

VGC News

No. 153 - Summer 2018



AERO 2018 

We Remember 
Fritz Glur, Swiss Pioneer

Feature Article 
Turkish Gliding

and much, much more...



PIN BOARD



The King of the 'Schädelspalter', Bert Kluitenberg, defied the gods (and physics) for a whole 39 minutes and 14 seconds (seconds count too you know) flying a Slingsby scaffold plank. Well done Bertie, you will never be the same! **Photo: Bert Kluitenberg**



The mystery of the mysterious disappearing beer is revealed when the elusive 'die Bierfee' was caught in the act... **Photo: Christoph Zahn**

Every self-respecting gliding club should have one...
Photo: Res Stotzer



The VGC welcomes the following new members :

5693	Graham Reddin	Australia	5119	Ian Walton	UK	5711	Heinz Kiefel	Germany
5694	Diogo Eira	Portugal	5702	Ella Schets	Belgium	5712	Stefan Faulhaber	Germany
5695	Laurence Simpkins	Australia	5703	Jørgen Kristensen	Denmark	5713	Katja Huppert	Germany
5696	Almantas Zujus	Lithuania	5704	David Adams	UK	5714	Jana Kostritza	Germany
5697	Audrius Zujus	Lithuania	5705	Stefan Rabensteiner	Austria	5715	David Hofmann	Germany
5698	Peter Raphael	Australia	5706	Karl-Erik Lund	Denmark	5716	Hans Moser	Germany
5699	Roger Gate	UK	5707	Peter Rundle	Australia	5717	Ryan Kirk	Canada
5700	Jean-Marie Panneau	France	5708	Peter Kalcher	Austria	5718	Alan Mayhew	UK
5701	R Warren Davies	UK	5709	Kristopher Kurz	Germany	5719	Jochen Tessmer	Germany
			5710	Steffen Leher	Germany			



Oh Papa, du bist so ein Amateur! 7-year-old Sarah Gilles sorts out the boggles made by her dad, Alexander Gilles! **Photo: Alexander Gilles**



Mum, you sure 'die Bierfee' can really fly??? 3-year-old Nick Zahn is looking a little apprehensive before embarking on a flight with Klaus Schickling. **Photo: Christoph Zahn**



Arghhh, Gere, Du hast das Schleppseil vergessen. 2-year-old Lukas Auberger puts the finishing touches to the VGC display at AERO...thank goodness someone there knew what he was doing! **Photo: Alexander Gilles**



Look, Amelia, I'm the Captain! 1-year-old Amelia and 4-year-old Elise Bullock try out mum and dad's prototype Casptan. Unfortunately they are not heavy enough to fly together, so they had to fly separately with dad! **Photo: Dave Bullock**



Baby Amelia (seated) had her first glider flight to mark her first birthday. **Photo: Dave Bullock**

Meanwhile, the far more experienced Elise is now big enough to reach the controls and show dad (Dave) how it really should be done! **Photo: Dave Bullock**



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.

VGC News is published by:

The Vintage Glider Club Ltd
8 Hamilton Road, Church Crookham, Fleet, Hampshire, GU52 6AS
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Copy deadline for the next issue:
15th Oct 2018

Please submit material to VGC News

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Design by:

Rosa Platz, Cologne - Germany

Published by:

Eqip Werbung & Verlag GmbH,
Bonn, Germany

Front cover: Flywheel 2018. The prototype Kite gets more than its fair-share of admirers!

Photo: David Underwood

Backcover:The Rhönbussard replica belonging to the Verein zur Förderung des historischen Segelflugs at Hahnweide Oldtimer meeting, 2016.

Photo: Alexander Gilles



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Jan Forster - VGC President

From the President's Corner



No vintage gliding without pilots and families.

This year's gliding season got a real good kick-start. I took part in two National rallies; Venlo, in the Netherlands (of course) and the UK National Rally at Portmoak, Scotland. What a nice country this is. Never been there? You have to go! If you tell people; 'I am going to Scotland' they will say 'are you sure? It rains all the time!' We were in Scotland for three weeks. Every day was 20 degrees Celsius or more; blue skies and all together only fifteen minutes of rain, fifteen!

Every year I go to the UK National Rally, which every year is on a different airfield. Why? First of all, my family loves going to the UK, but there is also another reason. When Chris Wills started the VGC as a British club, members worldwide were welcomed to join this wonderful British club. On the first handmade flag and on the bottom of the badges was written the letters GB. To thank them and to continue to support the UK members, one of the Board members is also Rally Secretary for the UK. Visiting the UK International Rally is also in a way recognising them as the founders and supporting them.

At the next AGM in Stendal, after three years, I will retire as President. At a previous AGM we decided on the term for both Chairman and President. Why did we do this? We are a colourful club, with members from different countries. There are, for example,

different opinions about the future, more and different activities, and different ideas on how to manage the club. This colourful mixture and difference of opinion has to be the basis of the Board moving forward. If you stay too long and there are always the same people on the Board, you go on automatic pilot, while new members are fresh and have new, different inputs and ideas. The President is the conscience and history keeper of the club. He has to be known by the members, and has to represent the club in official occasions and takes the lead when the club's future is in danger. Last year we asked members to come forward. We also personally asked members if they would consider accepting positions. Again, it is the same with all the Club officials, it is not easy to find them, and it is not only the task for the Board, but for the members in general to find new people who are willing to do the job. And don't forget it is fun! We are all responsible for the future of our club.

Was it worth being President? Yes! First of all it is an honour, secondly you are in a position to meet interesting people and collect a lot of information, which you can use to the best advantage of the club. Lastly, but not least, it is not only important, it is fun to work for, and with, members of this fantastic and unique club. The reason for our club is vintage gliders, but the heart is its pilots and their families. Can you imagine a rally or even a Board where no family members are taking part?

Thank you all for your support!

Jan Forster
VGC President

Christine Whitaker - Chairman

Chairman's Report



A busy year ahead

Dear Members

At long last summer has arrived in the northern hemisphere. It has been a long winter this year.

I have recently returned from the UK National Rally held at the Scottish Gliding Union Centre, Portmoak. Although the weather was not very soarable and the wind was not on the hills to enable ridge soaring, it was a great success. This was mainly due to the organisation that had gone into making us feel really welcome and the highlight for me was the Scottish Evening. Some of our members were dressed splendidly in their kilts and the Piper piped in the haggis (a Scottish delicacy). You will be able to read more in Andrew's article further on in this issue of the VGC News.

This year at our AGM Jan Forster will be retiring as President and Board member. Jan has supported the VGC for many years and will continue to do so as a member of the VGC and our EGU Representative. Jan took over from David Shrimpton as Chairman of

the VGC several years ago and retired from this role to become our President at Terlet in 2015. He has supported me in my year as Chair and I wish to thank him for all his hard work carried out on our behalf.

Andrew Jarvis has been proposed to take over as President at our AGM this year. Andrew is currently a Vice-President of the VGC and also the UK Rally Secretary and British International Council Representative. Andrew wishes to carry on in his role as UK Rally Secretary, as he has said 'I have it all organised up until 2021, so why not?' At our Board meeting at Portmoak, Klaus Schickling advised us that after more than nine years he would like to retire as Rally Secretary. However Klaus would like to stay on the Board of the VGC. In his role as Rally Secretary, Klaus has done a fantastic job of finding venues for International Rallies and Rendezvous, with rallies booked sometimes 3 or 4 years in advance. His guiding-hand to the organisers of our rallies has made them the success they are. Martijn Hoogenbosch will take over from Klaus at the next AGM. Martijn has also been proposed for election to the Board of the VGC at the next AGM.

Due to the new data protection law (GDPR), we as a club must have a privacy policy and this you will find on our website. It will be updated as necessary.

I recently attended our Archivist's seminar on the preservation and protection of gliders towards the end of June. David's passion for this subject is evident when you talk to him or read his articles in the VGC News.

Liebe Mitglieder,

nach einem langen Winter ist der Sommer in der nördlichen Hemisphäre angekommen. Gerade bin ich von der Britischen Nationalen Rally zurückgekehrt, die im Schottischen Segelflugzentrum in Portmoak stattgefunden hat. Obwohl das Wetter nicht sehr segelflugfreundlich war und der Wind keinen Hangflug ermöglichte, war das Ereignis ein großer Erfolg. Dies vor allem, weil wir uns wirklich sehr willkommen fühlten. Mein Highlight war der Schottische Abend, zu dem einige unsere Mitglieder in ihren Kilts erschienen. Ein Dudelsackspieler begleitete das Servieren des „Haggis“, einem schottischen Nationalgericht. Mehr hierzu könnt Ihr in Andrew Jarvis Bericht in diesem Heft lesen.

In diesem Jahr wird Jan Forster von seinem Amt als Präsident zurücktreten. Jan hat den Club für viele Jahre unterstützt und wird dies als EGU-Vetreter weiterhin tun. Jan übernahm das Amt des Chairmans von David Shrimpton und wurde 2015 in Terlet zum Präsidenten gewählt. Er hat mich sehr unterstützt und ich möchte ihm für seine unermüdete Arbeit für den VGC danken. Andrew Jarvis wurde für die Wahl zum Präsidenten vorgeschlagen. Er ist momentan Vizepräsident, britischer Rallysekretär und auch der britische Vertreter im International Council. Sein Amt als Rally Sekretär möchte er weiterhin ausführen und bemerkt hierzu „bis 2012 ist alles organisiert, warum also nicht“ Bei der Vorstandssitzung in Portmoak kündigte Klaus Schick-

Don't forget to put the 2018 Annual Dinner in your diary, this year we are in Dubendorf, Switzerland. The details are on the VGC website.

I look forward to seeing many members at our International Rally in Stendal, until then happy thermalling.

**Christine Whitaker,
Chairman**

ling an, nach mehr als neun Jahren sein Amt als Rallysekretär abzugeben, bleibt aber weiterhin im Vorstand des VGC. Als Rallysekretär hat Klaus hervorragende Arbeit geleistet, indem er Veranstalter für Rendezvous und Rallies ausfindig machte, dies manchmal drei bis vier Jahre im voraus. Seine Hinweise und Ratschläge an die Ausrichter haben die Veranstaltungen so erfolgreich gemacht, wie wir sie erlebt haben. Martijn Hoogenbosch wird diese Aufgabe bei der Hauptversammlung im Sommer übernehmen. Martijn wurde auch zur Wahl in den Vorstand des VGC vorgeschlagen.

Wegen der neuen Datenschutzverordnung mussten wir entsprechende Richtlinien veröffentlichen. Ihr findet diese auf der Website. Falls erforderlich, werden diese aktualisiert.

Kürzlich nahm ich am Seminar unseres Archivars David Williams zur Restaurierung und dem Erhalt von Segelflugzeugen teil. Seine Begeisterung für dieses Thema wird im Gespräch mit ihm und in seinen Artikeln in den VGC News deutlich.

Bitte vergesst nicht, das Annual Dinner 2018 vorzumerken. Es wird in diesem Jahr in Dubendorf in der Schweiz stattfinden. Details hierzu auf der Website und in diesem Heft.

Ich freue mich, viele Mitglieder bei der Internationalen Rally in Stendal zu treffen. Bis dahin wünscht schöne Thermikflüge

**Christine Whitaker
Chairman**

Bruce Stephenson - Editor

Editor's Comment



Loyal subjects to the last

For the more eagle-eyed reader, you may have spotted that there are two farewells' to two long-standing Board Members, Jan Forster and Ray Whittaker. Over the years I have had the privilege to both know and work with both these individuals and have developed a huge respect for their dedication to the club that we all enjoy.

Jan, whom most will know from his MANY years of service, has been closely associated with the running of the club since I care to remember. He has given so much of his life to his passion and we are all the richer for it. From his often high-profile and entertaining speeches when opening Rallies and representing the club, or to his not so well-thought out stage-costumes; who can forget Jan dressed as a cloud, complete with a madly whirling propeller on his head! There he stood explaining some daft theory of his (don't ask), when the whole shooting match parted company and took a sizeable chunk of plaster out of the swanky

reception wall as the whole wonky contraption made one last crazed bid in defying gravity as it careered off around the room during the Annual Dinner we had hired that year! With fits of laughter, equally bouncing off all four walls, he really did endorse the English saying about mad 'flying Dutchmen!' (In the best possible way I might add). From all of us here at VGC News, we would like to extend our heartfelt thanks to you Jan and here's to many richly deserved happy hours with family and friends.

Another respected retirement comes from a man whom I consider on a private level, a friend. Ray Whittaker is a quiet unassuming sort of character who's presence is not loquacious (unlike me!), but rather, measured in terms of what gets done. Ray has quietly beavered away for many years doing one of the most difficult jobs behind the scenes, Membership Secretary. All of us here at the club need to take a moment to recognise the achievements of Ray, someone I know in which praise will not sit comfortably. So on behalf of all of us here at VGC News, a huge thank you Ray. On to other matters. Recently I attended the 'Stop the Rot' Seminar hosted by David Williams. This was a unique opportunity to

discuss some of the more pressing problems within our hobby, especially here in the UK. Of course talk is easy, whereas solutions take effort and many solutions often lie beyond the capability of any one individual or club. One of the most thought-provoking issues for me personally was looking to other countries and how they functioned in terms of the topics discussed. One of these key areas was the abject scarcity of young people here in the UK engaged with Vintage and Classic gliders. Germany has enjoyed a far better track-record than most on this account and not only that, treasure older gliders far more than most. Of course this is largely down to a culture that exists within the gliding community there and is something that is beyond any one club in terms of how older gliders are viewed from both within and outside the gliding community. It doesn't mean that we as a club cannot do anything however. We can at least try, but more importantly, at least identify and acknowledge the issues if we want to see the club flourish into the next 45 years. The challenges are real and it is down to the club to face up to those future changes that are going to be needed if we are to retain current levels of support from the community as a whole.

Finally, on to the magazine front. Of late there has been a measured drop in material coming forward for the magazine. One of my aims when I took over the Editorship was to cast our net far and wide in bringing new gliding history into our domain, especially from those countries we know so little about. Of course VGC News in reality doesn't even begin to scratch the surface in terms of the wider story of gliding. So if you come across any interesting gliding history, wood or glass, please get in contact, as we would love to hear from you, no matter what language the material may be in. You will be surprised what we can do behind the scenes in terms of support from members in assisting in translations etc; as is testified within this issue with a fascinating article on Turkish gliding which was originally sent to me some time ago in Turkish!

Also my I take this opportunity to encourage you all to send us your poems or photo collections as both Readers Album and Poets corner are in danger of dying a death, so your cooperation would be much appreciated.

Happy Landings,

Bruce

An update from the UK Rally Secretary



RAF Centenary Display at Shuttleworth on Sunday, 6th May with the Parham based T-21 putting on a spirited display with Richard Crockett at the controls. Photo: via Andrew Jarvis

As I write this, the UK National Rally at Portmoak fades into pleasant memory; beautiful scenery, a magnificent airfield and a warm welcome from everyone. Although it's 500 miles by road from the South Coast, the area round Portmoak is close to the magnificent Forth Bridge, gateway to Scotland and many members wisely combined the Rally with some serious touring of the Highlands.

