reflect the absorbing hours and skill that went into the build. Now comes the nail-biting bit, flying!



The big day, Sunday, 17th April 2016 at a towing meeting in Baillargues, southern France. Vincent takes up the story of the first nerve-racking flight.

Aligned behind the towplane, the Bydgoszczanka quickly becomes airborne in only a few meters. With its generous wing area, the glider is pulled aloft like a kite. The controls are reactive in all 3-axis, so there are no problems with the tow. Once the tow-line is released, I have to put a few notches of trim in to keep Bydgoszczanka flying in a straight line. The first flight is made in the morning without any wind, so the glider flies for only a few minutes. We do not expect more with this kind of machine which does not process any great finesse, however proves easy to land.

The second flight was around 1300L and again towed by Pascal's tow-plane. The wind has risen a little, but is perfectly manageable at around 15km/h. After casting off from the tow-plane and after a few minutes of flight, suddenly the Bydgoszczanka enters into spiral dive. It does not respond to my counter controls, my actions on the gimbals have no effect! On the spot I suspect that there has been a catastrophic loss of the radio signal as the Bydgoszczanka performs 3 spirals before impacting the ground with the front of the fuselage and a wing. Unfortunately, I did not even have the time to do a centering test. At that moment I was not sure what had gone wrong? Was it a radio problem or unwanted deflections when centering the controls?

The post-crash diagnosis made for sober viewing. The right wing was broken with much work needed to repair the damage, whilst the fin had broken in two. A retaining tab had been broken off the stabiliser which meant it had to be completely stripped of its fabric to allow the repair. Worst however, was the fuselage, which was completely twisted and would require a complete rebuild if the Bydgoszczanka was ever to fly again!

After 10 days of intensive work with Joëlle, version 2 of the Bydgoszczanka is taking shape. The wings had some damage, formwork, interlining, a fin was broken in 2, a retaining tab of the stab to be re-brazed, it was necessary to strip the solder area and the drift was bent. All these elements are fully repaired, interfacing, finishing, lettering, aging



The tubing of the original fuselage was too badly bent to do anything useful with. Due to the extent of the damage, it was decided to increase the wall thickness of the tubing to 0.5mm wall thickness instead of the original 0.25mm on the first version. The same method for bending the tube on the original fuselage was again used. The undercarriage was also reinforced.

The radio was sent away to be checked but there was nothing that could be found to cause the problem. The wiring connections were re-done as this can be a problem area with some Futaba radio systems. The receiver was also replaced and range tests carried out. Tests were also carried out on the servos to ensure there were no voltage drops, thus trying to re-boot the receiver.

Finally, by May, all of the repairs to the Bydgoszczanka were finished and the fuselage rebuilt. All that was left was surgery to rehabilitate our stunt-double, the pilot!



With only ten weeks to go before RETROPLANE 2016 and two weeks of intensive care to rehabilitate our pilot szybowcowy, all is well again!

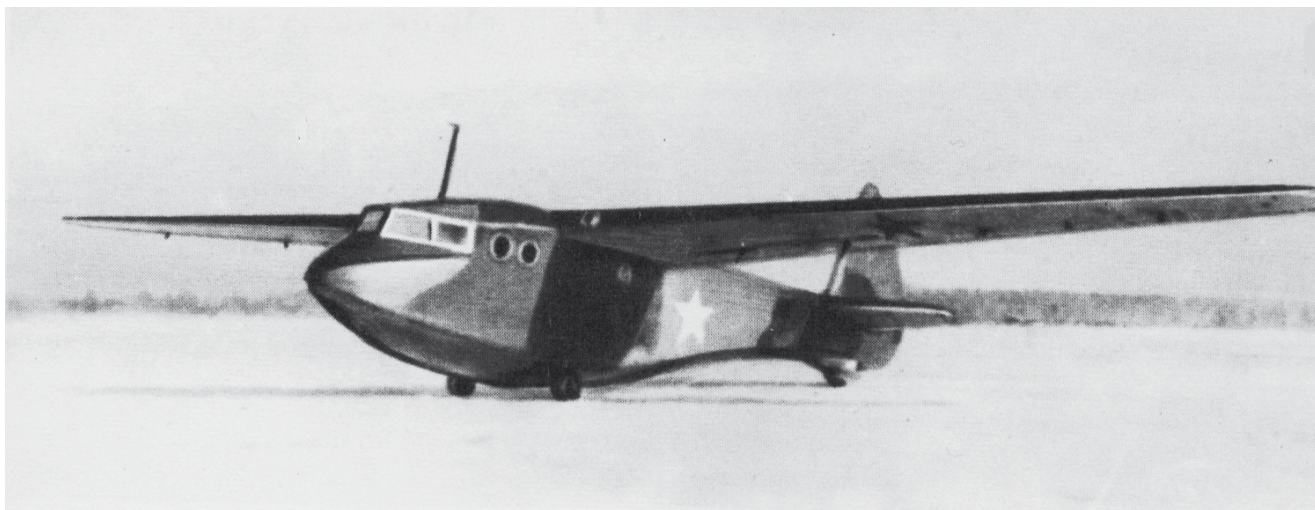
The saga was to continue. With the weather for the 2016 Retroplane preventing Vincent from flying the Bydgoszczanka, he postponed flying it again until the Retroplane meeting in 2017 where at long last it was to all come together on the 23rd July 2017, at Retroplane 2017, Vauville...



Sychev Aleksei Vyacheslavovich (with further research by Bruce Stephenson)

Oleg Konstantinovich Antonov and Gliding

Part II



A-7 (Rot Front 8) Transport glider. Photo: vfl.ru

My choice in life was to engage in aircraft from an early age. The impact of seeing an An-2 aircraft in the skies over my house sowed these first fledging seeds of my life-long passion. I was then only about 4-5 years old. The design of this pondering, but graceful biplane was the work of one of the great Soviet engineers, Oleg Konstantinovich Antonov. After graduating from the Moscow Aviation Institute, our

paths were to cross again from those boyhood memories and I ended up working for several years as an engineer repairing those same AN-2 aircraft and its engine. Oleg Konstantinovich Antonov (1906-1984), Soviet aircraft designer, Professor (1978) and academician of the Academy of Sciences of the USSR, won numerous other awards, including the Stalin Prize of the Second Degree (1952), doctor of technical

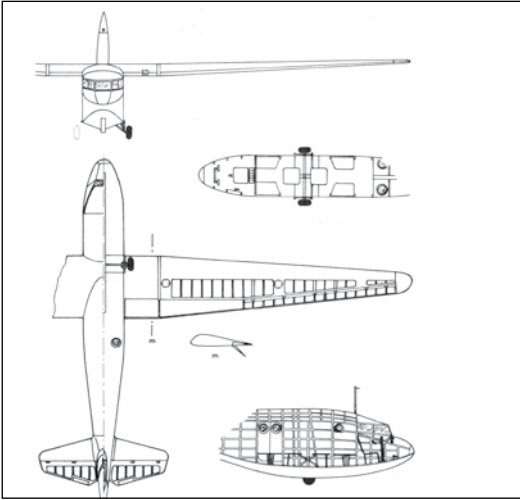
Sciences (1960), winner of the Lenin Prize (1962) and Hero of Socialist Labor (1966). During his design career, Oleg was to produce over 50 types of production and experimental gliders for various roles, resulting in a grand total of over seven thousand aircraft over the space of forty years. During this article we will only cover his more significant designs and highlight his valuable contributions to Russian gliding.

In 1938 the Soviet government shut the Moscow Glider Factory and banned the sport of gliding following an incident involving an instructor who defected to the West using a glider. This saw Oleg working for two years as an engineer in the design bureau of A.S. Yakovlev in Leningrad. After the signing of the German-Soviet Economic Agreement, a Soviet delegation was present for a German aircraft demonstration at Flugplatz Johannisthal, where some of Germany's top bombers and fighters were on display. The then Soviet Foreign Trade Minister was taken aback by the nimble Fieseler Storch (despite the rest of the delegation seeing no real military need). With Stalin's enthusiastic backing, the newly-appointed Deputy People's Commissar for the Aerospace Industry, Alexander Sergeevich Yakovlev, was given orders to develop a similar machine. Yakovlev immediately handed the project

on to Oleg, who was then tasked to design a medical aircraft to be based upon the German Fi 156 'Storch,' with short take-off characteristics. The new aircraft was built around the then license-built Renault MV-6 Bengali engine. This was Oleg's first aircraft project and it was largely a copy of the German design. In the autumn of 1940, the design (OKA-38, or SS-2) passed factory tests, with serial production being planned for an aircraft factory in Kaunas, Lithuania. Oleg was appointed as Chief Engineer however the war put paid to this plan. German aircraft bombed the plant in the opening hours of what was to become the Great Patriotic War, on the 22nd of June 1941. All of the production aircraft and buildings were destroyed (Note 1). With the rapid German advances, by the end of June, Oleg and his team had quickly withdrawn to Moscow. Shortly thereafter, he was instructed to draw up plans for the

production of his seven-seat airborne assault glider. Originally designated as the RF-8, Oleg's design had been on the drawing board since mid-1940. It had also been chosen as one of the successful designs following Stalin's December 1940 request that at least 10 Opytnoye Konstruktor-skoye Buro (OKB's) submit designs for selection (Note 2). Because of the ongoing rapid German advances through western Russia in the summer of 1941, by October Stalin and the entire Soviet Union was in a state of near-panic and imminent collapse. This resulted in the general evacuation of the Communist Party, the General Staff, and various civil offices from Moscow. Oleg and his team, along with their materials, were sent by train to Tyumen, in western Siberia, over 2000 km east of Moscow.