When you read this, the 23rd Camphill Rally and Capstan Reunion will have happened, but the Sutton Bank Slingsby week (25th August to 2nd September) should still be ahead, with Graham Saw's Whispering Wardrobes Weekend (I've added another W!) rounding off another happy soaring season, in late September (22nd/23rd).

Graham reminds us that there's an air display every few weeks at the unique Shuttleworth Collection (Biggleswade, SP18 9EP) and there will be gliders included in every event. The Collection has no rival anywhere and really should be a World Heritage Site. One can only pity the tourists at lifeless Stonehenge, when they could be watching an aerial ballet instead. We had a fantastic outing to the Shuttleworth for the RAF



Robin Birch's lovely Olympia wowed the crowds too! Photo: Lee Chapman

Centenary Display on Sunday, 6th May. Three Gliders were displayed, all in very different RAF livery schemes. They were the camouflaged Radar Kite, restored by the Underwood duo; the Empire Test Pilots' School Olympia 2b (VV400), restored by Alan Pettitt, and lastly the Parham based T21b, which was superbly restored by SZD in Poland 12 years ago. The T21 was beautifully flown by Richard Crockett, who looped it for the first time since 2006!

Now, looking into the UK Rally Secretary's crystal ball, I see some adventurous UK National Rallies ahead and all of them are at ridge sites. Next year will see us at Sutton Bank with the most magnificent clubhouse in Britain. 2020 will be at the Long Mynd, another panoramic vista.

2021 will be at Bellarena, Northern Ireland. At Bellarena, we will be welcomed by Owen Anderson, whose lively reports you will have read. (Can we save the Short Nimbus? I'm up for it!).

As for 2022, I have just the place in mind, also a ridge site, but I haven't asked them yet...

Andrew Jarvis

A farewell and final update

Having done the job of membership secretary for seven and a half years, I think the time has come for me to hand it on to somebody new. I was lucky to find Walther Hoekstra of the Netherlands to take over from me. If you have been to any of the recent VGC Rallies, you will have seen Walther flying his yellow Ka6 with a mouse eating cheese on the tail. If you pay your membership by PayPal or bank transfer, nothing will change, just keep paying as before.

If you pay your membership by cheque, even less will change because I will still be handling the cheques for Walther. Just send cheques and membership forms to Ray Whittaker, 8 Hamilton Road, Fleet, GU52 6AS. I would like to wish Walther well in his new job and hope to see some of you at the rally in Stendal.

Ray Whittaker

VGC News Team member

VGC News would like to welcome aboard another volunteer to the proof-reading team, Robert Maxfield. Robert is the owner of one of the very first Olympia's to come off the EoN production line and is keen to start restoration of this lovely glider soon. On behalf of the team here at VGC News, and the readers, I would like to extend my thanks for your generous support Robert.



VGC News announces a new US Correspondent

Due to retirement of Lee Cowie, VGC News would like to welcome Jim Short as the interim USA Correspondent. Jim is no stranger to the Vintage world, and is a prime mover and shaker of our sister club, the VSA. An ex-Schweizer employee for many years, Jim owns and flies a delightful Schweizer 1-21 and a Phönix T, and is President of the VSA. A personal friend, Jim is the glue in which binds the VSA, such is his dedication to the sport he loves. We would like to take this opportunity in thanking Jim for stepping up to the plate in bringing you the latest US news until a new volunteer can be found. We would like to also thank Lee for his years of support in providing us reports and news from across the pond.



Kurt Stapfer

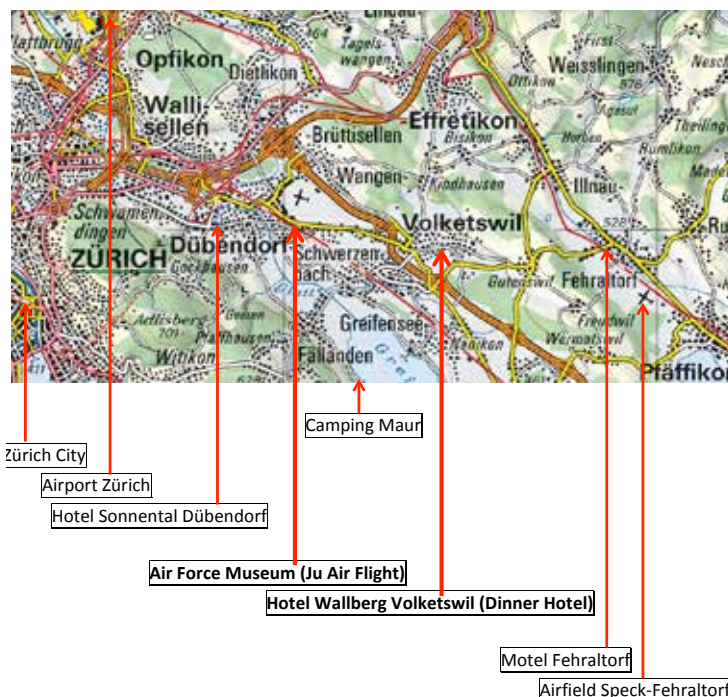
An invitation to the 2018 VGC Annual Dinner,

Volketswil, 6. Oct. 2018



The venue is the Hotel Wallberg in Volketswil, near Dübendorf airfield. Cost per person is 55 € There will be a special guest speaker for the dinner and a visit to the Air Force Museum, which is also included in the price of the dinner. You can visit the museum either on the Saturday or Sunday.

Location map, VGC Dinner 2018



Public Transport from and to all Places

For the more intrepid, there is an opportunity to take a 40 minute flight in a vintage JU-52 airliner. The cost per person for this unforgettable flight is at a special VGC rate of 190 Swiss-Francs (around £145). I have reserved 3 flights, with each flight being capable of carrying 17 people (a total of 51 seats). Please make your reservation early, as seats will be sold at this price on a 'first come, first served' basis only, with all departures from the museum.

For those intending to attend the dinner, please book your own

accommodation by phone or e-mail, not via the hotel's internet website booking platform and do not forget to mention that the booking is for the VGC Dinner (Hotel Wallberg, Motel Fehraltorf) We can arrange a transport from Dübendorf to Volketswil, Fehraltorf.

For a list of alternative hotels and other points of interest, please consult the VGC website and go to Events page.

For all dinner and aircraft bookings, please contact Kurt Stapfer: kstapfer.vgc@bluewin.ch

Alexander Gilles

Aero 2018 – Friedrichshafen



Die Mü13-Piloten Geoff Moore und Adolf Wilsch vor der hervorragend restaurierten Mü13. Mü13 pilots, Geoff Moore and Adolf Wilsch, in front of the superbly restored Mü13.



SF27M und Zugvogel IIIa

Bereits zum neunten Mal in Folge war der Vintage Glider Club auf der Aero, der größten europäischen Messe der allgemeinen Luftfahrt vertreten. Die deutschen Hersteller von Segelflugzeugen nehmen zwar nur alle zwei Jahre teil und fehlten daher in diesem Jahr in Friedrichshafen, doch für Segelflieger lohnte sich dennoch der Besuch der Messe. Neben den modernen Diana 2 und 3, der GP15 und einigen Flugzeugen mit FES Antrieb hielt wieder einmal der VGC die Fahne der Segelflieger hoch und zeigte auf seinem Stand sechs Flugzeuge des bedeutenden Konstrukteurs Egon Scheibe. Anhand der Exponate wurde schnell deutlich, dass bei ihm der Stahlrohrumpf ein prägendes Konstruktionsdetail ist, das immer wieder zum Einsatz kam. Ältestes Exponat war Adolf Wilschs hervorragend restaurierte Mü13 D3 aus dem Jahr 1942. Sie war am Ende des zweiten Weltkriegs als Beute nach Frankreich gekommen, wo sie bis Anfang der 60er Jahre flog und dann aufgrund des alternden Leims stillgelegt und eingelagert wurde. Als Adolf das Flugzeug übernahm, waren die Holzteile entweder unbrauchbar oder wie das Höhenruder ganz verschwunden. In 9 Jahren und unglaublichen 4000 Stunden baute Adolf dann die Mü wieder in altem Glanz auf und wir hoffen, sie auf der diesjährigen VGC Rally in Stendal im Flug zu sehen. Aus der Mü 13 D wurde nach dem Krieg der Doppelsitzer Mü13 E entwickelt, der eines der wichtigsten Muster bei der Wiederauslassung des Segelflugs in Deutschland spielte. Wegen Problemen mit der Holmbrücke sind heute nur noch sehr wenige Exemplare dieser ersten Version des Bergfalken erhalten. Das gezeigte blau-gelbe Flugzeug wurde von der IGSF (Interessengemeinschaft Scheibe-Flugzeuge www.igsf.de) zur Verfügung gestellt.

Ebenso von der IGSF kam der A-Spatz, die erste Version der langen Spatzen-Reihe, der am Stand von weitem sichtbar auf einem eigens gebauten Sockel thronte. Er wurde „geschleppt“ von einem Scheibe Sperling, der im Besitz von Gere Tischler, Hartmut Sammet und Jörg Reichle (allesamt VGC und IGSF-Mitglieder) ist. Zu den Hochleistungssegelflugzeugen der späten 50er Jahre gehört zweifelsohne der Zugvogel, der als Version IIIa von Markus Lachner geflogen wird. Und gleich daneben gab es den ersten in Serie gebauten Motorsegler mit Klapptriebwerk, die SF27M von Rainer Cronjäger zu sehen. Ein Meilenstein, der besonders mit Motor heute sehr selten geworden ist.

Die Ausstellung war wieder ein voller Erfolg. Dadurch, dass die meisten Segelflug-Hersteller nicht an der Messe teilnahmen, hatten die Segelflieger mehr Zeit, sich den historischen Flugzeugen zu widmen. So waren nicht nur viele VGC-Mitglieder auf dem Stand zu Besuch, sondern auch Vertreter von Behörden, Verbänden und Redakteure von Luftfahrtzeitschriften, was für den VGC hinsichtlich der Öffentlichkeitsarbeit sehr wichtig ist. Besonders erfreulich war, dass wir auf der Aero elf neue Mitglieder werben konnten. Unter ihnen passt besonders eine überhaupt nicht ins Klischee der alten Männer: Die 16-Jährige Jana restauriert auf dem Dachboden ihrer Eltern ihre K8B! Fotos davon gibt es auf ihrer Homepage www.ka8b.de.

Es bleibt noch zu erwähnen, dass auf der Aero schon erste Pläne für das nächste Jahr geschmiedet wurden: Das 10. VGC-Aero-Jubiläum soll nämlich entsprechend gefeiert werden. Wie genau, wird aber noch nicht verraten.



Sperling und A-Spatz im "F-Schlepp" The Sperling and A-Spatz displayed as an aerotow

For the ninth year, the Vintage Glider Club was represented at Aero, Europe's largest general aviation exhibition. As German glider manufacturers attend every two years, the VGC once again flew the flag for glider pilots and showed six aircraft from the prolific designer, Egon Scheibe. The exhibits demonstrated the versatility of tubular construction which was once a popular construction method.

The oldest exhibit was Adolf Wilsch's superbly restored Mü13 D3 from 1942. The glider went to France after WW2 as war-booty, where she flew until the early sixties, until grounded due to glue issues. When Adolf found the glider, he undertook a 9 year and incredible 4000 hr restoration to bring the Mü back its former splendour and we hope to see her in flight at this year's VGC Rally in Stendal.

From the Mü13 D, the two-seater Mü13 E Bergfalke was developed after the war, which played an important part in the re-emergence of gliding in Germany. Very few examples of early Bergfalke's are preserved today. The blue-yellow Bergfalke on display was courtesy of the IGSF (Interessengemeinschaft Scheiben-Flugzeug www.igsf.de).

Likewise from the IGSF came the A-Spatz, which stood on a specially built pedestal. Immediately in front of the A-Spatz, and to give the impression of it being towed, was the Scheibe Sperling aircraft, owned by Gere Tischler, Hartmut Sammet and Jörg Reichle (all VGC and IGSF members).

Undoubtedly one of the high performance gliders of the late 50's is the Zugvogel, represented by Markus Lachner's IIIa version. Next to it was the first powered gliders with a retractable engine, the SF27M. A milestone, today they are very rare, especially with the engine fitted.

The exhibition was again a great success. Not only did many VGC members visit the stand, but also representatives of aviation magazines, associations and editors, which are very important for the VGC in terms of public relations. It was particularly pleasing that we were able to recruit eleven new members. Among them, one who does not fit into the cliché of old men, was 16-year-old Jana, who is restoring her K8B in her parents' attic! (www.ka8b.de).

Plans for the next year's 10th VGC Aero are already underway, with details yet to be revealed.

Photos: Alexander Gilles

Bruce Stephenson

Stop the Rot Seminar 23-24 May 2018

Inspired and organised by David Williams, around 16 people attended the 'Stop the Rot' seminar at RAF Odiham to discuss the subject of the UK's neglected glider fleet.

It was apparent from the discussions that the causes for the number of neglected gliders was down to primarily a lack of interest by British glider pilots to take on the ownership of wooden gliders, especially for those as first-time owners; with glass being a far more attractive proposition (despite the obvious benefits of cost, etc, associated with wood).

So what can be done?

Many topics were covered. Much of the discussions centred around the lack of numbers of youth coming into Vintage gliding. On this subject, we were particularly blessed to have a young Vintage proponent amongst us, Tom Holliday who is in his early 20's. Tom gave us his insights from a modern-day youth perspective, which was interesting as the demographics within the room was typically of an average age of around 60 plus! Although we



David's hard work finally paid off on the day. Photo: Robert Maxfield

UPCOMING EVENTS

identified some interesting schemes, such as the trialling of possible donation of suitable wooden ships to encourage a club's youth to the practicalities of wood and fabric gliding. The greater issue remained that this was a common problem across the UK gliding community. In order for this culture to be changed however, it was clear that greater coordination would be necessary at a much higher level and would require the help of organisations such as the BGA (it should be noted however that the BGA has been very successful in encouraging youth into competition gliding through its popular Youth-Glide scheme).

Of course the VGC has a role to play too and it was highlighted that we could do more within the organisation in promoting Vintage within the greater UK gliding community. VGC Chairman, Christine Whitaker, informed the attendees that the BGA Wooden Ladder has now been renamed as the BGA Vintage Ladder. Awarded each year by the BGA at the BGA Awards ceremony, the winner of the Ladder receives the Chris Wills Trophy. The VGC have decided to also award the winner a VGC medal which they can keep. Although far from an all-encompassing solution, it is this sort of scheme that helps to highlight the existence of the VGC within the greater gliding community. It is a challenge that remains however, one in which the VGC could well do in discussing more, especially within its Public Relations domain. Another hot-topic was the rapidly dwindling number of people with the skills required to maintain and operate wooden gliders. The group was particularly blessed on day two to have Harold Torode of the BGA Technical Committee, who provided an insight into the issues faced by the organisation. One area that was highlighted was the lack of an opportunity to attend wood-working workshops as they do not exist within the current gliding community. The current Dutch scheme was discussed in some detail, as was the UK LAA workshops. Possible solutions included approaching the LAA to explore the possibility of VGC members being able to attend a few of their workshops, or approaching individuals to run courses on behalf of the VGC. On this topic, it was pointed out that there was a wealth of expertise within the club and this also could be better utilised.

On the subject of abandoned gliders themselves, it is clear there is a need to start a national register to at least catalogue the current state of long-term unused gliders dotted around within the current UK gliding community. Here the role of the GHC was noted and to date has done a phenomenal job in ensuring that there is a brighter future for some of our vintage and classic fleets. They however, cannot keep up with the steady flow of donations offered and are already at capacity despite the construction of the new hangar, which is essentially already full!

There was also much discussion centred on trying to find more permanent solutions for the storage of gliders that had been abandoned (with the agreement of the legal owner), however without suitable premises available, this remains an unworkable solution. By far the most useful and simple solution for at least addressing the issue, is to start a registry so airframes could at least be identified and form the basis of a register for future restorations for interested parties, or in some cases, become valuable spares sources. By doing this, it will also allow new perspective buyers who are interested in a type, to be readily put in contact with owners.

Finally, David gave an overview of the archives of both the VGC and the GHC. He stressed the importance of retaining and digitally cataloguing the technical details of gliders to ensure better long-term operation of our Vintage and Classic fleets. Future plans for the archive was also covered which are currently under discussion within the VGC Board.

In closing, there were many ideas that were discussed, some good, some unworkable. It is clear that in order for some of the better ideas to be implemented, it will require commitment from suitable volunteers. So if you think that you would like to get involved, or have an area of expertise, please contact David Williams at: archivist@vintagegliderclub.org

The author would like to thank RAF Odiham for making us welcome on base and special thanks to David's lovely wife, Tracey, who made sure all attendees were well-supplied with tea and cakes!

2018 Vintage Rally Dates

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

UPCOMING EVENTS

Burt Compton

Come fly Oktoberfest Marfa, *Texas style!*

12-28 October 2018



Hangar 2 - Official Opening

25th August 2018



Burt Compton of Marfa Gliders Soaring Center, cordially invites all VGC and VSA members to a special one-off Vintage and Classic Oktoberfest gliding event at 'Marfa Gliders' in southwest Texas, location of where 'The Sun Ship Game' movie was filmed (1969 US Nationals), and the historic site of the 15th National Landmark of Soaring.

A destination for artists, writers, musicians, and soaring enthusiasts (flying sailplanes here since 1960), Marfa Airport is on a grassy plateau near the scenic Davis Mountains and Big Bend National Park. No oil here, just a large aquifer of water!

We would love to share this unique event with all those that share our passion for our freedom to soar on the wing, especially those wishing to bring a glider along. 'Slow-tows' will be available for vintage wood, faster tows for classic glass; such as Cirri's or Libelles. HPs and Schweizers are all welcome too of course!

With a population of only 1,747 nice folks, we have wonderful hotels, excellent restaurants, art galleries, and unique shops. The airport is just 3 miles north of town on highway 17. There is a good supply of accommodation, activities and information on the visit-Marfa web-site: www.visitmarfa.com

So why not come and help celebrate the 10th anniversary of the 2008 designation of Marfa as the 15th National Landmark of Soaring and fly with me in my restored ASK-13 'Cabriolet'.

E-mail: BurtCompton@aol.com



RALLY REPORTS

Germany

Was für eine wundervolle Atmosphäre! Oldtimer-Fliegen ganz familiär, auf einem kleinen, aber sehr feinen Segelfluggelände mitten in Deutschland. Im Altenbachtal beim FSC Möve Obernau kann man das erleben – 21 Pilot/innen aus ganz Deutschland folgten der Einladung des Teams rund um Klaus Schickling am letzten Aprilwochenende 2018. Season Opening des VGC – nun bereits zum vierten Mal. Ein großes Spektrum von Holzflugzeugen war vertreten: SG 38, DFS Habicht, T 21, T 30 Prefect, SF 26, A-Spatz, Zugvogel IIIB, Ka 2b, Ka 6CR, Ka 6E. Und alle stürmten an der Winde in den bayrischen Himmel. Der allerdings gab sich zickig und erlaubte mit wenigen Ausnahmen lediglich Platzrunden. Freilich tat das der guten Stimmung keinen Abbruch, etliche Pilot/innen wechselten die Cockpits und erweiterten ihre Typen-Palette. Wer länger fliegen wollte, konnte sich auch vom Falken des Vereins schleppen lassen – da kam auch die Gruppe um den SG 38 aus Nastätten auf ihre Kosten. Immerhin gelangen uns auf diese Weise 117 Starts mit insgesamt 14:49 Stunden, die durchschnittliche Flugzeit zu errechnen, bleibt dem geneigten Leser überlassen. Glücklicherweise treffen wir VGC-Mitglieder uns nicht nur um zu fliegen, sondern auch um uns auszutauschen und zu feiern. Das kam denn auch nicht zu kurz. Das bewährte Catering-Team um Hermine Schickling bot kulinarische Köstlichkeiten ersten Ranges, die gerne und ausgiebig verpeist wurden. Herzlichen Dank dafür! Prima, dass Gere Tischler die Damen für ihren Einsatz mit spritzigem Schaumwein bedachte. Und viele Fliegerkinder aus dem heimischen Verein belebten das Flugplatzgeschehen mit ihren Laufrädern und Modellflugzeugen, der Spaß war ihnen

Joachim Jeska

Saisoneneröffnung in Obernau



*Klaus Schickling überredet die Jugend zu einem Flug in der T 21 – letztendlich erfolgreich!
Klaus Schickling encouraging today's youth for a flight in his T 21. In the end he succeeded!
Photo: Joachim Jeska*

anzusehen. Ach ja, warm war es auch, so dass kühlende Getränke reißenden Absatz fanden. Schließlich kam es zu einer kleinen Feierstunde, da wir den 50. Geburtstag meiner Ka 6E feiern konnten (D-4698). Nur wenige Kilometer von Obernau entfernt, auf dem Flugplatz Zellhausen, hat sie im März 1968 ihren Erstflug gemacht. Grund genug, auf mittlerweile 2581 Starts und 3386 Stunden anzustoßen. Eine goldene 50 samt Kranz, von meiner lieben Frau geflochten, zierte während der Feierstunde das Cockpit, und alle wünschten weitere 50 Jahre beste Thermik. Leider konnte der Erstbesitzer, der noch in der Region wohnt, aus Krankheitsgründen nicht kommen, ließ aber herzlich grüßen. Michael Fabos vom FSC Möve Obernau ließ hin und wieder eine Drohne steigen, um das Geschehen aus geringer Höhe filmen zu können. Blitzschnell hatte er einen 3:45 minütigen Clip unter Nutzung weiteren Filmmaterials anderer Fliegerkollegen zusammengestellt, der einen

guten Einblick in das Season Opening gewährt. (eingeben Youtube, Flieger im Glück). Wer es noch nicht erlebt hat, der sollte sich dieses Meeting auch im kommenden Jahr vormerken, es ist ein schöner Start in die Saison und im Nachgang der AERO in Friedrichshafen auch ein wunderbarer Treffpunkt für die VGC-Mitglieder. Vielen Dank dem wunderbaren Team vom Altenbachtal.



Die Habicht von Christoph Zahn. The Habicht of Christoph Zahn. Photo: Christoph Zahn



*50. Geburtstag der Ka6E von Petra und Joachim Jeska
Celebrating the 50th anniversary of Petra & Joachim Jeska's Ka 6E.
Photo: Joachim Jeska*

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Ohne Worte... Obernau 2018 Says it all...Obernau 2018 Photo: Christoph Zahn



Oldtimer verdrängen den Motorsegler von seinem Stammplatz When old-timer gliders push motor-gliders out of the nest. Photo: Joachim Jeska

Season Opening in Obernau

What a wonderful atmosphere! Old-timer flying, a family ambiance, and a small, but beautiful, gliding area in the middle of Germany. At the FSC Möve Obernau, you can experience the nature reserve of Altenbachtal. On the last weekend of April, 21 pilots from all over Germany accepted the invitation of Klaus Schickling's team to the 4th VGC Season Opening.

A wide range of wooden aircraft were represented: SG 38, DFS Habicht, T 21, T 30 Prefect, SF 26, A-Spatz, Zugvogel IIIB, Ka 2b, Ka 6CR, and Ka 6E. Most launches were by winch into a moody Bavarian sky. Of course this did not spoil the good atmosphere, with several pilots changing cockpits and expanding their range of types. If you wanted to fly longer, the club's Falke was on hand and proved indispensable for the SG-38 group from Nastätten. In the end, we achieved 117 launches, with a total of 14hrs 49min. I will leave it the inclined reader to work out the average flight time!

Fortunately, VGC members not only meet to fly, but also know how to socialise and celebrate, which was in no shortage. Hermine Schickling's well-proven catering team offered first-class culinary delights that were eagerly and extensively consumed. Thank you very much! Gere Tischler gratefully presented sparkling wine to the ladies for all their hard work.

During the day, children from the local club added to airfield events with their small bikes and model airplanes, which was fun to watch them at play. Oh yes, it was also warm, so cooling drinks found grateful recipients.

Finally, there was a small ceremony as we celebrated the 50th birthday of my Ka 6E (D-4698). Only a few kilometers from Obernau, is nearby Zellhausen airfield, where she had made her maiden flight in March 1968. Reason enough to toast 2581 launches and 3386 hours of gliding. A golden '50' floral wreath, decorated by

my lovely wife, adorned the cockpit during the ceremony and everyone wished for another 50 years of the best thermals. Unfortunately, the first owner, who still lives in the region, could not come due to illness, but greeted us warmly.

Michael Fabos from FSC Möve Obernau occasionally flew a drone to film the action from a low altitude. He quickly put together a 3:45-minute clip using the videos of other aviation colleagues, which gives a good insight into the season opening (search Youtube, Flieger im Glück).

If you have not yet experienced this unique event, why not mark it in your diary for the coming year? It is a nice way to start the season, and right on the heels of AERO in Friedrichshafen, is also a wonderful meeting place for VGC members.

Many thanks to the wonderful team from Altenbachtal.

Joachim Jeska

Poland

Wir sind alle Europäer!

39th Grunau Baby Treffen am 'Geburstort' der Babys

"Wir sind alle Europäer!" Jacek sagte diesen Satz beim Abschlussbriefing mit Bedacht und Emphase. Für einen Moment war es still, dann applaudierten die versammelten Pilot/innen. Schließlich war das ein bemerkenswerter Satz in diesen Tagen – der Segelflug machte einmal

mehr auf seinen völkerverbindenden Aspekt aufmerksam. Eine Woche lang über das Pfingstfest haben 60 Segelflieger aus Deutschland und Österreich ihre „Zelte“ in Grunau (Jezów Sudecki) aufgeschlagen, um diesen historischen Flugplatz am Leben zu erhalten. Neun Grunau Babys (IIb und III) schwangen sich per F-Schlepp hinter einer

gutmütigen und langsam fliegenden Yak 12 in die Lüfte und umkreisten den „heiligen Berg“ der Flieger, Hirschberg (Jelenia Góra) und das Riesengebirge mit seiner fantastischen Schneekoppe. Das Wetter war warm und thermisch gut, allerdings blies der Wind bisweilen recht stark aus Ost, so dass ein Tag neutralisiert und für

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Warnschilder mit Grunau Baby
Airfield warning signs with the icon of a Grunau Baby.



Diese IS-4 Jastrzab ist in einem schlechten Zustand
The IS-4 Jastrzab is in reasonably poor condition.

Ausflüge in die touristisch hoch attraktive Umgebung genutzt wurde. Was gibt es da nicht alles zu sehen: Schlösser, Kirchen, Altstädte und natürlich jede Menge Landschaft und Natur. Auch wer gerne wandert, kommt hier voll auf seine Kosten.

Freilich durfte auch eine Führung im ehemaligen Segelflugbetrieb von Edmund Schneider, dem „Vater“ der Babys, nicht fehlen. Mitten im Ort Grunau liegt diese traditionelle Stätte und man kann sich zurückversetzen in die 1920 und 1930er Jahre. Sachkundig wurden wir durch die alten und modernen Hallen geleitet. In letzteren wird von ZS Jezów momentan neben Reparatur- und Wartungsarbeiten die PW 6 gefertigt, wir sahen Werknummer 50 kurz vor der Auslieferung nach Kanada. Ein besonderes „Schmankerl“ war ein stark ramponierter IS-4 Jastrzab, das polnische Gegenstück zum DFS Habicht, den einige Enthusiasten von der Decke eines polnischen Hörsaalgebäudes geholt hatten und der nun bei ZS Jezów restauriert werden soll. Wir waren uns schnell einig, dass da sicher eine Menge zu tun ist, aber dass sich der Aufwand lohnt, da nur noch drei Exemplare bekannt sind, keines mehr im flugfähigen Zustand. Zu guter Letzt besichtigten wir die ehemalige Segelflugschule im Ort, die liebevoll restauriert wurde. Heute findet man dort einen Kindergarten, ein Fliegermuseum und kann im Gebäude übernachten, was einige der Rallye-Teilnehmer gerne taten. Träume von alten Zeiten inklusive. Die meisten anderen Piloten und Crew-Mitglieder logierten auf dem Berg, entweder im Gästehaus oder im eigenen Wohnmobil. Neben den Grunau Babys, die allesamt abends in die historische Halle eingeräumt werden konnten, belebten ein L-Spatz, ein Doppelraab V, zwei Foka 4 und drei Ka 6 das Flugfeld. Insgesamt brachten wir es auf 68 Starts und 40:50 Stunden, was einen Schnitt von 35 Minuten pro Start bedeutete.

Schließlich hatten sich die Polen etwas Besonderes ausgedacht und hielten das auch geheim bis zum Pfingstsonntag. Allerlei Volk pilgerte bereits morgens auf den Berg, um den historischen Fliegern über die Schulter zu schauen, aber wir konnten auch etliche Altvorderen und Politiker mit feinsten Anzügen entdecken. Jacek erklärte, es käme zu einer Feierstunde. Auf japanische Initiative sei ein Friedenspfahl auf dem Flugplatz von Grunau errichtet worden. Und tatsächlich: Ein mehr als zwei Meter hoher Holzpfahl mit der viersprachigen Aufschrift „Friede möge auf Erden sein“ wurde feierlich enthüllt. Dazu zahlreiche Reden von verantwortlichen Fliegern des örtlichen Clubs, Politikern und Jerzy Makula, dem vielfachen Segelkunstflugweltmeister aus Polen. Das Bekenntnis zum Frieden bewegte alle Menschen zutiefst, ein Bannerschlepp komplettierte das außergewöhnliche Ereignis. Doch nicht genug. An der Stirnseite des historischen Hangars wurden 10 neue Messingtafeln mit den Namen von Segelfliegern enthüllt, die sich insbesondere um Grunau verdient gemacht haben. Neben den dort bereits angebrachten 40 Plaketten mit polnischen Segelfliegern erschienen hier erstmals auch deutsche Piloten. Und zwar nicht nur längst verstorbene Vorbilder wie Wolf Hirth, Edmund Schneider und Gottlob Espenlaub, sondern auch der höchst lebendige Ulf Ewert aus Achmer, der nun schon zum sechsten Mal das Grunau-Baby-Treffen in Grunau vortrefflich organisierte. Er war genauso überrascht wie wir alle und bedankte sich sehr herzlich bei den Polen für diese Ehrung. Gleiches tat auch Segelkunstflugweltmeister und Baby-Flieger Dietmar Poll aus Österreich, dem ebenfalls eine Messingplatte zugeordnet wurde, weil er seit vielen Jahren mit Grunau verbunden ist.