WE REMEMBER



A-7 (Rot Front 8)
Length: 10.54m **Aspect Ratio:** 14
Wingspan: 18m **Section:** R-III
Wing Area: 23.2sqm **Weight:** 55kg

A-7 TRANSPORT GLIDER

After the evacuation to Tyumen and the establishment of his team in Plant No. 241, Oleg began preparations for the mass production of the A-7 transport glider. The prototype was built in 1941 and was originally designated as the RF-8. It was a broadly scaled-up version of his highly-successful RF-7 sports glider. The prototype first flew on the 2nd of September 1941. The series production was re-designated as the A-7, commencing in 1942. The design incorporated an 18-m, high-wing monoplane of reasonable aspect ratio and a wide-body fuselage. The wings were made in three-parts, made from plywood and covered in fabric, again utilising a TsAGI R-III aerofoil section. The fuselage was wide enough to accommodate 3 seats abreast, with the canopy blended into the fuselage nose contours. Behind a single pilot were six folding seats. Two seats, one on either side in the front, faced to the rear; two more, one on either side in the back, faced the front; two in the middle faced opposite each other. There were double doors in the left side located in the front of the fuselage and another door on the right side in back. The left-front and right-rear seats had to be raised prior to opening the door. There were small round windows in the doors and in the sides opposite the doors. A tailskid was provided along with twin undercarriage main-wheels, located either side of the fuselage. During flight, these main-wheels could be retracted and the glider landed on a central skid, thus reducing the landing run distance. After its test-flight development, which



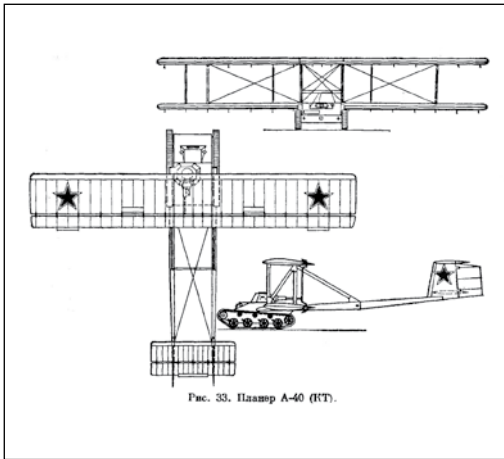
A-40 Kryla Tanka. Photo: vfl.ru

was carried out by the Soviet test pilot, V.L. Rastorguyev, the glider was approved for series production (Rastorguyev was later killed testing the Yak-3d fighter). The series production saw the number of troops carried from the original prototype of five, increasing to seven. This was enabled by a revision of the fuselage nose section which included a new stepped-up wind-screen, giving a better field of view and simpler construction. The A-7 was used by the Red Army for combat missions in the battle for Stalingrad. It was also used for the landings at Rzhev and Vyazma during the battles on the Voronezh front and during the crossing of the Dnieper in the fall of 1943, delivering weapons, ammunition and food to the troops. Series production was organised in requisitioned wood-working factories at Alapayevsk and Tyumen, with another production line starting at Zwodoukovsk,

near Tyumen, from the end of 1942. The construction and technological build processes were simplified as much as possible to allow for the employment of a less-qualified workforce. This was to allow for the wide use of women and even child labour. Over 400 units came off the production lines. In 1944, part of the production was also transferred to the cities of Saratov and Ryazan.

A-40 KRYLA TANKA (FLYING TANK)

In December 1941, Oleg conceived the idea to create a hybrid of a tank and a set of wings. A completely original solution, it was designated the Kryla Tanka (KT) glider project and was constructed in 1942. The KT was to provide airborne transport of a T-60 light tank by aerotow. It employed a biplane wing and a twin tail-boom framework to carry the tail empennage. The wings were attached directly to the tank and had a crew of two; the pilot (who also



A-40 Kryla Tanka (Flying Tank)
Length: 12.06m
Wingspan: 18m
Wing Area: 85.8sqm
Aspect Ratio: Unknown
Section: Unknown
Weight: 2004kg

WE REMEMBER



The war years were spent working on various projects under the Yakovlev Bureau. On the left is Alexander Sergeevich Yakovlev consulting with Oleg. Photo: yak.ru

served as the tank driver and mechanic) and a gunner. The flight development of KT took place between the 7th August and the 2nd September 1942 near Moscow. The flight tests were conducted by the test pilot, Sergei Anokhin (who had tested the RF-1 to destruction in 1934).

A number of test-hops were made in tow by a Tupolev TB-3, 4-engine bomber, with the first and last full test-flight taking place on the 2nd of September. The take-off of this rather unusual air-train was normal, but soon the TB-3 engines began to over-heat. With the engines rapidly beginning to lose vital power, Anokhin was waved off by the bomber crew and was forced to land at the nearest airfield in Bykovo, startling the entire staff based there. Having landed, Anokhin then started the tanks engine and without dropping the glider wings, moved to the command post of the airfield. An air alert was immediately sounded and an anti-aircraft battery was raised. Eventually Anokhin was able to calm the shocked airfield team down after his unusual appearance! Soon after further work on the A-40 glider was stopped due to the absence of adequate towing aircraft, and at the end of the same year, the T-60 tank was also withdrawn from production. In 1943, Oleg was appointed first deputy designer in the OKB A.S. Yakovlev (Experimental Design Bureau A.S. Yakovlev), and made some significant contributions to the design of the YAK-3 and YAK-9 fighters. At the same time Antonov did not give up his dream of making an aircraft for a more peaceful sky. After the war Antonov requested that Yakovlev let him work independently, heading Yakovlev's subsidiary design office at the aircraft manufacturing factory at Novosibirsk, located on the banks of the Ob River in the southwestern part of Siberia.

On May 31, 1946, the government of USSR transformed the subsidiary into a new design bureau, the Siberian R&D Institute for Aeronautics (subsequently known as

The renowned AN-2, workhorse and aerial jeep all rolled into one. Photo: rbth.com

the OKB Antonov Research and Design Bureau), with Oleg being appointed Chief Designer. The first of the Bureau's designs was the SH-1 (Russian abbreviation for Selsko-Hoziaystvenniy samoliot – agricultural airplane), designed to meet a 1947 Soviet requirement for a replacement for the Polikarpov Po-2 which was used in large numbers as both an agricultural and utility aircraft.

The SKh-1, later re-designated as the An-2, went on to become possibly one of the most recognisable bi-planes in the world, with the prototype first taking to the air on the 31st of August 1947. The following years were spent on arranging the team and setting up the aircraft for series production. A number of An-2 versions were designed to meet differing applications, with the aircraft going on as the first Soviet aircraft to be serially produced for more than forty-five years running. During its production, it gained a reputation for being an exceptionally rugged and reliable machine that has since carried countless thousands of passengers, delivering millions of tons of cargo, not to mention fertilising millions of acres of crops and was also widely used in forestry roles. In doing so, it has visited almost every corner of the globe. For the development of the An-2, Antonov and his colleagues were awarded the USSR State Prize.

In 1952 Antonov and his key personnel, bureau, and production facility moved to Kiev, where they had to re-



establish themselves from scratch. Despite his increasing work in aircraft design, Oleg did not abandon gliders however. During this period, he created the A-9, A-9bis and A-10, which were the last wooden gliders designed by Oleg.

A-9 AND A-10

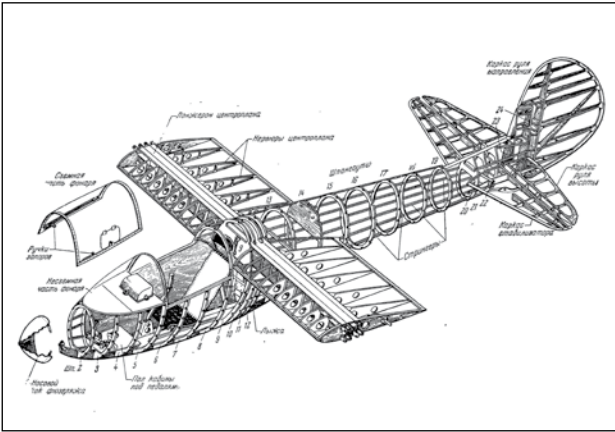
The A-9 was the further development of the RF-7 sailplane and followed the same ethos of rugged design suitable over a wide range of operation. Again Oleg's unique design approach came to the fore with an unusual feature being that the conventional skid was replaced by a rigid steel skid attached directly to the keel of the fuselage. The A-9 was launched from a wheeled, drop-off dolly and landed on the rigid underside of the fuselage, which had been strengthened to take the shock of heavy landings. The pilot was spared the jolts on landing by a very-well-sprung seat.