Nach dieser einmaligen Zeremonie zeigten japanische Aikido-Kämpfer zwischen Hangar und Startplatz ihre Künste, ehe das

Terrain wieder uns Fliegern gehörte. Freilich mussten Ulf und Dietmar an diesem Festtag die ersten Starts machen, genauestens verfolgt von Filmkameras des polnischen Fernsehens. Am Abend hatten wir den Berg wieder für uns und genossen den fantastischen Blick in das Tal und das gegenüberliegende Gebirge. Fliegerurlaub vom Feinsten. Ein herzlicher Dank gilt allen Organisatoren auf deutscher und polnischer Seite, das seit 2008 alle zwei Jahre in Grunau stattfindende Baby-Treffen ist auf jeden Fall die Anreise wert, auch wenn der eine oder andere Verkehrsstau im Pfingstverkehr zu bewältigen ist.

'We are all Europeans!'

Jacek said this sentence carefully and emphatically. It was quiet for a moment, and then the assembled pilots applauded...after all this is a remarkable statement these days, that gliding once again brings people together.

For a week over Pentecost, 60 pilots from Germany and Austria pitched their tents at Grunau (Jezów Sudecki), keeping this historic airfield alive. Nine Grunau Babies (IIb and III) took to the skies behind a slow-moving Yak 12 and circled the 'holy mountain' of gliding, Hirschberg (Jelenia Góra) and the Giant Mountains with its fantastic Schneekoppe. The weather was warm and thermally good, but the wind sometimes blew quite strong from the east, so one day was lost to sight-seeing in the highly attractive surroundings. Wonderful places like castles, churches, old towns and of course a landscape rich and full of nature. Those who like to hike would certainly get their money's worth here.

Of course, a tour in the former gliding operation of Edmund Schneider, the 'father' of the Babies, could not be missed. In the middle of the village of Grunau lies this traditional site and one can go back to the

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*"Möge Friede auf Erde sein" – Die Feierlichkeiten mit Jerzy Makula
"May peace be on earth". The ceremony with Jerzy Makula.*



*Akaido-Demonstration vor einem Grunau Baby
Aikido fighters in front of a Baby.*

1920's and 1930's. We were expertly guided through ZS Jezów, visiting the old and modern halls, where in the latter, in addition to the repair and maintenance work, is the manufacture of the PW 6. Here we saw the 50th example shortly before its delivery to Canada. A special treat was a battered old IS-4 Jastrzab, the Polish counterpart to the DFS Habicht, in which some enthusiasts had brought down from the ceiling of a Polish lecture hall and which is now to be restored at ZS Jezów. We quickly agreed that there is certainly a lot to do, but that the effort is worthwhile, since only three Jastrzabs are known to survive, none of which are in an airworthy condition. Last but not least we visited the former gliding school in the village, which is lovingly restored. Today, the building is used as a kindergarten and an aviation museum. You can spend the night in the building, in which some of the rally participants indulged in, including dreams of older times. Most other pilots and crew members however, stayed on the mountain, either in the guesthouse or in their own campers. In addition to the Grunau Babies, all of which could be admitted into the historic hangar in the evening, an L-Spatz, a Doppelraab V, two Foka 4's and three Ka 6's added to the spectacle on the airfield.

Overall, we made 68 launches and 40hrs and 50min flying time, which meant an average of 35 minutes per start. Then the Poles came up with something special, which they had kept secret until Pentecost Sunday. Suddenly all sorts of folk came to the mountain in the morning to pay tribute to all airmen at this historic location, including some very honorable people and politicians in the finest of suits. Jacek explained the reason for this special occasion and ceremony, which was based on a Japanese initiative. A peace-post had been erected on the airfield, and at more than two-meters high, was inscribed in four-languages; 'may peace prevail on earth', was solemnly unveiled. Included in the numerous speeches, we heard from representatives of the local aero-club, politicians, and Jerzy Makula, the multiple aerobatic world-gliding champion from Poland. The commitment to peace moved us all deeply and a symbolic flight completed the extraordinary occasion. But there was more. At the front of the historic hangar, 10 new brass plaques with the names of glider pilots were unveiled, all of which had rendered outstanding service to Grunau. In addition to the 40 plaques with Polish gliders already installed there, German

pilots also appeared for the first time. This included not only long-dead airmen such as Wolf Hirth, Edmund Schneider and Gottlob Espenlaub, but also the very lively Ulf Ewert from Achmer, who organised the Grunau Baby Meeting in Grunau for the sixth time. He was as surprised as all of us and thanked the Poles very much for this great honour. The same honour was also given to the former world aerobatic-champion and Baby flyer, Dietmar Poll, from Austria for his many years association with Grunau. After this unique ceremony, Aikido fighters demonstrated this Japanese art between the hangar and launch site, before the field was once again given over to us airmen. Of course, Ulf and Dietmar had to make the first aero-tows, and were filmed by the cameras of Polish television. In the evening we were once alone again on our spiritual mountain to enjoy the fantastic views of the valley below and the mountains opposite. An aviation holiday at its finest. Many thanks to all the organisers on both the German and Polish sides. The Grunau Baby Meeting, which has taken place every two years in Grunau since 2008, is always worth the trip; even if the Pentecostal traffic-jams have to be endured!



Das polnische Fernsehen filmt Ulf Ewert beim ersten Start nach seiner Ehrung. Ulf Ewerts first flight after being honoured in the ceremony and recorded by Polish TV.



Ulf Ewert und Jerzy Makula enthüllen die Plaketten für Ihre großartige Unterstützung von Grunau. Jerzy Makula and Ulf Ewert are unveiling their plaques marking their invaluable contribution to Grunau.

Elisabeth Sophia Landsteiner

Germany

Fliegerlager der „Interessengemeinschaft Scheibe“

Bad Königshofen vom 10. bis 13. Mai 2018

Vom 10. bis 13. Mai 2018 war die „Interessengemeinschaft Scheibe-Flugzeuge (IGSF) e. V.“ erneut am Flugplatz Bad Königshofen im Grabfeld (Unterfranken – Bayern) zu Gast. In diesem Verein engagieren sich derzeit etwa 70 Mitglieder, welche über ganz Deutschland verteilt leben, fliegen und vor allem eine gemeinsame Leidenschaft teilen: Den Erhalt und das Fliegen von Segelflugzeugen, die Egon Scheibe konstruiert hat. Die IGSF wurde im Jahr 2012 gegründet. Ziel des Vereins ist es, von jedem Flugzeug, das von Egon Scheibe konstruiert oder gebaut wurde, ein Exemplar möglichst flugfähig in einem „fliegenden Museum“ zusammenzutragen.

Je nach Bedarf restaurieren die Mitglieder die Flugzeuge, um diese zu erhalten, damit die Geschichte von Egon Scheibe und vor allem die seiner Flugzeuge nicht in Vergessenheit geraten. Die IGSF möchte dabei auch den Reiz der früheren Fliegerei erhalten und „einfach Spaß haben“, die „alten“ Segelflugzeuge zu fliegen: Hier geht es nicht um den Leistungsflug, sondern um die Freude an der Sache und um das Teilen dieser Leidenschaft mit anderen.

So verbrachte die IGSF auch ihr diesjähriges Vereinstreffen mit 28 Teilnehmern bereits zum dritten Mal „Am Himmereich“. Am Christi-Himmelfahrts-Wochenende drehten also Mü13E, Bergfalken II, A-Spatz, L-Spatz 55, SF26A, SF27 und ein ROTAX-Falke SF25C über dem Grabfeld ihre Runden. Wegen des guten Wetters waren auch längere Thermikflüge möglich und so wurden 120 Starts sowohl an der Winde als auch im Flugzeugschlepp mit insgesamt rund 51 Flugstunden durchgeführt.

Glücklicherweise treffen sich die IGSF-Mitglieder nicht nur um gemeinsam zu fliegen, sondern auch um sich auszutauschen und zu feiern. Dies kam dann auch wegen der bewährten Betreuung durch das Organisationsteam um Larissa und Alfred vom „Aeroclub Bad Königshofen“ sowie Katja von der IGSF nicht zu kurz.



Klaus Schickling „besteigt“ die SF26A
Klaus Schickling 'climbs' into the SF26A

...und so freut sich die IGSF schon jetzt, auch im nächsten Jahr an Christi-Himmelfahrt wieder in Bad Königshofen zu fliegen.

Scheibe Club Flying Rally. Bad Königshofen 10-13 May 2018

From May 10-13, 2018, the Scheibe Flying Club (Interessengemeinschaft Scheibe-Flugzeuge IGSF) were a guest

at the Bad Königshofen (Lower Franconia - Bavaria) airfield. Founded in 2012, the IGSF is dedicated to the preservation of Egon Scheibe's designs. There are currently about 70 members, who live, fly, and above all, share the same passion throughout Germany.

The main aim of the club is for members to operate and restore the aircraft so that the story of Egon Scheibe will not be forgotten. In doing so, we want to preserve



Elisabeth Sophia Landsteiner mit einer Freundin im Bergfalken II, Klaus Schickling am Flügel.
Elisabeth Sophia Landsteiner at the controls together with a friend in the Bergfalken II. Klaus Schickling is standing at the wing

RALLY REPORTS



*Mü13E im Anflug
Mü13E on finals*



*Abrüsten der Segelflugzeuge – „Wir kommen wieder!“
Disassembling the gliders – ‘We’ll be back!’*

the charm of another age, and above all, have fun flying our old gliders; it is not about performance, rather the pure joy of sharing this passion with others. Thus, this year’s IGSF saw 28 participants for the third time gather on the Ascension Day weekend on the ‘Am Himmereich’ (Kingdom of Heaven) at the Königshofen Aero Club. This included many of

Scheibe’s designs such as the Mü13E, Bergfalke II, A-Spatz, L-Spatz 55, SF26A, SF27 and a ROTAX-Falke SF25C which soared above this hollowed field. With good weather blessing us, longer thermal flights ensued, with 120 launches being achieved, both on the winch and aerotowing, totalling around 51 flying hours. Fortunately, IGSF members not only fly

together, but also know how to celebrate our close friendship, all with the support of the team headed by Larissa and Alfred from the Königshofen Club and Katja from the IGSF. We at the IGSF are already looking forward to next year’s Ascension Day Rally at Bad Königshofen. Why not join us?

Fotos von Mara und Christoph Adel

Andrew Jarvis

2018 VGC National Rally, Portmoak

May 26 - June 1

As UK Rally ‘Co-ordinator’ (always a euphemism!), I had often thought we must venture further north. Portmoak is one of those pilgrimage destinations for every glider pilot, yet the VGC has never held a rally there, until now (incidentally, ‘just so you know’, the next three years’ rally venues are all quite adventurous). To be honest, there had been a slight hiccup in planning this rally, but as the saying goes, ‘cometh the hour, cometh the man,’ and the man in question was Richard Lucas; a very competent ex-RAF engineering officer. Although he’d never run a VGC Rally before, Richard rose to the occasion, doing everything himself, including some very polished flying both in my Oly 463, and the Portmoak Dart 17R. The very first visitors to register (in January) were Martyjn and Astrid Hoogenbosch, with ‘Beer’, the Golden Retriever of course! The Portmoak team were anxious, as numbers were rather low, but in the



Garry and Janet Cuthill in the Oxford Capstan, BPV Photo: David Weekes

end we were easily able to fill the briefing room. Other distinguished guests from Europe were the Schickling’s, the Hoekstra’s, and the Forster’s, including little Ian of course! VGC founder-member, Ron Davidson, (VGC number 6!) attended the whole rally, despite battling chronic health problems.

Newer members may not know Ron, but if you get the chance, do chat to him; a lifetime in aviation, from radar in WW2, Tiger Moths, home-builds, gliding all over the world, inspecting, and instructing; in a word, everything. We were provided with excellent launches throughout the rally. There was a minimal

RALLY REPORTS



David Weekes' Skylark 4 finally falls out of the sky with Martyjn Hoogenbosch at the wheel.

Photo: David Weekes



Astrid Hoogenbosch in the Olympia 463 belonging to Andrew Jarvis.

Photo: Astrid Hoogenbosch



Klaus Schickling looking back at home in David Weekes' Skylark 4.

Photo: David Weekes

winch queue and the SkyLaunch shot us up smoothly to 1100 feet or so. Over at the aerotow side, there was equally quick service by the dainty, but quite powerful, Eurofox. The minimal running costs of the Fox were generously passed on by the club, giving us the cheapest-ever aerotows.

A star performer was Sant (short for Santiago) Cervantes, a charismatic record-holder and expert on Scottish wave flying. He gave us an unforgettable lecture on the Tuesday.

Although the persistent East wind curtailed our ambitions, and our dreams, we

still flew on every day of the rally. Several times, the weak-wave, ridge, and thermals, would merge to provide conditions which ideally suited our slow-flying gliders.

The atypical weather did provide an unexpected bonus; the gliders could be safely left rigged with barely a drop of dew on the wings in the morning. This, combined with a mere hundred yard tow-out, provided that rare event, a true 'gliding holiday!' The other special feature of flying in Scotland, is the amazingly long evenings, just like Finland.

On the social side, the caterers did a brilliant job throughout, with a superb 'indoor

barbecue' midweek, and a Scottish Evening, complete with bagpipes, haggis and whisky on the final evening.

At the brief closing ceremony on Friday 1st June, the VGC formally thanked the Scottish Gliding Union, who had made this the most friendly rally possible. Lastly, came the award of the Rodi Morgan Plate, in virtual form, to TWO worthy recipients; David Weekes, and his dear co-pilot, Shaun the Sheep! David's award, richly deserved, was for his continued defiance of gravity in the Skylark 4, and perhaps more so, for his tireless work in marketing the VGC merchandise over many years.



David Weekes and his delinquent side-kick, Shaun the Sheep are awarded the Rodi Morgan trophy by Andrew Jarvis. Photo: Astrid Hoogenbosch



Man of the moment, Richard Lucas, heroic rally organiser and Scottish piper is presented with a VGC Anniversary Year-book for all his hard work and effort for a fantastic Rally by VGC Chairman, the lovely Christine Whitaker, whilst Andrew Jarvis also endorses his gratitude.

Photo: David Weekes



You can never have too much at a Scottish Rally... Photo: David Weekes

Gliders attending	Owner/Pilot
Skylark 4	David Weekes
Skylark 3	Alan Pettitt
Capstan	Oxford Group
Swallow	Trevor Horsley and Graham Hayes
Dart 17R	Portmoak Group
Foka 4	Miroslaw Lewandowski
Ka 6	Ray Whittaker
Ka 6	Shalbourne Group
Ka 6	Oxford Group
Olympia 463	Andrew Jarvis
Grunau Baby	Portmoak Group



Rally organiser, Richard Lucas in the Dart. Photo: David Weekes

Daniel Steffen

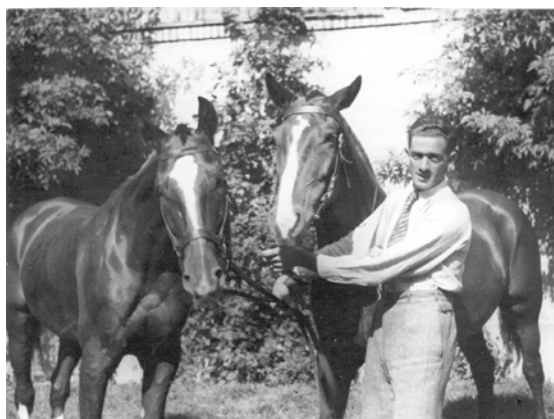
Schweizer Segelfluggpionier Fritz Glur (1907 – 1951)

Fritz Glur kam am 16. Februar 1907 in Oftringen auf die Welt. Sein Vater war Bauer und amtierte als Friedensrichter. Als Bauernsohn hatte Fritz Glur Zugang zu Pferden, weshalb er seinen Militärdienst bei der Kavallerie leistete. Im Zivilen war Glur Mitglied des lokalen Kavallerievereins. Daneben hat Fritz Glur offenbar ein wenig gemalt; einige Skizzen und Bilder von ihm sind erhalten geblieben. Ein Foto zeigt den jungen Fritz Glur als Turner. Vielleicht war der sportliche Glur auch Mitglied des Fallschirmsportclubs Mittelland. Gemäss einer Überlieferung soll 1931 aus diesem Kreis die

Idee zur Gründung einer Segelfluggruppe in der Region Olten stammen. Vom Wasser in die Luft, ein schöner Gedanke.

Fritz Glur, Swiss Gliding Pioneer
 Fritz Glur was born on 16 February 1907 in Oftringen. Son of a farmer, he did military service in the cavalry. A keen painter and sportsman, he founded a gliding group in the Olten region.

*Der junge Fritz Glur als Turner.
 The young Fritz Glur as a gymnast.
 Archiv Walter Glur*



Fritz Glur hatte als Bauernsohn Zugang zu Pferden und konnte selbstverständlich reiten. As a farmers son, Fritz was a keen horseman. Archiv Walter Glur



Flugtag der Segelflieger Mittelland am 23. Oktober 1932 auf dem Engelberg. Fritz Glur ganz rechts. Glider Pilots at the Mittelland Airshow on the Engelberg, October 23, 1932. Fritz Glur, far right. Archiv SG Olten

Gründung einer Segelfluggruppe

Der 25-jährige Fritz Glur nahm jedenfalls im Januar 1932 an der Gründungsversammlung der Segelflieger Mittelland im Restaurant Merkur in Olten teil. Die meisten der rund zwanzig Mitglieder hatten vermutlich keine Ahnung, was Segelflug genau ist. Ein wenig von der Sache verstand der Militärpilot Jörg Häfeli, welcher deshalb zum Cheffluglehrer bestimmt wurde. Die jungen Leute kauften einen Opitz-Zögling und machten ihn flugbereit. Am 1. Mai 1932 trugen sie von Hand alle Einzelteile des Schulgleiters 'Gwaagg' HB-66 auf den höchsten Punkt des Engelbergs (bei Olten) und Jörg Häfeli absolvierte seinen ersten motorlosen Flug. Erfolgreich, wie der Chronist Hermann Rüttschi festhielt. Noch im Gründungsjahr wurde ein zweiter Schulgleiter angeschafft (Karpf-Zögling HB-67) und ein weiterer in Eigenregie gebaut (HB-69 'Lostorf'). Am 23.

Oktober 1932 organisierte die junge Segelfluggruppe auf dem Engelberg einen Flugtag, bei welchem erstmals in der Schweiz sieben Gleit- und Segelflugzeuge an einem Ort vereint waren. 5000 Zuschauer sollen zu Fuss auf den Engelberg marschiert sein, um dem Spektakel zuzuschauen. Der Flugbetrieb mittels Gummiseilstart war ineffizient und für die Flugschüler gefährlich. Man beschaffte sich schon bald eine improvisierte Winde und verlegte den Flugbetrieb auf den vom Militär kaum genutzten Flugplatz Olten. Im Sommer 1933 wurde Jörg Häfeli zu einem Fluglehrerkurs nach Spreitenbach (bei Zürich) aufgebeten. Bei einem Windenstart mit dem Gleiter WF 7 (Konstruktion von Willi Farnier) konnte er sich nicht vom Seil lösen und verunfallte tödlich. Daraufhin gaben viele Mitglieder ihre gefährliche Freizeitbeschäftigung auf, die Gruppe geriet in eine ernsthafte Krise.

Fritz Glur gab nicht auf und war bei der Reaktivierung der Segelfluggruppe Olten im zweiten Quartal 1934 dabei. 1935 absolvierte Fritz Glur einen Segelfluggkurs in Bern und lernte definitiv das Fliegerhandwerk. Noch als Flugschüler erhielt Glur vom Schweizer Konstrukteur Jakob Spalinger die Pläne des Trainingssegelflugzeuges Spalinger S 15k. Mit Unterstützung von Kameraden begann Fritz Glur sofort mit dem Bau seiner Maschine. Dies erwies sich als Glücksfall, denn die S15k sollte aufgrund der guten Flugeigenschaften das erste in grösserer Anzahl gebaute Spalinger-Segelflugzeug werden. Glur stellte seinen fertig gestellten Spalinger S 15k HB-150 dem Piloten Otto Schurter zur Verfügung, welcher damit im September 1935 am internationalen Fluglager auf dem Jungfrauoch (3466 Meter über Meer) teilnahm.

WE REMEMBER



Postkarte der Segelflieger Mittelland, Olten, aus den frühen 30er-Jahren. Early 1930's postcard of gliders at Mittelland, Olten.. Archiv SG Olten



WF-7 im Flug. Der Fluglehrer Jörg Häfeli verunfallte 1933 mit einer WF-7 in Spreitenbach tödlich. A WF-7 in flight, the same glider type in which Jörg Häfeli was killed in Spreitenbach in 1933. Archiv Verkehrshaus Luzern

Foundation of a gliding group

At the age of 25, Glur attended the founding Mittelland glider meeting in January 1932 at the restaurant, Merkur, in Olten. Attending was a military pilot, Jörg Häfeli, who was appointed as Chief Instructor. An Opitz-Zögling was purchased and made ready to fly. On May 1, 1932, they carried the Zögling, 'Gwaagg', (HB-66), to the highest point of the Engelberg (at Olten) where Häfeli carried out his first gliding flight. A second Schulgleiter was acquired (Karpf-Zögling HB-67) with another self-built Zögling also being added (HB-69 'Lostorf'). On October 23, 1932, the young gliding group organised an Air-Day on the Engelberg, which for the first time in Switzerland, saw seven gliders gathering in one place. 5,000 spectators are said to have attended the spectacle. As bungee launches proved limited, soon a winch was procured and the group relocated to Olten airfield. In the summer

of 1933, Häfeli went to Spreitenbach (near Zurich) to attend a flying instructor course. During a winch launch, Häfeli flying a W.F.-7 (construction by Willi Farner), had trouble in detaching launch cable, and crashed to his death. As a result, many members gave up, with the group in serious crisis. Fritz Glur didn't give up however and was involved in the reactivation of the group in the second quarter of 1934. In 1935 Fritz

completed a gliding course in Bern. Glur had procured plans for the Spalinger S-15k by the Swiss designer, Jakob Spalinger. With the help of friends, Glur immediately started construction and in due course, presented the completed glider (HB-150) to the pilot, Otto Schurter, who flew it during the International meeting on the Jungfrauoch (3466 meters above sea level) in September 1935.



Der von Fritz Glur gebaute Prototyp Spalinger S 15k HB 150 auf dem Flugplatz Olten Gheid.

Fritz Glur's prototype Spalinger S-15k (HB 150) at Olten Gheid airfield. Archiv Walter Glur

Über Nacht zum Fliegerheld

Fritz Glur schrieb: „Und nun konnte eigentlich erst beginnen, was schon lange mein innerster Wunsch war: Fliegen, und zwar so lange fliegen, bis ich davon ganz gesättigt sein würde.“ Ein zuverlässiger Aufwindspender war der Born bei Olten, welcher bei Ostwind ideal angeströmt wird. Der Sommer 1936 war verregnet. Doch im August blies endlich eine mässige Bise durchs Schweizer Mittelland. Fritz Glur hatte zu Hause das Emd (zweiter Grasschnitt) unter Dach und liess sich am Mittwoch, 26. August 1936, um 11.20 Uhr über den Born schleppen. Es klinkte seine Spalinger S 15k HB-150 aus und fand sofort Aufwind. Als es zu dämmern anfang und der Wind wider Erwarten nicht einschlief, entschied sich Glur spontan, in die Nacht hineinzufiegen. Glurs Kollegen ahnten seine Absicht und markierten den Flug-

platz mit Lichtern. Um Mitternacht frischte die Bise auf und blies manchmal so stark, dass Fritz Glur in der Gegenwindkurve oft minutenlang an gleicher Stelle verblieb. Um zwei Uhr spürte Glur plötzlich starkes Steigen obwohl der Wind nachgelassen hatte. Wie mit einem Lift ging es auf rund 2'000 Meter. Nach drei Uhr liess der Aufwind nach und er verlor langsam an Höhe. Noch einmal flog er über den Born hinweg, dann den Flugplatz Olten-Gheid von Wangen heranfliegend zwischen die ersten Markierungslichter. Fritz Glur: „Noch fühlte ich mich etwas zu hoch, rasch eine Glissade, plötzlich erkannte ich aus etwa 5 m Höhe den Boden, rasch brachte ich die Maschine in die Gerade und schon touchierte die Kufe den Boden, dadurch wurde ich noch einmal in die Luft geschleudert und landete dann glücklich fünfzig Meter

vor dem Hangar, um zehn Minuten vor vier Uhr, freudig begrüsst von meinen Kameraden. Dieser Flug dauerte 16 Stunden und 20 Minuten. Meine Kameraden hatten sich sehr geängstigt, da sie mich seit neun Uhr abends nicht mehr gesehen hatten und seit zwei Stunden kein Wind mehr ging, denn von der plötzlich aufgetauchten Nachtthermik hatten sie keine Ahnung.“ Dieser verwegene Flug bedeutete Schweizer Rekord im Dauersegelflug. Viele Schweizer Zeitungen und Illustrierten berichteten über den Bauernsohn aus Oftringen. Aus dem untalentierten Flugschüler war über Nacht ein Fliegerheld geworden! Der wortkarge Fritz Glur blieb bescheiden und begann mit dem Bau des Leistungssegelflugzeuges Spalinger S 19 HB-225.

WE REMEMBER



Fritz Glur in seiner S 15k anlässlich eines Flugtages auf einem Feld bei Reiden (Kanton Luzern). Fritz Glur in his S-15k near Reiden (District of Lucerne). Foto: Werner Rubin

Fritz Glur nach seinem Rekordflug 1936. Dieses Foto ging durch die Schweizer Presse. Swiss Press photo of Fritz Glur after his record flight in 1936. Foto Hermann Rüttschi



An overnight sensation

Fritz Glur wrote: *And now it was possible to begin what had long been my deepest wish, to fly as long as I could.* A reliable updraft source was the Born at Olten, which is ideally flown in the east-wind. The summer of 1936 was rainy but August saw a suitable breeze finally blowing through the Swiss Mittelland. Glur was towed over the Born on Wednesday, August 26, 1936, at 11.20. He immediately found lift in his Spalinger S-15k (HB-150). When this wind starts in the morning, it doesn't stop, so Glur spontaneously decided to fly into the night. Glur's colleagues sensed his intention and marked the air-

field with lights. At midnight, the breeze freshened and sometimes blew so hard that Glur often stayed at the same spot for several minutes in the headwind. At two o'clock, despite the wind easing, Glur suddenly felt a strong updraft. As with a thermal, it went to around 2,000 meters. After three o'clock the updraft slowed and he slowly lost altitude. Once again he flew over the Born, then to the airfield at Olten. Glur again: *Flying between the first marker lights, I still felt a bit too high, quickly a sideslip, suddenly I recognised the ground from about 5m high. Quickly I brought the machine straight as the skid touched the grass*

and landed happily fifty meters in front of the hangar. At ten minutes to four, I was happily greeted by my comrades. This flight lasted 16 hours and 20 minutes. My comrades had been very worried since they had not seen me since nine in the evening and with no wind for the last two hours, had no idea of night thermals.

This daring flight meant a Swiss record, with many Swiss newspapers and magazines reporting the flight. The student had become an aviator overnight! The taciturn Fritz Glur remained modest however and started building a high-performance Spalinger S-19 (HB-225).



Fritz Glur leitete die Produktion von 12 Segelflugzeugen bei der Schreinerei Gyger-Brack, Zofingen. Fritz Glur led the production of 12 gliders at Gyger-Brack AG, Zofingen. Foto: Nachlass Hans Meier

Flugzeugbauindustrie in Zofingen

Fritz Glur konnte 1937 seinen Freund Hans Meier, Eigentümer des Holzbau-geschäftes Gyger-Brack AG überzeugen, in die Produktion von Segelflugzeugen einzusteigen. Die lokale Zeitung schrieb euphorisch von der Gründung einer Flugzeugbauindustrie, doch der Erfolg blieb bescheiden. Bis zum Ausbruch des Zweiten Weltkrieges entstanden unter der Leitung und Aufsicht von Fritz Glur zwölf Segelflugzeuge, mehrheitlich vom Typ S 15k. Die bei Gyger-Brack AG gebaute Spalinger S 19 HB-241 rüstete Glur mit einem Dunne-Motor aus. Nach nur 16 Flügen mit einer Gesamtflugzeit von 2,5 Stunden stoppte Glur das Experiment und verkauft die HB-241 als normales Leistungssegelflugzeug. Offenbar verlangte das Schweizer Luftamt, dass die motorisierte S 19 die für Motorflugzeuge geltenden Vorschriften erfüllte. Leider ist das Gebäude der Gyger-Brack AG am 1. Mai 1944 vollständig abgebrannt, wobei auch die Unterlagen zur Segelflugzeugproduktion vernichtet wurden. Einige Fotos und Zeitungsberichte existieren dennoch.