With a cantilever high-wing monoplane, the A-9 featured a tall, streamlined fuselage of oval cross-section. With a large, contoured front windscreen, the Perspex canopy was removable to allow access,



The A-9. Location unknown). Photo: Photo: via aviamuseum.com

WE REMEMBER



Another view of the A-9 (details unknown). Photo: via aviamuseum.com

A-9	(A-10)
Length:	6.24m (6.8m)
Wingspan:	16.24m (16.24m)
Wing Area:	13.5sqm (13.5sqm)
Aspect Ratio:	19.6 (19.6)
Section:	Modified R-III Section
Weight:	310kg (327kg)

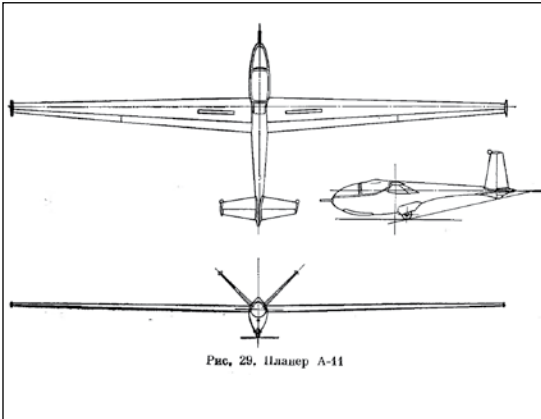
whilst the sprung pilot seat was horizontally adjustable. The 16.24-m wing featured a centre-section of constant chord that was fixed permanently to the fuselage, as it was then common practice in the Soviet Union to retrieve sailplanes by putting them on lorries. From this, two tapered outer-wing panels with rounded wingtips, slightly bent downwards, were fixed to the centre-section via rigging pins. Again, Oleg turned to a modified R-III aerofoil section throughout the entire wingspan, which was fitted with airbrakes. The prototype first flew on the 3rd of November, 1948 and proved to possess very good aerodynamic characteristics. With a glide-ratio of 30:1, it enabled the A-9 to establish a number of national and international gliding records. In 1952, Vyazeslav Jefimenko established an international distance to goal record of 636 km. In 1952 Oleg set about making some modifications to the A-9 by adding the provi-

sion for a passenger seat behind the pilot. In order to achieve this, the fuselage was lengthened by 250 mm and the detachable passenger seat was fitted to face rearwards. Designated as the A-10, the glider still retained the same wing as the A-9, but with the increased loading, the glide ratio was 28:1. There were four two-seat records set by the A-10, with the most notable being on the 26th of May 1953, when the Soviet pilot, Viktor Nikchen and his passenger, G.M. Pechnilcov, established an international distance record with a flight from Kuntsevo, near Moscow, to a landing near Stalingrad. Flying for 9h 11min, it was a straight-line distance of 829.8 km. The FAI later awarded Nikchen the FAI Lillienthal Medal. The second variant was the A-9 bis, a single-seat, high-performance sailplane. It differed from the A-9 by a new two-piece wing that was connected directly to the fuselage, thus eliminating the fixed centre section. Flaps located inboard of the ailerons were also added. The fuselage and tail empennage remained identical. The first flights of the A9-bis took place in 1955. During the five years that the A-9 was manufactured by the Novosibirsk plant, only a small series of 27 units were built.

A-11 AND A-13
With the AN-8 and AN-10, the Antonov Design Bureau entered its turbo-prop era of military transport and passenger aircraft. Oleg now began to look towards metal construction for gliders which were to be the pinnacle in Soviet sport gliding. He was inspired by the Czech L-13 Blaník (Let Kunovice) two-seat trainer glider, which appeared in 1956. The L-13 set new standards in the gliding world and formed a very deep impression on Oleg, who loved to fly the Blaník. In 1957 Oleg embarked upon his first essentially all-metal glider design, which was designated as the A-11, a single-seat sports-training glider with a 16.5-m cantilever mid-wing tapered monoplane, set with a dihedral of 1.5° and no washout. With a TsAGI R-IIIa wing-section, the single spar was metal-skinned forward, with fabric covering to the rear of the spar. Fitted with mass-balanced, slotted ailerons, the inner portion of the wing was also fitted with slotted flaps on the trailing edges. The ailerons could be drooped through 8° to act in conjunction with the flaps. Spoilers were fitted mid-cord on the upper surface of the wing. The 6.0-m monocoque fuselage was similar to the A-9 in profile and like the A-9,



A-11 Photo: via aviamuseum.com



	A-11	(A-13)
Length:	6m	(6m)
Wingspan:	16.5m	(12.1m)
Wing Area:	12.15sqm	(10.44sqm)
Aspect Ratio:	22.4	(14)
Section:	R-IIIa	(P-32-15)
Weight:	310kg	(270kg)

WE REMEMBER



The A-13 test program with Oleg (L) discussing details with the test-pilot, Sergei Anokhin (seated). Photo: via Antonov.com



The jet powered A-13 which carried the designation of AN-13. Photo: via aviamuseum.com

formance, open-class sailplane. A further development of the A-11, the prototype was constructed in Kiev in 1959. Consolidating his experience with the A-11 and A-13, Antonov incorporated new techniques for the chemical bonding of aluminium surfaces. With a cantilever mid-wing, all-metal mono-plane like the A-13, the A-15 was fitted with a

had a deep, narrow cockpit. The rear portion of the fuselage was formed into Oleg's characteristic robust boom-style pod with a shallow taper, which carried a vee-tail arrangement (which was to set a trend with designers in the 50's and 60's). The undercarriage featured a retractable single wheel, with gear doors. The cockpit was fitted with a 3-piece Plexiglas hood, with the front, fixed portion smoothly fitting to the contour of the fuselage. The centre portion was removable to allow entry to the cockpit, whilst a small window was installed behind the pilot. The pilot's seat was adjustable both fore and aft and in height, offering the pilot both a good view and comfortable cockpit conditions.

The A-11 was the first domestic all-metal glider and the first series-produced, all-metal, V-tail glider in the world and it proved to be stable in all axes and was responsive. However, it demanded constant attention by its pilot to get the best, 33:1 performance out of the glider.

The A-11 was also developed into the A-13 for aerobatics. With a reduced span of 12.1 m, the wing was fitted with an R-II-15 sec-

tion to allow for better performance in inverted manoeuvres. With a glide-ratio of 26:1, the type, in this format, had a VNE of 400 km/h.

The prototype A-13 first flew on July 2, 1957, again with test pilot Sergei Anokhin at the controls. Series production at the aviation plant in Komsomolsk-on-Amur, saw some 200 units of the A-11/A-13 eventually being manufactured. Each A-13 was supplied with a pair of A-11 wings for transformation into the A-11 format. The A-11 remained in use by DOSAAF (Volunteer Society for Cooperation with the Army, Aviation, and Navy) Aero Clubs until 1960, when the last of Antonov's sailplane design, the A-15, entered production (Note 3). Although not put into production, in February 1962 an A-13 was fitted with a small turbojet engine to set a world airspeed record of 196 km/h (122 mph) for an aircraft weighing up to 500 kg. This jet-powered version was known as the An-13.

A-15

The last in a long series of Antonov's designs, the A-15 was a single-seat, high-per-

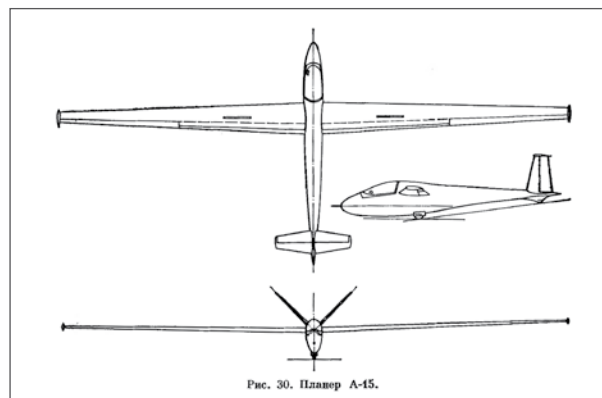
formance, open-class sailplane. A further development of the A-11, the prototype was constructed in Kiev in 1959. Consolidating his experience with the A-11 and A-13, Antonov incorporated new techniques for the chemical bonding of aluminium surfaces. With a cantilever mid-wing, all-metal mono-plane like the A-13, the A-15 was fitted with a

V-tail set at 45° and designed to be aerobatic as well as suitable for operation for both distance and cloud flying. The 18-m wing was of a single-spar construction and metal skin with an American NACA 643-618 laminar-airflow section at the root and a NACA 633-616 profile at the tips. With highly-polished wing surfaces, like the A-11, the A-15 was fitted with Fowler flaps at the trailing edge. The ailerons were able to be drooped for soaring in weaker thermal currents. The wings were also fitted with DFS-style airbrakes. Water ballast tanks in the root area of the wing enabled 50 litres of water to be carried.

The semi-monocoque fuselage was constructed with 19 bulkheads joined with the stressed metal skin by flush riveting. Fitted with a shock-absorbing, retractable mainwheel, the retracted wheel was covered in flight by wheel-well doors. The pilot's seat was fully adjustable, enabling a good field of view. The cabin also featured a cooling air vent and the anti-glare canopy was jettisonable in an emergency. The provision for oxygen apparatus and a transceiver was offered as a standard



An A-15 at the 1965 World Gliding Championships in South Cerney, England. Photo: via Vincent Cockett



A-15

Length: 7.2m
Wingspan: 18m
Wing Area: 12sqm

Aspect Ratio: 24.4
Section: NACA 642-618
Weight: 320kg

WE REMEMBER



The factory trailer was designed for rigging the A-15 in situ. Original Source Unknown

Irmgard Morgner explains the controls of the A-15 to Ursel Heinicke (later Wötzel). Photo: Winfried Morgner via Frank-Dieter Lemke

feature. The instrument panel included a magnetic compass, artificial horizon, ASI, two-needle altimeter, variometer, oxygen pressure gauge, and a clock. With a glide-ratio of 40:1, the A-15 made its first flight on March 26, 1960, again at the hands of Sergei Anokhin. With the type's crisp handling and excellent performance, it is without surprise that the A-15 saw dozens of Soviet records and five international records being set. Three of these records were set in the type's first year of service. Michail Weretennikow set a world record just six weeks after the prototype flew, with a speed record over a triangular course of 100 km at 111 km/h (Timiriasev - Mikhailovka - Oulianovka and return). In June of that same year, Weretennikow, again set a world goal-distance record flight of 714.023 km from Orechkovo to Raskovka. Later that same summer, on the 15th of July, Anna Samossadova set a new world woman's speed record over a triangular course of 200 km, at an average speed of 73.40 km/hr (Drakino - Torkhovo - Andréevskoé and return). Series production of the A-15 ended in 1967 with 60 sailplanes delivered.

OLEG THE FAMILY MAN

Memories of my older friends were that

Oleg Antonov loved to chat about aviation with young people and students. His house was always open to aviators. Although he was in charge of the Kharkov aviation institute (KhAI), he would often involve himself with students building gliders and simple, powered light-aircraft. Despite being the head designer of a Design Bureau, and the creator of so many large transport aircraft, he always remained very close to his roots through ordinary students and aviation enthusiasts. Throughout the intervening years, Oleg was to continue with his outstanding success as a leading designer in the field of transport aircraft. Over his entire lifetime, he continued to lead a rich life, and was, in addition to being a gifted designer, an extraordinary manager with a bright personality. Every young engineer who came to the Antonov Bureau received their diploma of 'young specialist' personally from the hands of Oleg himself, acquainting himself with every young engineer personally. A capable artist, his love for art often saw him achieve high levels of artistic skill, and was often happiest at the easel with brush in hand. His natural artistic flair came through in all his designs, in which he skillfully combined their flowing lines with practical simplicity. Not only that, his

artistic flair was also apparent through the pen and he often wrote poetry. He was also an avid sportsman, who in addition to gliding, was an accomplished amateur tennis player (he could often be found on the court at the purpose-built tennis complex at his design office which he had built to promote the sport amongst young engineers and players. He also created the 'Gentleman of the Court' traditional prize for international tennis tournaments held in the USSR). During the 60 years of his work, he wrote numerous papers, four books and published dozens of articles (including gliding) in both scientific and general aviation magazines and held 72 patents. He was responsible for over 52 glider and 22 aircraft designs, yet he remains almost forgotten outside Russia as a talented, highly successful glider designer and manufacturer for over 40 years, with several thousand gliders of his design coming off the production line! In 1935 Sergei Anokhin, was invited to Turkey to train Turkish glider pilots. When the question arose about the construction of suitable training gliders at a glider plant in Ankara, Anokhin was quick to endorse Oleg's eye for practicality and good design. It is not surprising that Turkish officials de-



Oleg always made time for the next generation. Photo: topnewsrussia.ru

At ease behind the easel. Photo: National Air University, Ukraine

WE REMEMBER



All round sportsman. Photo: topnewsrussia.ru



Oleg and work colleagues discuss the design of the A-15. Photo: SPUTNIK / Alamy Stock Photo

cided to launch large-scale production of Standard Training gliders based on Antonov's US-4 and PS-2 designs. These gliders had undoubted superiority over the then German-based machines in Turkey at that time. It is testimony to Oleg's simplistic approach and design prowess that subsequently hundreds of young Turkish glider pilots were to learn to fly on Antonov's designs. As Oleg himself was to later comment: *the glider is the brightest embodiment of beauty in aircraft engineering. Clean lines, pure aerodynamics, harmonious unity of beauty and expediency. And yet in this image is the image of the flight itself.* A youthful dream passed through the life of this man. As for powered aircraft, with his highly successful flair for refined design, his name went on to be inextricably linked with the Kiev Aviation Plant, which was to produce the now legendary An-2 'Annushka' (Annie). The loveable An-2 went on to be in production for over 45 years and saw the establishment of an entire 'An' family of aircraft that were to follow, culminating in the world's largest flying aircraft, the An-225 Mriya. With Oleg's natural warmth towards others, perhaps it is not surprising that he led a very complex and rich private life. Always impeccably dressed and presented, Oleg was inevitably drawn to highly-refined and educated women and married three times. All of the marriages produced children and in many ways, it is not so surprising he was able to maintain friendly, warm relations with all his children and spouses throughout his complex life. His first wife was Lydia Sergeevna Kochetkova, who he had met through his sister, Irina. Lydia and Oleg had been introduced in the early 1930's on the tennis court during summer and soon they had entered into a

relationship. They were married in the mid-1930's, with the couple giving birth to a son, Roland, in 1936. A short time later, Oleg was to meet and become acquainted with Elizaveta Avetovna Shahatuni. Elizaveta, like Oleg, had graduated as an aircraft engineer, and in 1935, was working in the Ilushinsky aircraft factory on armament equipment. Elizaveta was happier working in the field for which she had been trained however (stress engineering). Six months later, she was transferred to the Central Glider Design Bureau (TsBP), headed by Oleg as chief designer. She worked there up until 1939. Elizaveta eventually went on to become a celebrated designer in her own right. As part of Oleg's team in Kaunas in 1940 the couple were married on the eve of the Great Patriotic War. Along with Oleg, Elizaveta was evacuated back to Moscow where the couple continued working alongside each other at AS Yakovlev, before the subsequent evacuation to Tyumen in western Siberia. It was during this period that Elizaveta worked on the Kryla Tanka project, where she was tasked with stress calculations of the wings and the tanks tracks upon landing. At the end of the war, Elizaveta (who later also became a professor) continued her work with the SHA-1 (the prototype version of the AN-2), which Oleg headed up as designer. She enjoyed a very successful career as a designer and together with Oleg, formed the world's first husband and wife design team. Elizaveta eventually became Deputy Chief Designer of the OKB Antonov Bureau. Elizaveta and Oleg had a daughter, Anna Antonova, who was born in 1948 in Novosibirsk. Unsurprisingly following in her par-

ents footsteps, Anna later went on to graduate from the Moscow Institute of Physics and Technology and became a Professor of the Department of Higher Mathematics of the National Aviation University in Kiev. His third wife, Elvira Pavlovna, was thirty-one years his junior. Oleg was by now 56-years-old. Elvira was a young program-engineer when they married in 1962, and like Elizaveta, had worked in Oleg's bureau. Elvira was to bear two children with Oleg, a daughter, Lena, and a son, Andrew. Despite the circumstances, both Oleg and his previous wife, Elizaveta, kept up their close friendship for the rest of Oleg's life. Moreover Elizaveta continued to work at the Antonov Bureau and ended up working with Oleg for over 40 years and was to later write: *The main thing that characterises Oleg Konstantinovich, is his unconditional talent, exceptional love for his work, and of course, intelligence. These qualities primarily determined his relationship with the team. All who came to work for Oleg Konstantinovich, immediately became infected with his obsession. He knew how to arrange people so that they do not have to be pushed into the work. Employees themselves became carriers of his aspirations, his ideas...* During his lifetime, Oleg went on to become a member of the Doctor of Science, a member of the highest research body in Ukraine, the Academy of Science of the Ukrainian SSR (1968), a Hero of Socialist Labour (1966), and an elected member of the highest legislative body in the Soviet Union, the Supreme Soviet of the USSR of the 5th, 6th and 7th assemblies. In addition to this, he was awarded numerous state awards, which included the State Award of the USSR in 1952 and the Lenin

WE REMEMBER



Oleg and Elizaveta Shahatuni. Elizaveta became the first woman aircraft designer in the USSR. She gained her title as professor and Doctor of Technical Sciences, and in 1957 received the Order of the Badge of Honour. In 1962 she became the recipient of the laureate of Lenin Award, with the Order of the Red Banner of Labour being awarded in 1971 and finally the Order of Lenin in 1975. Photo: topnewsrussia.ru



Oleg with his 3rd wife, Elvira Pavlovna and extended family. Left to right are his children, Andrew (3rd marriage) and Anna (by his 2nd marriage), Oleg, daughter Lena (3rd marriage) and 3rd wife, Elvira Pavlovna (Roland, his son by his first wife is not in the photo). Photo: topnewsrussia.ru

Award in 1962. Antonov was also decorated with three Orders of Lenin, the Order of the October Revolution, the Order of the Patriotic War, 1st class, the Order of the Red Banner of Labour and the Medal 'Partisan of the Patriotic War', 1st class.

Oleg was not created for old age. In keeping with his temperament, his creative frenzy could not accept the burden of age and he died as he lived, forever assiduous and energetically on April 4, 1984, in Kiev. Today he lies at rest in the Baikove Cemetery, which in Soviet times, became the main necropolis of the Kiev's intelligentsia, middle and upper classes.

Sources:

Aviaru.rf; adsl.zveronline.ru; Wikipedia fliegerweb.com; Scale Soaring Gliders of USSR by A. Krasilschikov

Note 1

In June 1940, the Soviet Union occupied and annexed Lithuania in accordance with the Molotov–Ribbentrop Pact. After the German invasion into USSR held territory on 22 June 1941, the Red Army began its retreat from Kaunas.

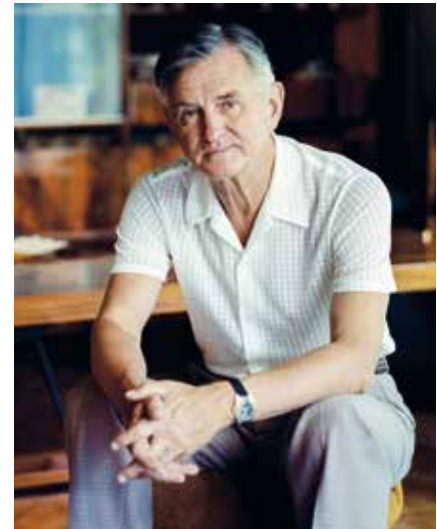
Note 2

OKB's (Opytnoye Konstruktorskoye Buro) were closed institutions working on design and prototyping of advanced technology, usually for military applications.

Note 3

DOSAAF was created in 1951 and was based on its precursor, OSOAVIAKHIM (Union of Societies of Assistance to Defence and Aviation-Chemical Construction of the USSR). It was created on 27 January 1927 by merging the Society of Assistance to Defence, Society of Friends of the Air Force and the Society of Friends of Chemical Defence and the Chemical Industry.