Aircraft industry in Zofingen

In 1937, Fritz Glur partnered with his friend, Hans Meier, owner of a timber construction business, Gyger-Brack AG, in the production of gliders. Despite local publicity, success remained modest. Under the direction of Glur, and up to the outbreak of the 2nd WW, twelve gliders were built, most of which were S-15k's. A Spalinger S-19 (HB-241) had been built at Gyger-Brack AG and equipped with an engine. After only 16 flights Glur removed the engine and sold HB-241 as a normal glider. Apparently the Swiss aviation office demanded that the motorised S-19 meet the regulations applicable to powered aircraft. Unfortunately, the Gyger-Brack AG works were completely burned down on 1 May 1944, whereby also the documents for the glider production were destroyed. Some photos and newspaper reports still exist.

WE REMEMBER



Im offenen Capot der Spalinger S 19 HB-225 harrte Fritz Glur im März 1938 über 28 Stunden aus. The open cockpit of the Spalinger S-19, HB-225, in which Fritz Glur endured 28 hours in March 1938. Archiv Walter Glur



Bauernsohn Fritz Glur blieb trotz seinem grossen Bekanntheitsgrad bescheiden. A farmer's son, Fritz Glur remained modest despite his reputation. Archiv Walter Glur

28 Stunden und 21 Minuten

Am Samstag, 12. März 1938, begann eine starke Bise zu blasen. Als die Windstärke im Verlauf des Vormittags noch zunahm, konnte Fritz Glur nichts mehr halten. Er liess sich um 12.25 Uhr auf dem Flugplatz Langenthal hoch schleppen und klinkte 15 Minuten später über dem Born aus. Den ganzen Samstagnachmittag verbrachte er mit seiner Spalinger S 19, HB-225, mit dem Hin- und Herpendeln im Aufwindgebiet des Borns. Da dies für ihn nicht mehr unterhaltend war, verfolgte er das Leben und Treiben unter ihm, wie zum Beispiel die ein- und ausfahrenden Züge im Bahnhof Olten. Gegen Abend wurde die bockige Luft bedeutend ruhiger und damit der Flug angenehmer. Nach und nach spürte Fritz Glur im offenen Cockpit die frische Temperatur. Er war froh, als der Morgen graute und seine Lebensgeister durch die Sonne geweckt wurden. Über die Mittagszeit des Sonntags hatte Fritz Glur seine schwache Stunde. Die Verpflegungsration – zwei Äpfel, ca. Zwei Deziliter Schwarztee mit Kirsch und etwas ‚Ovosport‘ – erwies sich als knapp bemessen. Doch Fritz Glur hatte am Sonntag, 13. März 1938, vor allem den noch ungeschlagenen Rekord von Fritz Schreiber

von 25 Stunden 46 Minuten vor Augen. Glur musste weiter ausharren. Die unruhige Luft hinderte ihn glücklicherweise am Einschlafen. Um 16.46 Uhr setzte der erschöpfte Fritz Glur seine S 19 HB-225 nach einem Flug von 28 Stunden und 21 Minuten auf dem Flugplatz Olten Gheid ins Gras. Damit hatte er den Schweizer Dauerflugrekord zum zweiten Mal an sich gerissen. Rund tausend Kilometer weiter östlich nahm an diesem Wochenende vom 12./13. März 1938 die Weltgeschichte ihren verheerenden Verlauf, welcher auch



Glurs Rekordflugzeug S 19 HB-225 von 1937 beim Radabwurf am 8. Juni 2014 in Blumberg. Glur's record S-19, HB-225, June 8, 2014 in Blumberg. Foto: Peter F. Selinger

bald Auswirkungen auf den Segelflug in der Schweiz haben sollte: Die Truppen von Adolf Hitler marschierten in Wien ein! Fritz Glurs Spalinger S 19 HB-225 von 1937 hat überlebt und ist vielen VGC-Mitgliedern bekannt, da Werner Roth, Chäsli und Fips mit der HB-225 an vielen internationalen Treffen teilgenommen haben. Die S 19 HB-225 ist heute im Besitz der Stiftung Segel-Flug-Geschichte.



Der Born bei Olten lieferte am 12./13. März 1938 während 28 h 6 min den notwendigen Hangaufwind. The slopes of the Born at Olten in which Fritz flew his record flight of 28 h 6 min on the 12-13 March 1938. Foto: Daniel Steffen

28 hours and 21 minutes

On Saturday, March 12, 1938, a strong breeze began to blow. As the wind strength increased during the morning, Glur couldnt resist and was towed aloft at 12:25, releasing 15 minutes later over the Born. All that afternoon his Spalinger S-19 (HB-225) beat back and forth. With boredom setting in, his attention turned to the bustle of life beneath him. Towards evening, the air became much smoother and thus the flight more pleasant. Bit-by-bit Glur felt the freshening temperatures in the open cockpit, with dawn lifting his spirits by the awakening sun. Around noon on the Sunday, Glur endured his weakest hour. Food rations had proved to be inadequate but Glur had the still

undefeated record of Fritz Schreiber of 25 hours, 46 minutes in mind. At 4:46 pm, the exhausted Glur put HB-225 on the grass at Olten aerodrome after a 28-hour and 21-minute flight. With that, he had taken the Swiss record for the second time. Fritz Glur's Spalinger S-19, HB-225, from 1937 survived. It is well-known to many VGC members, as Werner Roth, Chäsli and Fips have participated in many International meetings with HB-225. HB-225 is now owned by the Foundation, Segel-Flug-Geschichte.

Fritz Glur erhielt am 29. Mai 1938 das internationale Silber C Nr. 717. Fritz Glur received his Silver C (No 717) on May 29, 1938. Archiv Walter Glur



Zweiter Weltkrieg

Mit dem Ausbruch des Zweiten Weltkriegs am 2. September 1939 blieben in der Schweiz die Segelflugzeuge und ihre Piloten vorerst am Boden. Der Bundesrat übertrug die Überwachung des Segelfluges dem Kommando der Flieger- und Flabtruppen. Im Juni 1940 konnte der Schulungsbetrieb auf einzelnen Flugplätzen wieder aufgenommen werden. Später gab das Militär einzelne Raumzonen für den Segelflug frei. Fritz Glur amtierte vom 15. Juli 1941 bis zum 1. August 1942 als hauptamtlicher Fluglehrer der Fliegerschule Grenchen. Vom 13. bis 20. September 1941 fand in Davos-Parsenn ein hochalpines Forschungslager für den Segelflug statt. Fritz Glur erhielt eine Einladung und transportierte seinen selbstgebaute Doppelsitzer Spalinger S 21 M HB-308 ins Bündnerland. Er wurde zum Luftkutscher prominenter Passagiere wie zum Beispiel den 84-jährigen Schweizer Flugpionier und Kunstmaler Carl Steiger. Bei diesem Anlass schraubte er die Marke des Schweizer Rekords für zweiseitige Segelflugzeuge gleich zweimal in die Höhe.

Flug durch die Hölle

Im Jahr 1943 qualifizierte sich Fritz Glur zur Teilnahme an der Nationalen Segelflugmeisterschaft in Samedan. Am 20. August 1943 stand die Dauerflugkonkurrenz auf dem Programm. Glur startete um 11.55 Uhr mit seiner Spalinger S 22, HB-366, und konnte am Muottas Muraigl rasch Höhe gewinnen. Er hätte seine acht Flugstunden in der sicheren Nähe des Flugplatzes absitzen können, doch er wollte den herrlichen Flugtag für einen Abstecher nach Chur nutzen. Dabei flog er unbemerkt in eine stabile, aufwindarme Luftmasse. Über Chur befand er sich nur noch 350 Meter über Grund. Glur entdeckte ein Landefeld, wollte sich aber vorher noch den gewaltigen Waldbrand anschauen, welcher am Calanda ausgebrochen war. In nur noch 190 Metern Höhe spürte er unmittelbar vor dem Brandherd eine aufsteigende Luftströmung, welche er durch geschicktes Eindrehen ausnutzen konnte. Schon bald hatte Glurs Vogel wieder 80 Höhenmeter gewonnen. Die Steiggeschwindigkeit nahm zu und er gewann den Raum, um steile 360 Grad-Kurven zu fliegen. Mit 4 Meter pro Sekunde ging's aufwärts. Der Rauch wurde so dicht, dass Fritz Glur zur Sauerstoffmaske griff und sich auf die Blindfluginstrumente verlassen musste. Der Rauch färbte sich rötlich, denn unter



Fritz Glur und der Kunstmaler / Flugpionier Carl Steiger am 17. September 1941 startbereit. Fritz Glur and the painter/aviation pioneer, Carl Steiger, on 17 September 1941. Foto Theodor Heimgartner



Fritz Glur mit Passagierin im Spalinger S 21M HB-308 im September 1941 startbereit. Fritz Glur with passenger in Spalinger S 21M HB-308, September 1941.

Foto Nachlass Hans Meier

ihm loderten infernalische Flammen bis 50 m hoch. Es war ungemütlich in diesem tobenden Höllenstrom und so war seine Freude gross, als er oben aus der Rauchmasse herauskam und einen Höhengewinn von über 1'000 m konstatierte. Mit dieser Ausgangshöhe schaffte es Glur zurück in den aufwindreicheren Süden. Fritz Glur schrieb: „Am folgenden Tag noch kann man die Spuren dieses Fluges an Rumpf und Flügeln meines Seglers erken-

nen. Überall zeugen versengte Stellen und eine dicke Aschenschicht von den wilden Angriffen des Calandabrandes auf den Menschenvogel, der sich in das Reich der Urelemente von Feuer und Luft gewagt hat.“ Brandauslöser waren Schiessübungen von Rekruten. Für die Löscharbeiten standen rund 3'500 Mann drei Tage und drei Nächte im Einsatz. Die Aufräumarbeiten dauerten weitere drei Jahre, wobei Internierte zum Einsatz kamen.



Fritz Glur in der S-22 HB-366, mit welcher er am 20.8.1942 einen Flug durch die Hölle überlebte. Fritz Glur in HB-366, in which he survived the flight thermalling in a fire on 20.8.1942.

Foto Werner Rubin

WE REMEMBER

Through fire and hell

In 1943, Fritz Glur qualified to participate in the National Gliding Championship in Samedan. On August 20, 1943, the flight duration competition was on the program. Glur took off at 11:55 am in his Spalinger S-22, HB-366, and quickly gained altitude over the Muottas Muraigl. He could have served his eight hours of flying in the safe vicinity of the airfield, but he wanted to use this glorious flying day for a trip to Chur. He flew in stable conditions to Chur, where he arrived at 350 me-

ters above ground. Glur discovered a landing field, but first wanted to investigate a huge forest fire that had broken out on the Calanda.

At just 190 meters, he felt the ascending air immediately before the fire, which he could exploit by some clever turning. Soon, Glur had gained altitude and with the smoke becoming so dense, he grabbed the oxygen mask and had to rely on the blind instruments. The smoke turned reddish, for below him blazing flames of up to

50 m high raged and when he emerged from the smoke, he had gained over 1'000 m which allowed Glur to make it back to the south slopes.

Fritz Glur wrote: *The following day you can still see the traces of this flight on the fuselage and wings of my glider. Everywhere scorched marks and a thick layer of ash revealed the savage attacks of the Calanda fire on the human bird, which took around 3,500 men three days and three nights to extinguish.*

Motor- und Segelflieger

Nach dem Zweiten Weltkrieg erwarb Fritz Glur in Holland ein günstiges Motorflugzeug aus den überzähligen Beständen der amerikanischen Armee. Walter Glur kann sich erinnern, wie sein Onkel Fritz Glur mit seinem Piper L4 HB-OZD (Motor Continental 65 CV) dem elterlichen Bauernhof in Oftringen ab und zu einen Besuch abstattete. Glur landete auf einer abgemähten Wiese und führte nach dem Mittagessen kurze Passagierflüge zum nahe gelegenen Sälschlössli (kleines Schloss bei Olten, 1870/71 im historisierenden, spätklassizistischen Picturesque Style erbaut) durch. Damals war die fliegerische Freiheit noch grenzenlos!



Engines and glider pilots

After the Second World War, Glur bought a cheap motor airplane from surplus stocks of the American army in Holland. Walter Glur remembers how his uncle, Fritz Glur, and his Piper L4, HB-OZD (Continental C65) occasionally paid a visit to the parental farm in Oftringen. Glur landed on a mown meadow and after lunch gave short passenger flights to nearby Sälschlössli (small castle at Olten, built in 1870/71). At that time, the freedom was limitless!

Rares Farbfoto vom Bauernsohn Fritz Glur in festlicher Kleidung vor einem Rebberg. Rare color photo Fritz Glur in smart attire. Foto Nachlass Hans Meier

Der letzte Flug

Am Sonntag, 22. April 1951, starteten Fritz Glur (Pilot), Albert Isch (Co-Pilot), Paul Sollberger-Wille und Vreny Hilfiker mit dem Motorflugzeug Fairchild UC-61K HB-EAZ zu einer Vergnügungsreise nach Venedig. Nach einer Zwischenlandung in Samedan geriet die Fairchild nur 70 Kilometer vor dem Ziel in ein rasch heraufgezogenes Gewitter. Die Untersuchungskommission kam zum Schluss, dass das Flugzeug noch in der Luft beschädigt wurde und kaum mehr steuerbar war. Alle vier Insassen fanden den Tod, vom Flugzeug blieb nur noch ein Trümmerhaufen übrig.

Die Abdankungsfeier vom 28. April 1951 in der modernen Kirche von Oftringen war sehr gut besucht. Fritz Glur hatte als Pilot zumindest lokal einen sehr hohen Bekanntheitsgrad erreicht.

The last flight

On Sunday, April 22, 1951, Fritz Glur (pilot), Albert Isch (co-pilot), Paul Sollberger-Wille, and Vreny Hilfiker, took off in a Fairchild UC-61K (HB – EAZ) for a flight to Venice. After a stopover in Samedan, the Fairchild was just 70 km from Venice when they entered a thunderstorm. The commission came to the conclusion that the aircraft was severely damaged and became uncontrollable. All four occupants were killed.

The funeral Ceremony at the Oftringen Church on April 28, 1951, was well-attended, marking his high regard as both a pilot and individual.



Diese Zeichnung von Fritz Glur zeigt ein modernes Segelflugzeug in den Schweizer Alpen. Drawing by Fritz Glur depicting a glider in the Swiss Alps. Archiv Walter Glur

ORLIK OLIMPIJSKI REPLICA

Tomasz Murawski Translation: Matylda Kozłowska

The construction of the Orlik Olimpijski Replica

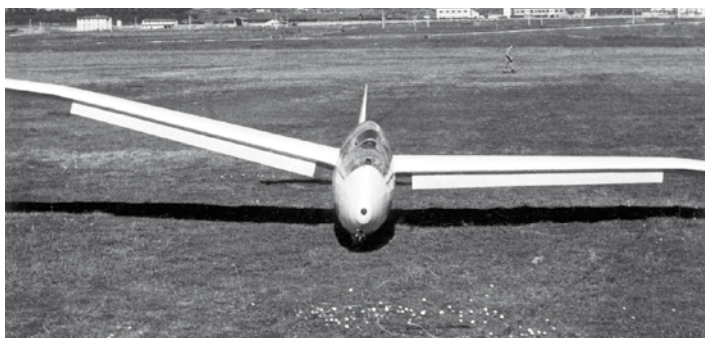


Olympic Orlik during the contest in Sezze, Rome, February 1939.
Photo: Layos Rotter Collection via Bruce Stephenson



The worlds only surviving Orlik at the NSM Museum in Elmira, NY

In Poland, the construction of the pre-war high-performance Orlik II Olympic glider, designed by Antoni Kocjan, was started in November 2016. The original Orlik II took part in the 1939 International Olympic Glider design competition. It won the second place (the first place was won by DFS Meise-Olympia). Due to the rediscovery of an incomplete set of original 1939 drawings, the missing and incomplete drawings were recreated by Tomasz Murawski. Geometrical measurements of the only remaining Orlik II, located in Elmira NY, also added to the missing information. Fortunately the stress calculations for the glider had been preserved. The builder is Jerzy Gruchalski, an aviation enthusiast who has been involved in amateur aircraft construction for many years.