The goal of the society was preparation of reserves for armed forces. It soon became a powerful militarised organisation with its own airfields, radio clubs, parachuting towers, and firing ranges. It became prestigious and romantic among the youth to earn badges and gradually developed into a back-up military training organization.



A life in which there is much to reflect. Photo: rbth.com

A RARE VINTAGE



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



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FROM AROUND THE WORLD

Czech



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Czech Oldtimer Gliding Club announces the winner of the Oldtimer Cup 2017

It is curious that this Czech competition was won by a foreign pilot this year. The winner of the 2017 was Polish glider pilot, Jan Gramatyka, with 2,169 points, who flew a total flight distance of 1.040 km made up of his three best flights of the year (FAI triangle 301.4km with speed 69.4km/h, polygon with 3 TP 361km with

62.66km/h and triangle 378.2km with 48.15km/h, all flown by in a Ka6E). The best Czech pilot, Milan Svoboda, was second. He scored 2.009 points and flew together 968 km. Third place went to Wolfgang Sluka, who scored 1.988 points. Congratulations to the winners.

The Czech Oldtimer Gliding Club (POTK) established the competition nine years ago. We want to promote sport flying with historical gliders. POTK runs competitions together with the gliding committee of the Aeroclub of Czech Republic. This contest runs from January 1st to December 31st, complying with GCUP.eu rules. Any pilot flying historic gliders in Europe can participate. The pilot need not be a member of the Czech Oldtimer Gliding Club, VGC or similar association, because the GCUP.eu online gliding contest is open for everyone.

The definition of historical gliding according to GCUP.eu rules, stipulate that prototype gliders which first flew before

1970, qualify. Another limitation is that the sailplane performance index allocated by the gliding committee of the Czech Aeroclub (similar to the DAeC index) cannot be greater than 95 (e.g: high performance old timer Phoebus A1 has an index of 94.5, whilst a Ka6-CR has an index of 79.5). As mentioned above, the maximum of three best scores for each pilot are rated. Currently there is strong interest from countries in our region, with around 150 pilots from the Czech Republic, Slovakia and Poland participating in the competition every year. A non-Czech pilot won the competition for the first time last year. We remind you that the competition is open to all Europeans, so you too can join us by sending your flights to GCUP.eu! You can find out more by visiting the Oldtimer Cup website: www.oldtimer-cup.wbs.cz or the online gliding contest website: www.gcup.eu

Josef Mezera

France



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Some updates from France

A brief rundown of French news is the opening of a new hangar for wood and fabric aircraft at the Air Museum at Le Bourget. Named in memory of the French aviation engineer, Jean-Paul Béchat, this 3,500sqm. hangar is dedicated to the display and storage of wood and fabric aircraft. This state of the art hermetically controlled building will also house some gliders, including a Fauvel AV36, once flown by one of France's most famous glider pilots, Eric Nessler.

More news is that a friend of mine, Mr. Yves Soudit, recently restored the Castel 311-P single seat glider. After 53 years of being on the ground, the Castel is expected to fly again this spring at the Paray le Monial club, near Montceau-les-Mines, in Burgundy. This Castel 311 was 1 of 50 examples built at the Fouga works at Aire-sur-l'Adour, in Southern France.

Registered as F-CBYE, the Castel first flew with the Garret-Montluçon Inter-Club Centre in August 1951. The glider



The Castel 311 P as Yves found it in 2013 at Paray-le-Monial Airport. Photo: Yves Soudit

was later badly damaged during an out-landing on the 11th July, 1965. Repairs were started but later abandoned and the glider was brought by l'UAM Cholet Club in 1972. It was then later brought by a collector from Nantes, Daniel Chateau, in 1982. Yves took over ownership of the glider at the end of 2013. The Castel 311 P was the glider type that I did my first solo in, at Pont St Vincent, in July of 1967 on the first production 311 P, F-CABB.

I have also included here a photo of the SG38 restored by a team of volunteers from Salis. The glider was flown by Mr Benoit Pontanus during the display at Ferté-Alais in May 2017. Benoit is the CFI at the Club de Buno-Bonnevaux.

A short update of our Minimoa, D-1480, from my syndicate partner, Otto Decher. On the 29th February the glider was pre-



The Castel 311 P that I first flew in, F-CABB, in 1967. Photo: Christian Mathieu

sent to our inspector at the Kirchheim-Teck for its last pre-flight inspection, with the first flight due to be carried out by the time you read this. All we are waiting for now, is clearance to fly by the LBA and



Benoit Pontanus is about to launch in the SG-38 at Ferté-Alais behind an appropriate tow-plane, a Morane-Saulnier MS.505 Criquet.

Photo: Christian Mathieu



Hungary



FROM AROUND THE WORLD



Constance Bruns is at it again! This time it's her syndicated Minimoa that gets her expertise and the results look fabulous. Photos: Via Christian Mathieu

Jörg and myself at Kirchheim-Teck in September 1983. RIP Jörg. Photo: Christian Mathieu

then it's finally all go. Yipee! (Please note, due to an editing error from my previous report, the glider had already been reported as flown, however this is not so)! As previously reported, this glider restoration was carried out by László Révy who started the project in 2011. It was then moved from Hungary to Pont St Vincent, where my friend Otto carried out the cov-

ering and installation of the instrument panel, which also includes an all-new 8.33kHz radio. Otto has also sent me photos of the restoration work carried out by Constance Bruns, syndicate co-owner of another Minimoa, D-8064. The work also included recovering with new fabric, which resulted in a reduction of weight of the glider

and had been previously imported back to Europe from the USA (this Minimoa had been previously owned by VSA and VGC member, Jan Scott). Lastly, a photo of my Nord 2000 in a dual tow with the lovely Meise of the sadly missed, Jörg Ziller, taken during the meeting at Kirchheim-Teck in September 1983. Peace to his soul.

Christian Mathieu

Hungary



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Nemere Progress

At last year's rally in Dunaújváros, we introduced you to our new project, to build the most famous of Hungarian gliders, the Nemere, a wooden glider with a cantilever 20m wingspan. Lajos Rotter designed this glider for the 1936 Berlin Olympic Games. The gliding event was presented to the International Olympic Committee (IOC) as a demonstration sport only. Based on the presentation of gliding as a demonstration event, the outcome the Olympic Committee was to decide whether to officially include this sport in the 1940's Olympic games. The Nemere was built in 6 months in Székesfehérvár. Rotter had only a few chances to try out the glider before it needed to be transported to Berlin. On the 10th August 1936 Rotter declared a flight to Kiel on the next day, where the Olympic sailing events were being held. Despite the unfavorable weather condi-

tions Rotter completed the pre-declared 336.5km distance flight, from Berlin-Rangsdorf to Kiel-Holtenau, in 4 hours 53 minutes, the longest pre-declared flight to that day. Partly due to Rotter's performance the IOC later decided in favour of including gliding sport, which was to have been held in the 1940 Olympic Games at Helsinki.

After the war several performance flights had been carried out with the Nemere from the Hármashatárhegy, until the glider was destroyed, presumably due to political reasons in 1948. No other copies of the Nemere have been built. The plans had been confined and kept secret to prevent them being destroyed as the communist rule declared anything pre-war to be eradicated. Rotter died in 1983, and did not tell anybody about the plans. There was an extensive article about Lajos Rotter in the VGC News Spring 2016 issue (No. 146).

In 2015 when helping his son, Ervin Rotter, to relocate, drawings of the Nemere were revealed. After the plans were digitised and evaluated, they turned out to be complete. As a significant piece of our gliding history, we knew that the Nemere must be rebuilt.

In that year we acquired 6 cubic meters of freshly-cut spruce timber, which originated from the Carpathians. The wood was piled up in the hall where we store

our gliders in the winter and left to dry out for two years. From time to time we rearranged and rotated the timber to dry evenly and avoid twisting.

In 2017, together with the Albatrosz aero club, we received financial support from the council of Székesfehérvár for building the Nemere. After the wood dried out sufficiently, the work started in the winter. Part of the timber was sawn into 1cm by 1cm thick pieces for the main spar and the wing ribs.

First we started putting together one of the 9 meters long main spar which consists of two symmetrical parts. From the root, the spar is made up of 4 rows of 5 x 1cm by 1cm timber, which constantly narrows towards the wingtip. Among these 20 pieces, the middle 4 run through the whole 9 meters. Since it's difficult to select timber of that length that is free of knots and run-out [where the direction of the grain of the timber remains parallel throughout its entire length-Ed], this means that several pieces need to be spliced together at an angle of 1:20. We are using L285, an epoxy based plastic resin glue to join the pieces together.

Parallel to the main spar construction we have also started creating the rib templates. Each wing consists of 32 main and 32 nose ribs, and except for the 2 root ribs, all are different so therefore we need to build a lot of templates. The first sever-

FROM AROUND THE WORLD

al ribs are ready to be glued, but these are just for test purposes to allow our team to get the hang of it.

In the meantime we have managed to persuade László Révy to help us with the fuselage of the Nemere. László has previously built a Zögling and a Minimoa sailplane, as well as an exact replica of András Kvasz's aircraft. He played a huge part in reviving Ernő Rubik's R-18c Kánya. The 74-year-old specialist started the job with his characteristic enthusiasm and has already completed the first two frames of the fuselage.

Since the beginning of the project, we have been receiving tremendous help from a new member of our team, Zsolt Frei, who is head of the Eötvös Loránt University Faculty of Science, at the Institute of Physics. He digitalised the original blueprints and has done several calculations and measurements on the wood material as well as stress-tests.

We will be reporting the progress of the Nemere, along with more pictures in news to come!



Part of the team standing by the first completed wing rib of the Nemere. Photo via Sándor Plósz

Professor plans

Apart from to the Nemere project, we have good news for those who are interested in building a Professor sailplane. We scanned an almost complete set of drawings of the famous Professor, which originated in 1928. These drawings were also the property of Lajos Rotter. As far as we know, this is the only existing set. These plans are very old Xerox copies from 1930, so their condition is quite poor, but luckily they are still around. There is enough information from these plans to



Zsolt Frei shows László Révy the 3D models of the Nemere. Photo via Sándor Plósz

build a Professor, so why not start a project? It would be quite a big job to make a flying replica from these plans but we believe it would be worth it!

We can supply scans or copies to anyone who is interested for a modest amount, with all proceeds going to the Nemere project. Feel free to contact us at:

hungary@vgc-news.com

Sándor Plósz, Patrik Ungár
and Benjamin Kiss

STOP-PRESS!

Louis Rotter, son of Lajos Rotter writes:

The famous clubhouse at Hármashatár-hegy (HHH) saw a recent memorial service and unveiling of a plaque to mark the gliding history of this famous hill at Budapest. Built in 1941, it was positioned on the top of the hill with access to the NE ridge, which about 12 km long, and the NW ridge, which is 4 km long. Dad flew this same NE ridge for 24 hours 18 minutes, non-stop in 1934 in his KARAKÁN 20m span glider. The KARAKÁN, which was the forerunner to the NEMERE, was built in 1933 for the 1933 Scout Jamboree at Gödöllő near Budapest. (Baden Powell inspected and was very impressed with the glider).

The building of the club-house at HHH was sponsored by the then government to accelerate pilot training, in which Hungary chiefly started with gliding as a cost-effective way to train pilots. Five hangars were built, with three right by the clubhouse. These hangars are also restored; one housing a restaurant and another is a function centre. The third one is still unused and locked up, however it is hoped that this will be the basis for a future vintage glider museum.

The area is now under the control of the Forestry Commission and the former clubhouse is today used as a hiker's rest house. During the speeches, invitations for sug-

gestions for further development of the area, which is largely now covered by trees, was discussed. A memorial plaque was unveiled by Zoltan and Norbert Rotter, sons of my late brother, Ervin. Unfortunately I could not attend the occasion due to my health and being in a wheelchair with no drivers licence and on doctors' orders!

Today there are no more flying operations from HHH, despite the existence of the old grass strip runway of 800 yards in front of the NW ridge, which the current government have recently closed down for political reasons.

There is also three memorial obelisks in memory of ten pilots who were sadly killed in an Antonov 2 bi-plane, which in 1982, hit the hill in IMC about 300 yards from the club house.



The Lajos Rotter memorial by the clubhouse, taken in 2016. My late brother Ervin and I stand by dad's memorial on the occasion of the 80th anniversary of dad's world-record distance flight.

Photo via Louis Rotter



My brothers sons, Norbet (left side holding the veil) and Zoltan (right side holding the other end of veil), are about to unveil the plaque to the clubhouse.

Photo via Louis Rotter

FROM AROUND THE WORLD

Ireland



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The bare bones of the K-13 as it is readied for soda-blasting

Dying gliders and new blood

ASK13: 2nd wind

Winter as usual is a quiet time for flying but a busy time for repairing/restoring and fettling gliders. This year was no exception at Bellarena. In the workshop this winter is the Queens University ASK13 for a full refurb. This is the second full refurbishment I've done on this particular glider. The last time was 15 years ago, we have gone a bit deeper this time in that we completely soda-blasted all the inner tubing structure of the fuselage. It's a time consuming job but it's worth it for this valuable 2-seater, which is entering slowly into the vintage category.



The desperate remains of the unique Shorts Nimbus.

One consolation is that at least it's all there in terms of decaying parts. Sadly very little is suitable for re-use should this unique glider ever be brought back to life.

Decaying wood: Shorts Nimbus

As I write this, I've just returned from the Ulster Folk and Transport museum in Cultra, after looking at the Shorts Nimbus. All I can say is it's in a derelict condition. The fuselage has been lying outside in an open shed and has suffered catastrophic airframe failure, which will take a lot of money to refurbish successfully. The wings have suffered a similar fate, with one wing-spar having been completely snapped, much the same for the tail-feathers. The rudder has completely failed and the elevator is in a similar state. All in all, a sad end to a rare bird. I will report on any further progress.



Rebirth of the Kite 1

An update on BGA 271 Kite is that I'm progressing well with the rebuild. All the bulkheads are finished and the rudder will be skinned by the time you read this. I have a consignment of 4130 2mm sheet-metal for the fittings on the fuselage and by November this year I will have the fuselage jig ready for the frames. The tail-plane jig is made and waiting patiently. Most of the work can be done in my home workshop but a lot of the smaller stuff seems to get done in my kitchen! All in all I have a lot of vintage gliding stuff going on and as my 47th birthday approaches, I'm well aware that I'm one of the younger 'vintage' enthusiasts on the scene, even though I feel old!

I hope to be around vintage gliding as long as I can and as like my club at UGC, we are well aware that there is little 'young-blood' coming through and perhaps we need to address this before it's too late?

See you next time!

Owen.

Owen Anderson
All photos: Owen Anderson

Lithuania



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More exciting news from Lithuania!

Hello dear friends, we may have been pretty silent for a while, but that does not mean that we do not have any news for



Ben and son, Reinhardas, try out the Bro-9 for size



Bro-9 wing looking spectacular

FROM AROUND THE WORLD



The Bergfalke from Sweden



The Motorfalke, also from Sweden

you. We have been quite busy and here is the evidence!

After our return from the last International VGC Rally in Hungary, we re-engaged ourselves in our ongoing sailplane activities. Most of you already know about the progress of our Bro-9 project. The right wing is almost complete, as well as the stabiliser, elevator and fin.

Last year we missed several events because of a shortage of two-seat gliders. Therefore after long searches, we ended up buying several of them! Thanks to Renatas Samulenas, the Lithuanian fleet has rapidly grown with a Bergfalke III and Motorfalke from Sweden. Both aircraft will be restored and hopefully one day will be back in the air. There is a lot of work which needs to be done to restore them, including re-fabricating, some minor repairs and of course, deep inspections.

Another interesting bird has come from Denmark; a Ka-4 Rhönlerche. We have not had a Ka-4 in Lithuania before. Niels Ebbe Gjørup and his team helped a lot in finding and organising the delivery of the Ka-4 to Lithuania. We are extremely grateful to our Danish friends, not only for their cooperation, but also for a set of spare wings, which we got as a gift. Basically the ones in which we got as a gift have saved the entire project, as the main wings from the original Ka-4 are badly damaged. They are sadly unusable due to kaurite glue delamination, including delamination in the wing-spars. We have a great Lithuanian team who are working on this project non-stop, so we hope to see this bird in the sky flying quite soon. As I write, the spare wings have been refurbished. We stripped off the old paint, glued and changed the metal parts. The fuselage is has already been cleaned up, sanded and newly painted.

Again, if that wasn't enough, yet another Bergfalke has arrived in Lithuania from

Denmark as well. Again, thanks to Niels, this one is in quite good condition, with only some light corrosion from the fuselage needing to be removed. It might sound rather funny, but the new owner was so desperate to fly, that after his return from Denmark, he went straight to Slovenia to buy yet another Bergfalke, which is fully airworthy!

The work on the Doppelrab, which we brought from Hungary last year, has not stopped. At the time of writing, we have restored the wings and the fuselage framework is already cleaned up and primed. Also we have manufactured a new landing skid in which we used Johan Kieckens rubbers, which matched perfectly!

Last year our Lithuanian VGC association decided to revive the pre-war Lithuanian glider pilot's tradition of badges. We have therefore recreated identical badges which were used in our famous Nida Gliding School. We consulted with the Lithuanian Aviation Museum, and successfully



Ben in deep contemplation as he works on the Ka-4 project

manufactured identical A, B and C badges with the gulls. We made the decision to sell them to anyone who wants one but special numbered versions will only be awarded to those completing tasks (to the requirements of the pre-war tasks of the day) in vintage gliders. So far, only A category badges have been awarded to those who participated in the Bungee Launching Rally in Silute.

We are quite happy that our drawing archive continues to grow! It is essential for us to collect at least the drawings of the gliders in which were flying in the Lithuanian skies. We also have Minimoa drawings (thanks to our VGC French friends) and some others, but we are still keen to find RRG Falke, Mu-13d and Gö-4 drawings as well. We are also looking for Wrona, Salamandra and Chaika drawings too, so if you can help us, we would be very grateful. It is obvious that many of these gliders may never be brought back, but at least if we have the drawings, maybe one day someone will resolve to build them as replicas.

The weather was not so perfect for gliding last summer but we had one of the most memorable flights with the Grunau Baby IIB. Benvenutas Ivanauskas flew from Pociunai, to a declared point and back, and during the flight completed 100 km, in which took almost 3 hours to complete.

Great news from our small town Silute (where we quite often fly if we are not in Pociunai). The Piper Cub, which we earlier reported on, and built by Ramunas Jurkstas, is coming to an end. Only small details are left to complete the project and we expect to see it flying later this year.



The Ka-4 fuselage stripped, sanded and newly painted

FROM AROUND THE WORLD



Painting of the Doppelrab fuselage in process



The recreated Lithuanian badges



Ben's happy landing!

Items left to complete the project are the landing gear, electrical wiring and engine nacelle. We wish Ramunas all the very best with his new baby!