The open airbrakes on the original Orlik

What is interesting about the glider are its unique airbrakes. Fully hidden inside the wing torsion boxes are long adjustable flaps on the inboard bottom surface of wings, located and hinged near the leading edge and tilted downwards 70 degrees. This has proved to be the glider's most difficult area of construction ow-

ing to the fact that the original airbrake drawings have not been preserved. The new airbrakes were adapted, along with calculations, from the prototype post-war IS-2 Mucha glider, which first flew on April 24, 1948 and continued in the Mucha bis development version. It is fundamentally the same structure. The Orlik's aircraft in-



Creators of the project, left Tomasz Murawski and Jerzy Gruchalski



Work progressing on the fuselage



The fuselage out of the jig and awaiting further work

ORLIK OLIMPIJSKI REPLICA



The rudder and elevator are trail-fitted for alignment



Even the wing-rib jigs are a work of art



Some of the completed ribs

struments and equipment, along with the aero-tow/winch-hook, will be modern up-to-date versions.

The construction of the Orlik is not easy and the construction is estimated to take up to 4000 hours. The entire glider is built of wood. Construction is white pine, while birch plywood (imported from Finland), was used for skinning the structure. All of the metal fittings were made from 30 HGSA aircraft metal.

The plywood-clad fuselage has been taken out of the jig. The glider's control surfaces and all of the wing ribs are also complete. Preparations are now ongoing for the wing assembly, with the spars being bonded.

As is well-known, the Olympic Orlik has gull wings, which adds to construction technicalities and requires advanced technological skills. I suppose in one way or the other, despite the difficulty in construction, will however, result in a beautiful shape and flying qualities.

Likewise, the tailplane caused a few problems in construction as it has a quite complicated spar. The rudder itself was relatively straightforward, but with its curved

trailing edge, inevitably, a slight warp appears.

When one looks at the entire fuselage, it is immediate apparent that it is a precision design dating back to 1938. Above and below, the line of the fuselage is slightly concave. The canopy is incorporated in the curve of the fuselage, providing the least possible drag. Even by 1953 the canopies of Mucha 100 and Jaskolka [early versions] were protruding from the fuselage, only the canopy of Mucha Standard from 1958 resembles the Orlik in terms of its shape. How could it be that the builders were so forgetful?

The fuselage is provided with a compromise hook, for both winching and aero-tow. Entering the cockpit and sitting in the pilot's seat, it is apparent that the cockpit is quite spacious, even a tall pilot, can quite comfortably fit in.

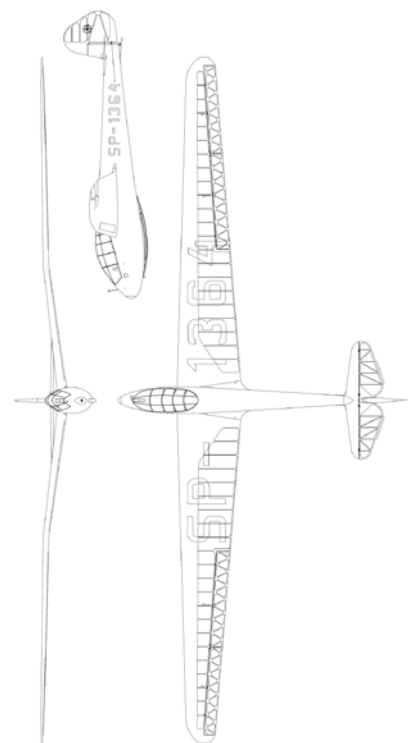
So far in Poland there have been several modern replicas either under construction or completed, including two WWS-1 Salamandra gliders, two Bąk motor gliders, and a Komar glider. The building of a two-seat Mewa will be started very soon.

The project was registered with the Polish ULC (Polish Civil Aviation Authority) in April 2017. The ULC classifies and allows for self-constructed aircraft to fly in Poland. It is hoped that completion of the Orlik will be ready for the 100th anniversary of Polish aviation in August 2018.

Photos: Jerzy Gruchalski, Grzegorz Trzaska, Andrzej Glass and Peter Ocker

Technical specifications:

Wingspan:	15 m
Length:	6.5 m
Wing Area:	14.8 m²
Empty weight:	168 kg
Max Glide Ratio:	26.5



The cockpit proves quite spacious



Original Orlik documentation from 1939

EARLY SWEDISH GLIDING

Sweden started very late with gliders. The modest start is easy to summarise in a few events; 1923 some Swedes were at Wasserkuppe, worked with Lippisch when he designed the 'Djävlar anamma' (Hol's der Teufel) and learned to fly*. It was the same year that Willy Pelzner designed his first P-1 Simplex Sitsgleiter.

The Swedish aviation pioneer, Count Douglas Hamilton, brought home an Espenlaub E4 from the Wasserkuppe, where he had tested, and crashed, a Messerschmitt S-12! Hamilton also persuaded Willy Pelzner to visit Sweden to help him win a desirable prize for the first person to successfully fly over the Strait (Öresund) between the Danish and Swedish border. This was not successful and Pelzner returned home.

Nordic Air Sailing Flying School

But that was back in 1925. Hamilton and Pelzner now turned to teaching the Swedes gliding and started the 'Nordic Air Sailing Flying School.' After testing a couple of different locations, they settled in 'Hammars backar,' which is located near Ystad at the most southern part of Sweden. In contrast to Hamilton, Pelzner was creative and productive. It is said that he designed three airplanes, 227 primaries and gliders, among them three motor-gliders, all before he left Sweden in 1935.

Hol's de Teufel

In 1923, a Swede by the name of Rolf Bergwik, was working at the Wasserkuppe. Bergwik was working as a carpenter with Lippisch on a project to build a Primary, and along with some other Swedes working at the Wasserkuppe, were the originators for the name, 'Djavlar anamma' (Hol's der Teufel).

Thorsten Fridlitzius

Highlights of early Swedish gliding history



The only preserved original Grunau ESG-31 now resides at Ålleberg museum

Bergwik was later hired as construction leader to help the students at Chalmers University of Technology when they built two 'Grüne Post' gliders. At first, they were backed by the Flying Club of Gothenburg but later, they started their own flying club on the 3rd of November 1933, which is considered to be Sweden's first gliding club. The two Grüne Post gliders (of which only one was flying) were followed by two Zöglings, one of which was built by the students, while the other was a donation from a private builder.

A Slow Start

From the 1933 founding of the first gliding club, until 1937, very little happened. A dozen flying clubs decided to start gliding and acquired drawings of gliders. In total three Anfänger's, two Zögling's and one Grunau G 9 were built.

Finally, in 1936, the Swedish people became aware of the existence of gliding. Bromma airport in Stockholm was inaugurated with displays of military aircraft, private aircraft and gliders. Kurt Reindorf, Joachim Küttner, Peter Riedel, Hanna Reitsch and Ernst Jachtmann were invited. Unfortunately, their tow-plane didn't ar-



Douglas Hamilton



Willy Pelzner

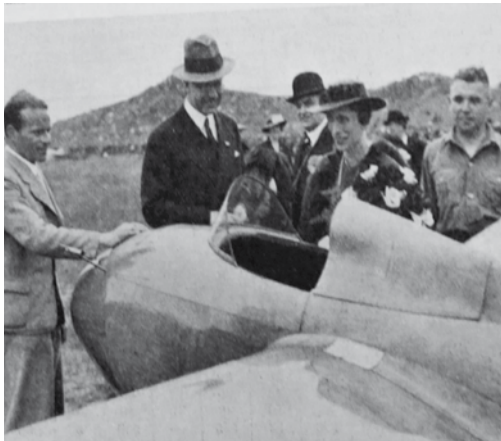


Rolf Bergwik with the Lippisch Djävlar anamma

EARLY SWEDISH GLIDING



Peter Riedel (standing in the cockpit)



Crown Prince, later King Gustaf VI Adolf and his wife Louise, inspect an open-cockpit Rhönsperber. Kurt Reindorf on the far right, whilst Joachim Küttner stands at the nose



Edmund Sparmann

rive due to bad weather. The situation was saved by Rolf von Bahr with his Cierva autogiro, which was equipped with a tow hook (more on this in a later article). Peter Riedel with his engineless 'La Falda,' used the occasion to make a Swedish record by climbing from 300 meters to 1200 meters! The German pilots went home through Norrköping and Malmö where their air shows created publicity. In Malmö, even the Crown Prince and his wife acquainted themselves with the German pilots and their planes.

These performances gave gliding in Sweden a big boost and soon gliding clubs began to spring up all over the country. In 1937, 13 new clubs were formed, all of which began the construction of gliders. Most popular was the Anfänger, with 13 examples either started or completed. Second was the Grunau G 9 (four built) and third most popular, was a Zögling (one example). The same year the Norrköping

club also began construction of a Grunau Baby, Sweden's first, which would be the first of many more.

Sparmann & Stender

In 1932, Edmund Sparmann, an inventor and designer, started a small aircraft factory called the 'Sparmann Airplane Workshop,' in Stockholm. Originally from Austria, Sparmann came to Sweden in 1919 to show two Phönix D.I. aircraft. The initial funding of the workshop was from royalty money from his patent for a stabilising device for airplanes and submarines, which was used by the US during the World War I. In 1933 he hired Walter Stender, who originally came from a Latvian family, and who had moved to Germany where Walter had come to study at two different engineering schools. He was obviously talented, as at the age of 22 he was already working for the 'Deutsche Versuchsanstalt für Luftfahrt' (DVL). Stender's role was to investi-

gate air accidents caused by 'flutter' and to find solutions by which to avoid this dangerous condition. He also came to lead the development of a new airplane at the Akaflieg Berlin. All this was before moving to Sweden and the Sparmann Aircraft Workshop on Lilla Essingen, where he became Sparmann's closest man.

ESG-31, 'Läkerol Planet'

The same year (1933), Sparmann and Stender made a visit to Grunau where they took a gliding course at Wolf Hirth's gliding school. Sparmann brought an ESG-31 back home to Sweden. In 1935, the ESG-31 was the world's first glider to be towed behind an autogiro (Rolf von Bahr's Cierva autogiro, C 30A, SE-AEA). The only preserved original Grunau ESG-31, the plane Sparmann used in 1933 when he flew over the Strait from Sweden to Denmark, can now be seen in the Ålleberg gliding museum.

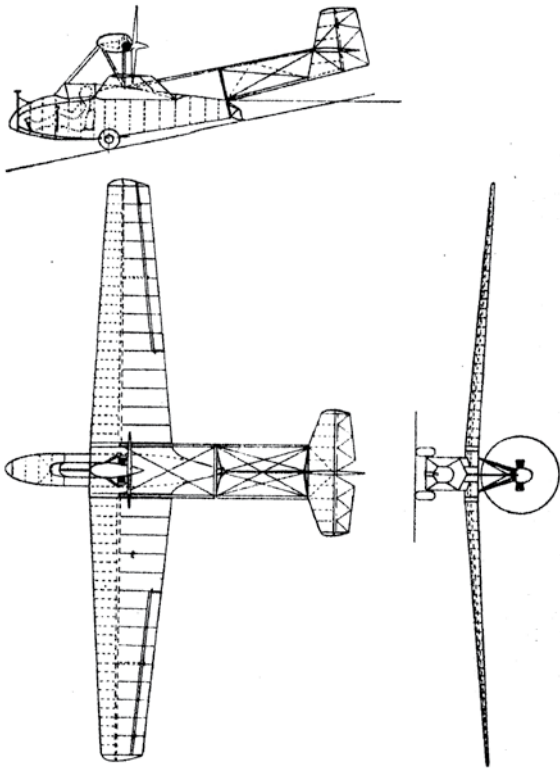


Walter Stender



The ESG-31

EARLY SWEDISH GLIDING



The underpowered Sportamfibien

Forgotten construction

In 1933, the Sparmann Aircraft workshop also began to produce the 'Sportamfibie,' a Sparmann S2 motor-glider, with an 18hp Kroebers (Köller) engine. It was probably also Stender who was responsible for the design, as the three-view drawing is signed by Stender and is dated 12 July 1933. The purpose of the Sportamfibie may have been to keep the carpenters working while they were waiting for orders from the Swedish Air Force. Construction of the S2 motor-glider ceased around 1937, despite being almost finished, but without fabric. In 1938, the Sparmann Air-

craft workshop was sold to Saab, which only produced metal planes, and the S2 was donated to the Trollhättan flying club.

Retrofitting

At the Trollhättan club there were a group of very enthusiastic 'repairers' (very much needed at that time!). The most skilled among these was Nils Dahlén, who had previously started the gliding club, 'Sweden gliders' in Stockholm, with a subdivision in Southern Sweden. They built two 'Måsungen' (Gullchicken) gliders (similar to the Zögling), which was a design by



Nils Dahlén

Dahlén. Dahlén, had also designed and built his own glider, the 'Måsen' (Gull), which was similar to the Grunau Baby.