And now to some sad news. That same small airfield in Silute, where for 61 years has seen so many glider pilots learning to fly there, and has seen a couple national Vintage Glider Rallies, is currently experi-

encing some desperate times. When we got our Lithuanian independence back, our airfield came under the Lithuanian National Defence Volunteer Forces. And now sadly they want to banish us out from our beloved aerodrome that has so many unique and great stories, a place where they now come as a guest to our field! All hope is not lost just yet, as at the mo-

ment we are dealing with our lawyers and negotiating with the Ministry of National Defence. Hopefully everything will end in our benefit and we won't be thrown out onto the streets!

All photos via Lina Ivanauskienė

Spain



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Spanish Vintage Gliding update

During the past year, 2017 saw the continued restoration of vintage gliders of the Fundación Parque Aeronáutico de Catalunya (FPAC). The Bergfalke II-55, EC-HFL, is in the workshop of the Center Aèri (CA) of Vilanova y la Geltrú, whilst the Ka-7, EC-HLL, is in the workshop of the Aeronautical Culture Center (CCA) at Barcelona airport. We have also continued flying the two 'Bergfalques' of the Igualada-Ódena gliding club (Barcelona), where we have had visits from some well-known visitors of the VGC family, Markus Schweiger, Russell Hardcastle and Marijke Kaalkens.

In Madrid comes news of a new-build project by two enthusiasts, Carlos Bravo and Encarnita Novillo. They are building a new SG-38 and have already finished the tail surfaces, the ailerons, rear fuselage section



Wheel-box and skid of the Bergfalke, EC-HFL at the Vilanova y la Geltrú workshops.

Photo: José Ignacio G. Colomo



Hans Vom Hertel (left) and José work on repairs to the Ka-7 wings at the CCA workshops. Photo:

José Ignacio G. Colomo



'Bergfalques' of the Igualada-Ódena gliding club (Barcelona). Photo: José Ignacio G. Colomo

FROM AROUND THE WORLD

and seat. They are currently working on the wing spars.

In addition to Carlos flying his T-21 at the Gliding Club of Santo Tomé, Encarnita also flies her Slingsby Swallow in displays held every month at the Infante de Orleans Foundation at the Cuatro Vientos aerodrome in Madrid.

Last year, during my visit to Friedrichshafen, I was able to contact another great vintage glider enthusiast in Spain, Francesco Padobano. Francesco flies at the Municipal Aerodrome of Soria (Garray) with a Ka-6. He also has a ASK-13 under restoration by a talented technician and aeromodeler of the State School of Ocaña, Miguel González Muñoz.

José Ignacio García Colomo



*Encarnita Novillo's Swallow, EC-JGR in flight at Cuatro Vientos, Madrid.
Photo: Carlos Bravo*



The SG-38 project of Carlos Bravo and Encarnita Novillo. The rear fuselage and rudder is largely complete.

Photo: Carlos Bravo

Switzerland



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Latest news from Switzerland

Jane Austen

In my last report, VGC News 151, I was proud to use an expression which is more than two hundred years old: *It is a truth universally acknowledged that...* (Jane Austen, *Pride and Prejudice*, 1813). During production of Issue 151, I was a little surprised that Bruce and Raul (Editor du jour) did not correct this part of this text. That means that the expression is still use and perfectly acceptable today. It also means that Great Britain is the perfect place as the headquarters of our historically oriented movement!

K-8B HB-695

Res Stotzer is a young man who has started to restore a Schleicher K-8B, HB-695, at Bettlach. Res is an excellent model builder. His father was gliding instructor, so Res has been familiar with gliding since childhood. Res is currently training for his gliding licence as he wants to become pilot in order to fly vintage gliders!

The K-8B was a very popular training glider in Swiss gliding clubs. All together 83 K-8B's were registered in Switzerland and only 12 examples are now left. Not all of the 12 are flying regularly. HB-695 took



*The Spalinger lay hidden from view for years in the roof beams of the hangar at Schupfart airfield.
Photo: Patrick Martin*

Peter Wehrli is covering the left wing of the Spalinger in cotton.

Photo: Patrick Martin



part in the bungee launch event from the Jungfrauoch (3'466 Meters) in September 1985.

Spalinger S 18 II HB-212

Many VGC members remember the Spalinger S-18IIb, HB-411. The late VGC Vice-President, Willi Schwarzenbach, visited so many International VGC Rallies with this wonderful gull-wing Spalinger. We are happy to report that members of the gliding club, Basel Fricktal, have restored a similar Spalinger S-18 II, HB-212.

Patrick Martin from the Basel Fricktal gliding club reports: The Spalinger S-18 II was constructed by the Lemp-Wynau Company in 1937 and was registered as HB-212. Mrs. Gritli Schaad received the glider in 1941 as a wedding present instead of a piece of furniture, as was usual norm in those days. It first flew with the Zurich Gliding Club until it was brought by the Fricktal gliding club in 1952. In 1956 supplementary Schempp Hirth airbrakes were fitted. In 1966 our Gliding Club moved from Sisseln airfield to Schupfart airfield, where operations of

the S-18 ceased two years later due to modernization of the fleet. Since 1968 the S-18 had been hanging between the roof beams, hidden by a plastic ceiling to protect the underlying gliders from dust. A friend of mine confided in me about the hidden Spalinger secret. Together we climbed up into the roof beams. It was dangerous and difficult to reach the dusty old airplane. How did it get up there? Is it secure? Such a beautiful old glider with gull wings... it must fly again! We carefully dismantled the elevator and the rudder in order to get some idea of the condition of the wood and check the glue. Our expert, Peter Wehrli, gave the green light after examination of the structure. We then started our project after informing the FOCA (Federal Office of Civil Aviation).*

FROM AROUND THE WORLD



A very happy Patrick Martin in the cockpit of the Spalinger S-18 II, which will soon be flying again after being hidden away for 50 years.

Photo: Patrick Martin

Because it was impossible to derig the glider between the roof beams, we took it down in one piece, which needed some fiddling and maneuvering. Once on the ground, the wings were derigged. Removing the canvas from the wings exposed some damaged ribs and twisted trailing edges. Some previous repairs to the leading edge had to be redone to enable a smooth surface. The FOCA gave the approval for recovering.

We started recovering the S-18 with cotton and applied 8 coats of dope after stitching



The yellow colour scheme for 1937 Spalinger.

Photo: Patrick Martin

the canvas to the ribs. It received a two-pack paint job. The instrument panel was torn out when the glider was taken out of service. Luckily, I could find some old instruments in our workshop that were overhauled by Winter Instruments. The seatbelts were replaced by Gadringer belts and locks. In order to participate in regular flying activities, it was decided to install a Trig TY91 radio (8,33 kHz) and FLARM. This called for the installation of cables, plugs and a battery. Nevertheless, our S-18 has lost around 10kg during the restoration!



Res Stotzer has constructed a very nice new panel for his K-8B, HB-695. Photo: Res Stotzer

The remaining work consists of assembly of the canopy, fitting of the control surfaces and adjustment and securing of the control cables. The flight manual is written just awaiting FOCA approval. When the test flights are done the Spalinger S-18 II will be a full member of our fleet again. I for one am looking forward to this moment!

Daniel Steffen

UK



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A busy time for the GHC

With the winter weather upon us, I thought that we'd be entering a bit of a quiet time at the Gliding Heritage Centre; I couldn't have been more wrong...

Shortly after I wrote the last news bulletin, we laid the railings for the hangar doors. In what seemed like no time at all, the doors were fabricated, hung and clad. We installed the emergency exit doors, laid a concrete apron and created an access road from the top down to the second hangar entrance. Now it is possible to get in and out of hangar two without getting one's boots stuck in the quagmire that the lower meadow has become with the winter rain and snow.

So now the only major construction job that we have left is to lay the concrete floor; all 900 square metres of it. We had a little problem with the hangar apron when



You only start to get the scale of the success of the GHC when viewed from above.

Photo: Paul Haliday/Allan Arthurs

we had some unexpectedly cold overnight weather shortly after we laid the concrete, resulting in the surface finish being slightly damaged. We don't want to take a chance with the floor, so we are going to make absolutely sure that the weather is right before we go to the cost and effort of getting this put down. We are hoping to begin laying the floor late March, or early April, with that we can then begin to plan Hangar 2's grand opening sometime in June. With all the talk of major works, its actually the little details that can distinguish



Graham Saw's hard work now also adorns 2nd hangar at GHC headquarters. Obviously Cayley's coachman has 'had enough' and is heading south to more-wise, earthbound souls, south of the boarder! Photo: Colin Simpson

the Heritage Centre and those that work to make it what it is. We were stunned when Graham Saw arrived bearing a wind-vane for Hangar 2 to complement the one he had already created for the Chris Wills Hangar. This work of art is a recreation of George Cayley's famous glider, that legend has it, that he flew his coachman across Brompton Dale in 1853, before his coachman promptly resigned! Graham obviously put a lot of thought and time into his creation and we are massively grateful for his support and efforts.

FROM AROUND THE WORLD



A trip to IKEA?...Read on... Photo: Colin Simpson



With a reputed glide ratio of 37:1, the only remaining KH-1 Scorpion's future is secured at the GHC. Photo: Paul Haliday



Recently arisen from obscurity. Colin Simpson doesn't look convinced in the driving seat of the Spalinger. Perhaps Ray Whitaker (in the rear seat) should look more perturbed with Simpson up front...ah ignorance is bliss I guess?

Photo: John Carpenter

At the moment, Glyn Bradney, is drawing drawing up a scheme for sharing the collection between the two hangars, and true to the old saying that nature abhors a vacuum, the collection is rapidly expanding further to fill up both of them.

The Clarke glider was collected from the RAF Museum at Hendon by Colin Simpson and Gary Pullen. We have already named it the flatpack glider because it has come dismantled in a superbly built wooden box that just fitted inside the Bocian trailer. It even comes with a manikin just to give it the authentic touch! We are hoping that it comes with a decent set of instructions, or else we will have to recruit a disciple of IKEA to help us to put it together!

Besides the Clarke glider, and the Pilcher Hawk which is being kept in storage for us, the GHC added three more gliders to its collection over the winter months.

Gary headed up to the South Yorkshire Aircraft Museum to collect the only remaining KH-1 Scorpion from Dave Freeman. The KH-1 is actually a homebuilt glider of wood that looks as though it could give a Slingsby Kestrel a good run for its money; it has high aspect ratio wings, cruciform tail plane and a long narrow cockpit and looks very de rigueur for the early 1970's when it was constructed. We won't be getting this one flying though, as it has combined wood and metal spars, which after so many years of the glider not being flown, are probably not in the best of condition.

If that wasn't enough for us, we also took possession of the Spalinger S-21h that belonged to the estate of the late David Braham. This glider was due to be restored when it was imported into the UK in early 1980 and we think it may not have flown since the 1960's. It's has actually coped with this inactivity really well, and although the wings have shown a little bit of glue failure, the structures have stood up really well. Being a gull-winged, two-seater, makes it quite rare and a senior GHC member is eye-

ing it up as a possible retirement project to get it flying again.

We also collected a Cadet TX.2 fuselage from David Braham's workshop, which was in a bit of a rough state. Richard Moyse took it into his workshop and has worked wonders with it. It is now on display, located above Hangar Two's doors.

I'm excited to announce that we will be getting our first military two-seater training glider in the collection. Expected in mid-April, and being imported from Canada, is the Laister-Kauffman, TG-4, that has been with Doug Ogle. This glider is in an advanced state of restoration and will come with all the drawings and documents that will hopefully enable us to complete its restoration to airworthy condition. This is a great donation by Doug and we must thank Colin Simpson for his supreme efforts in jumping through the hoops required to import the glider into the UK. When on display I think we will all agree that it will make a very distinctive and colourful addition to the GHC collection.

Meanwhile, with all these gliders coming in from far and wide, a 3-man team has been diligently working away in the VGC workshop bringing the Colditz replica to a condition that will better withstand display in the roof of the GHC hangar. The team; Tom Holliday, David Siddal and Tony Fendall, have been upgrading the internal structure of the glider to improve its rigidity, whilst at the same time, adding a few finishing touches that will make it an even more convincing replica than it was already. The glider has been covered with new gingham fabric and now has a wooden landing skid. It comes crewed by its own pilot who can rightly be judged as the best dressed man in the GHC!

Not content to rest on their laurels, the team are already working to conserve the EoN Eton primary that we collected from RAF Stafford last year. Having demonstrated the quality of their work, I think

that Tom, David and Tony's services will be much employed by the Heritage Centre over the coming period.

We had our first outing of the year to the BGA conference at Nottingham in early March. It was a great day talking to many glider pilots who were clearly enthusiastic for the work that we do. A big draw was the GHC TV that had been loaded with videos and pictures showing the evolution of the GHC since its inception. The week before we had been handed a collection of vintage gliding films by archivist, David Williams. These had recently been digitised and it was too good an opportunity to miss to put them on the TV as well. Fascinating scenes of gliding at Dunstable in the 1930s, Lasham being visited by HRH the Duke of Edinburgh at the 1957 Nationals, and the Worlds at Camphill in 1954, kept viewers in rapt attention. The films seemed to embody the very spirit of the Gliding Heritage Centre, preserving the UK's gliding past and bringing it to life in the present.

So, as you can see, even in a supposedly quiet time there are plenty of things happening at the GHC and of course we will always be looking to the future to find new ways of protecting the past. Our future plans include a workshop, an archive, and of course, a museum. If you would like to get involved with our ongoing and seemingly never-ending work preserving the UK's gliding heritage, head over to www.glidingheritage.org.uk to find out how.

I think this is one of the longest GHC news reports I've written for the Vintage News so far. I'm certain that future news reports will not be getting shorter with the way things are going.

Happy landings.

Paul Haliday

MODEL NEWS

Chris Williams

Back to front and the wrong way round?



Photo captions

- 1: By December the model is largely complete; save some clothes!
- 2: The finished product. Here you really get a sense of the scale.

- 3: Normally I have a more conventional working original to work from, but in this case I worked closely with Bruce to arrive at the attractive colour scheme.

- 4 +5: The Gull looks superb in flight.

All photos: Chris Williams

There's not much happening this time of year, so I'm going to report on events in my workshop. Casting around for a gull-wing project that I actually haven't done before, my eyes lit upon a version of the Gull 3 that appeared to be fitted with a landing wheel. This is always a bonus on a model destined for slope soaring, as the landings tend to be less bouncy, but how could this be? The Cantilever Gull was never fitted with a wheel, right? A bit of research led to the discovery that this was the replica Gull, completed in 1992, and now itself the subject of the restoration process. Further enquiries elicited the fact that the current owner of said machine was none other than

our own Bruce Stephenson, and what followed was a complete reversal of the normal build-a-model-from-the-full-size procedure. Bruce laid out for me his intentions for the restoration and I promised to try to incorporate them into my build. This I have done, with the caveat that where operational practicalities came into conflict with scale fidelity, the former would definitely trump the latter! The result has been a model built to 1:3.25 scale, designed to cope with the rigours of slope flying, when all kinds of things can happen, but faithfully following as far as possible Bruce's vision for his Gull. First flights took place from aerotow.

The Gull proved to be vice-free and a pleasure to watch. It was some time later that the wind deigned to blow on one of our local slopes. True to form, the first flight terminated in a heavy landing due to the sudden cessation of lift. A successful conclusion to this project. Should your interest be piqued, you can see the model in action by Googling AIRBORNE WITH THE GULL REPLICA (Also of possible interest: FLIGHT OF THE GULL WINGS III) Now it's down to Bruce to get his bum into gear...!

FOR SALE

For Sale Ka4 Rhönlerche II, D 4116



After more than 20 years ownership, Didier Fulchiron, is looking for a new (younger?) owner who could take care of this lovely glider. The glider is in very good condition and enjoyed a major overhaul in 2014. It comes with an all-weather trailer. The airworthiness certificate is validated until March 25th, 2019. Many VGC members know the glider from the VGC International Rallies. **The price is 5 000 euro for the glider and the trailer.** If not sold beforehand, Didier intends to participate in the next International Rally in Stendal. Please contact: Didier Fulchiron. Email: vgcfrance@free.fr

For Sale 1965 Aer Pegaso M100S.



540 hrs TT, 2 hours since complete ground-up restoration completed at Burchard Aviation in Massachussets. US registration (NC39803) and Standard CofA. It also has the original 1965 trailer which I completely restored (including new running gear, hitch, flooring, front and rear panels, etc.) The logs are complete back to the 1970's but are missing the period between the original buyer acquiring the aircraft in the US and its sale and export to Canada. I have an almost complete drawings and hundreds of historical and reference photos that were used during the restoration.

The glider has standard and winch hooks with separate releases. No radio or electricals. Comes with a basic instrument panel, including airspeed indicator, altimeter and VSI and magetic compass.

€12.000 or best offer. The asking price includes a fresh annual (expired before the season ended last year). The aircraft is stored indoors at Flugplatz Reinsdorf, about an hour south of Berlin.

Please contact: Juan Jimenez. Email: flybd5@gmail.com

For Sale Elfe S4d G - CKPJ Annex II



Albert Neukom design built in Germany in 1976, Fully restored in 2004 by Glider Service Franc Novak s.p. Slovenija

Total hours: 797 h 39 min

Total launches: 522

Registered in GB in 2006

Dedicated trailer (built in Germany)

Comes with wing stands and tow-out gear.

Price: £3500

Contact Jan Szladowski Email: vgcfrance@free.fr

Wanted

Kollsman type altimeter (as pictured),

suitable for front panel mounting.

This is a Mk XIV type altimeter in a Kollsman pattern case. If you have one to sell, please contact: Bruce Stephenson. Email:

editor@vgc-news.com



Wanted

I am getting back into Vintage Gliding and am looking to buy a vintage or classic glider. I have a budget of around £3k-4k and am interested in buying an Annex II glider that has a good sound trailer and a glider that is in good repair and readily flyable. I am open to consideration of most types, especially a Slingsby product or an EoN Olympia. Please contact: Tony Cummins on **(0044) (0)1978790820.**

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

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

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

SALES

NEW LOGO

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



TRADITIONAL LOGO



NEW!



Clothing with embroidered VGC Badge	Price £
Regatta Dover waterproof jacket with fleece lining and hood, ideal for normal gliding conditions! Available in Black, Dark Green, Burgundy (as shown in photo), Red, Dark Blue, Royal Blue or Grey. All sizes available to order	37.00*
Polar fleece	28.00
Bodywarmer	18.00
Sweatshirt	15.00
Polo shirt	14.00
Tee shirt	9.00
Tee shirt (white with large printed traditional logo)	6.00
Hoodie	16.00
Coveralls	38.00

* plus postage or can be delivered to the International Rally in Finland

VGC Bear	Price £
28 cm	10.00

(All items above priced for new style logo. For traditional logo garments, please contact VGC sales)

VGC stickers - traditional logo only for your trailer and car	Price £
Front glued for windscreens 80 mm diameter	1.60
Rear glued, 80 mm diameter	1.50
250 mm diameter	4.50
300 mm diameter	6.20

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

Mugs	Price £
White with traditional logo	4.00

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

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.

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Photo via Martin Cooper