Unknown photo

It is thanks to Dahlén and his son, Per Olof, that we are able to display a photo [below] of the Stender Sparmann, S 2 'Sportamfibie.' This is the only photograph available. The S2 concept is similar to the Curtiss NC-4 with its slender tail booms and elevated

tail section. For those of you that do not already know, the NC-4 was an amphibian plane and was the first flying-boat to fly over the Atlantic in May 1918. This little Sport-amphibian motor-glider was destined for far less glory however, as evidenced by our research. It was stored away until 1949 when it was taken out for a short test-flight by auto-tow. This ended in disaster because the original wing-bolts could not be found, so they replaced them with makeshift bolts that proved to be far weaker. The left wing collapsed when the plane was only a few meters up in the air and crashed. Fortunately nobody was injured and as there was little interest at the time in repairing it, and this proud amphibian was mercilessly set on fire, and destroyed. The question remains as to whether the amphibian had a future? Probably not. Yesterday's 18 hp Kroeber engine technology was too under-powered and too

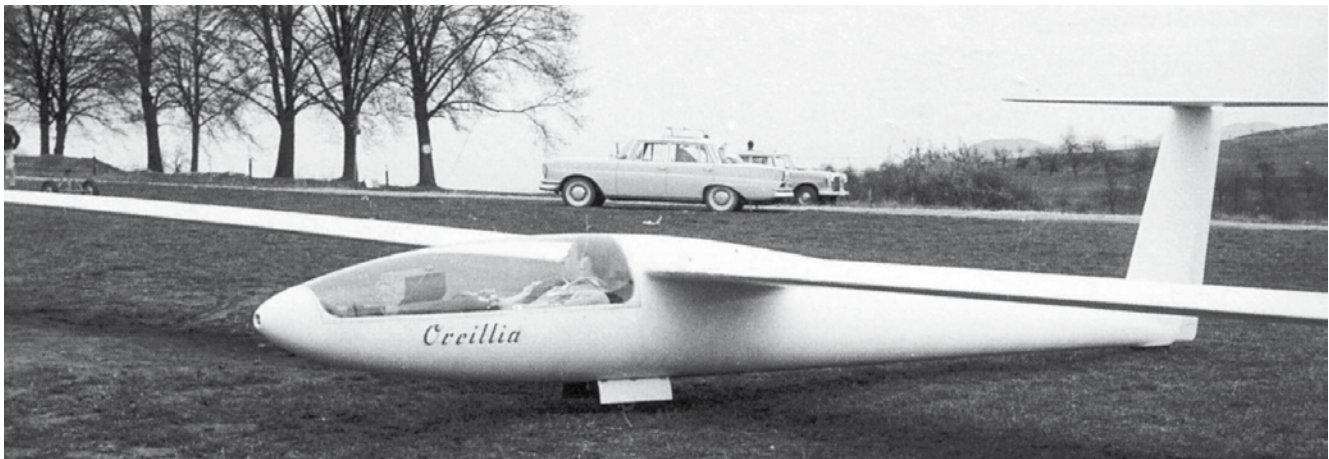


Måsen o S2 Sportamfibien



The 'La Falda' motor

EARLY SWEDISH GLIDING



The BS-1

heavy for the amphibian to fly like a normal amphibian, which means taking off and landing safely on land or water. It seems that Stender was aware of these limitations. It was said that the amphibian was to be winched aloft with the engine running and then climb away using the engine. If possible, it would fly in thermals with the engine off. The landing would then be on a lake, presumably in calm weather. With the low engine power and an extended wheel, the amphibian would finally taxi up a slip-way and onto land, however as long as the slip-way was not too steep for the little Kroeber!

The Kroeber (Köller) engine

Dahlén failed to find a better engine than the Kroeber-Köller engine. This is the same engine that Peter Riedel had chosen for his 'La Falda' (which probably inspired Stender as we can see in his three-view). Peter Riedel, who was a German Air Attaché in Stockholm at the end of the war (see Martin Simon's book 'German Air Attaché'), tried to sell the engine. He asked a Swedish aviation journalist who worked at 'Flight' magazine, Harald Millgård, to help him. Riedel wanted 450 Swedish crowns (about 1000 EUR in today's money) for the engine. But there were setbacks; no speculator wanted to pay so much for a two-cylinder engine with only 18 hp and probably no longer manufactured, considered Millgård. The engine, unsold by Millgård, ended up at the 'Stiftung Deutsches Segelflugmuseum mit Modellflug' at the Wasserkuppe, which is where it belongs.

Stender leaves Sweden

In 1935, Stender was appointed research director at the Flugzeugbau Hamburg,

owned by Blohm und Voss. His specialty was seaplanes and he worked with the BV 222 'Viking' and BV 238 projects. The latter was WWII's largest aircraft (only one was built) with a wingspan almost exactly that of a jumbo-jet.

From 1943, Stender worked in the group around Alexander Lippisch and his Me163 rocket plane, and towards the end of the war, became responsible for the manufacturing of the large Me323 in Friedrichshafen. After the war, in 1960, Stender was back in the aviation industry at Dornier, where he worked with the renowned STOL aircraft, the Do 27, Do 28, Do 28b, and the 'Skyservant' (the latter is different with the engines placed on the ends of the low-placed pylons shaped as short stub-wings).

At the end of his life Stender devoted himself extensively to speculations and theories about the small planet Phaethon.

He also published writings about the lost Atlantis and UFO's over Vaddö, a small island in the Stockholm archipelago.

This intellectual fantasising, combined with the construction of very concrete and effective aircraft designs, was apparently taken over by his son Björn. Björn was born in Stockholm, and was not only a groundbreaking engineer, he was also a trained musician and a romantic dreamer who recorded folk music during tours in Sweden. He managed to record a total of seventy melodies. At the same time he headed the design team for the Akaflieg Braunschweig's experimental glider, the SB-6 'Nixope.' He also created the most advanced glider of that time, his own 'BS-1' design, which also led to his death.

During a test-flight in rough weather, one wing broke off at a speed of 300 km/h. As the glider spiraled around, Björn was thrown through the canopy, whose shat-

tered sharp edges cut the parachute cords that could have saved him. Although this is not exactly Swedish gliding history, it is worth mention as Björn loved the Swedish countryside with its folk music. After the death of his son, Stender returned to his research on flutter in flight.

Notes:

*Djävlar anamma (Devils agree) was a frequently used expression by the Swedes in the workshop when things went wrong. The name was changed to 'Hol's der Teufel' in response to Swedish newspapers reporting that the name 'Djävlar anamma' was a disgrace.

All photos via Thorsten Fridlitzius



Björn Stender



The Habicht, D-Turul, which was flown by Hanna Reitsch. The type made its public debut at the Games



Teichfuss' Orione at the Staaken airport

Vincenzo Pedrielli

Staaken 1936, 11th Olympic Gliding Demonstration Flights

Gliding, although not recognised today as an Olympic Sport, had become part of the 11th Olympic Games in Berlin, as a demonstrative sport. At the Berlin Olympics Games, between the 1-16 August 1936, they became one of the most aviation-minded Games in history, with a Grand Aviation Display Day at Templehof on the eve of the opening ceremony on the 31st of July. This featured aerial displays by all types of sporting aviation, including gliding, of all which was exclusively by German gliders and pilots.

On the morning of the 4th of August, the official gliding events took place at Staaken, close by the Berlin Olympic Stadium. Teams from Germany, Italy, Austria, Switzerland, Hungarian and Bulgaria attended. Unfortunately the pilots of Poland and Chile were absent for not having prepared their gliders in time. Although not proven to date, there are claims that members of the German team; Hanna Reitsch, Luidwug Hofmann, Otto Brütigam and Heinz Huth, flew 4 Habicht's [which made its

public debut at the Games-Ed] over the Olympic Stadium [to date there is no evidence to support this claim. Photographic evidence to date only reveals one Habicht at Staaken, D-Turul, including eye-witness spectator's photos that were present at Staaken. Also the official Olympic reports do not make mention of any gliders over the Stadium at any time of the Games (there was a blanket flight-ban over the entire stadium area), but does make mention of both the official photography aircraft, a J-52, and more famously, the Hindenburg Airship-Ed].

Motorless flight fascinated the spectators for the following reasons; the altitude they could reach, the distance gliders had begun to cover by that time, the endurance of some glider flights, and of course, acrobatics. The Germans, who selected their best pilots, Hanna Reitsch to name just one, had shown their long experience in flying and making the most spectacular air figures.

The Italian team, included a dozen people. They were led by Lieutenant Umberto

Nannini, and were present at Staaken with two gliders, the Teichfuss Orione, and Vittorio Bonomi's Albanella. Unfortunately, the Albanella had the fuselage heavily damaged during transportation and could not fly. The Italian team had also brought two winches, designed and built in Italy. In addition to Nannini, the RUNA (Royal Union National Aeronautic) had chosen for the best Italian glider pilots for the event, such as Bello, Moci, Peselli and Tait. Actually, the day of August 4th was not ideal for gliding because of a sky full of black clouds and strong gusty winds. The Orion's flight ended with a bad landing and some damage to the fuselage.

The Swiss crew, with the pilots M. Godinat, W. Baur, O. Schurter and H. Spreng, under the guidance of H. Schreiber, flew at Staaken with two glider types; the S18 (HB-181 and HB-185), and one S17, all designed by Jakob Spalinger. Godinat and Schreiber flew an acrobatic program with outstanding figures. Incidentally, in September 1935, Schreiber received an Olympic gold achievement medal for his flight over the Alps.

The Hungarians took part in Staaken with the Nemère, which had a 20m wingspan, and fully loaded, weighed 400kg. It was designed and built by Lajos Rotter in 1935, just in time to take part in the Olympic demonstration flights. Lajos Rotter was the only pilot who flew a glider that he had designed and built himself. This glider had shown excellent flying and aerobatic qualities.

OLYMPIC GLIDING



The Swiss S18 by Jakob Spalinger (Photo Daniel Steffen)



The Orione at Rangsdorf. (Umberto Nannini in jacket and camera).
Photo: Patrik Ungar

The Austrians Gambert and Leich, with two Rhönsperbers, offered the best show among the foreign pilots, although one of the two gliders suffered an accident in a hard landing. The day before the event, the Austrian team suffered a tragic loss. Their head, Stiefsohn, a 'C' badge holder, was killed in a fatal accident while performing new acrobatic figures.

The crown of the demonstration flights belongs to the Germans. They were the best pilots with their new glider, the DFS Habicht from Darmstadt. In fact, with their flights they showed the world that their fellow aviators with powered aircraft could not have done any better.



Lajos Rotter in the cockpit of his Nemère

In the following days the gliders moved to Rangsdorf airport, about 40km from Berlin, where they were given the opportunity to study, fly, and exchange gliders.

On August 12th, the Italian team-leader, Lieutenant Umberto Nannini, was towed aloft in the 'Nemère.' After release he gained 1580m, a new record for Italy. Nannini was famous for having taken part in the trans-Atlantic crossing with the Italo Balbo, for which, participants had been decorated [the Italo Balbo was an air-arma-
da of 24 Italian Airforce seaplanes that flew from Rome to New York, USA, return-Ed].

The day after, Lajos Rotter brought the Nemère to Berlin Tempelhof with the intention of flying to Kiel. He wanted to bring greetings from the Hungarian people to the city of Kiel. Although the East-North-East wind direction was not favorable, he wastowed aloft at 11:30. After several attempts, he managed to climb to König-Wusterhausen, where he quickly reached 1200m. Four hours later a call came from Kiel, confirming that he had landed at the airport of Kiel-Holtenau at 16:55, after a flight of 290km. At Kiel-Holtenau airport, he received, to his great surprise, a rapturous welcome. Lajos Rotter had beaten his Hungarian record which was previously 265km.

The German Secretary of State of Aviation, General Milch, sent him his congratulations by telegraph. Lajos Rotter also received compliments from IOC President Baillet-Latour, followed by those of President of the German Olympic Organising Committee, Dr. Lewald, as well as congratulations from the General of Aviators, Colonel Mahnke.

From the results obtained, and the success of the demonstration flights, the six na-

tions taking part in the Berlin Olympics, plus four other countries chosen as observers, declared that gliding could enter the next 1940 Olympics which, as we know, were cancelled due to the Second World War.

Since then, after more than three quarters of a century, despite the fact that even today that gliding has spread popularity throughout the world, it is not yet considered an Olympic Sport. This is in despite of several countries calling for it to be included in the Games.

Unless otherwise stated, all photos via Vincenzo Pedrielli



Umberto Nannini poses near the Nemère.
Photo: Patrik Ungar



Türk Hava Kurumu-THK logo

Mustafa KILIÇ, Translation: Peyker Harper

A short history on Turkish Gliding

Aviation in Turkey was largely the result of the nation's desire to become more modernised under the revolutionary leader, Mustafa Kemal Atatürk, under his programme of political, economic and cultural reforms. During the 1920's and 30's, aviation played a hugely influential role in promoting an image of a nation that was both technically forward thinking, and looking to exploit the advantages of this new, and powerful, weapon of war. With this in mind, the Turkish Aeronautical Association (Türk Hava Kurumu-THK) was founded with the aim of increasing the awareness within Turkey of the importance of aviation, but more to the point, to bring Turkish youth into aviation.



İnönü Gliding Centre under construction with men landscaping the camp. (Eskişehir)

Turkish gliding began in 1935 when the Türkkuşu (Turkish Bird) gliding school was established at İnönü. Türkkuşu began as an advanced training school for glider pilots (a short time later, it also focused upon parachute, balloon, and all other aspects of sport flying activities, including modelling). Two Russian teachers from the Soviet Union, Sergei Anokhin⁽¹⁾, and Mikhail Romanov, came to Turkey to begin to teach gliding and parachuting. Selected students for further flight and parachute training were later sent to Russia for further training at the Köktöbel training center. Sabiha Gökçen⁽²⁾, the spiritual daughter of Atatürk, was also among the guests. On 3 May 1935, at the opening of the Türkkuşu, Russia sent as a gift four types of gliders, along with three single-motor training aircraft. In addition, one of the Air Force's Caudron 59 aircraft and Vecihi Hürkuş's (THK's Chief Pilot) own Vecihi-14 aircraft were also at the disposal for training.

First Flights

After initial ground training in Ankara, flights of typically 150-200 meters were made with bungee launching. It soon proved that these short flights proved insufficient training and with the rub-

ber bungee (which had been brought in from Russia), soon beginning to wear, hampered further training. For the 'B' certificate, flights needed to last 10 minutes, so the gliders were towed aloft by aircraft. Such flights were expensive and exhausting however so the Russian leaders proposed that a better location that had access to hill-soaring and good thermal opportunities be explored. Despite both land and air searches, no suitable places near Ankara were found.

An aerial search begins

Anokhin, along with Hürkuş, extended their searches to the Merzifon district [Amasya Province]. During their studies of maps, the natural formations that offered favourable terrain were examined one by one. These were Polatlı, Sivrihisar, Aziziye and Afyon respectively. The results again proved to be disappointing. Vecihi Hürkuş recalled the flights he had made during the war of liberation, extending to Eskişehir. Turkey had faced the enemy many times in the air during the İnönü wars, in which Turkey won a great victory⁽³⁾. Hürkuş explained to Anokhin the meteorological conditions and terrain that they had encountered and settled on the region of Eskişehir, in a town named İnönü.

The mountains suitability

The southern ridges of the long valley extending from Eskişehir to the west, offered gradual rising slopes all the way to Uludağ. These long ridges, 200 to 400 meters high, have wide, steep slopes in a northern direction, offering some excellent terrain for gliding. Also the tops of the hills sported appropriate plains where the gliders could land. Hürkuş and Anokhin, who had landed close to the village of İnönü, had chatted with the villagers, as they were keen to learn about the prevailing winds of the area. The peasants talked about the northern winds that started at the beginning of May and lasted until the end of September. These strong north-winds were perfect for sailing flights. The presence of an area that offered so many features for glider flying created great excitement within THK headquarters. All these developments had to be tested with glider flights. In March of 1936, a glider was transported by land to test the conditions and launched from the top of a hill. It flew for 5 minutes before landing and saw İnönü being selected as the centre of gliding.

Construction Starts

After the flights made in March 1936, all the necessary plans were made in order

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to purchase some suitable land in the area of İnönü. Once land had been secured, construction of the dormitory and administrative buildings started. While construction of the buildings were under way, all training activities for the first courses were conducted in tents, with two tented camps forming the first dedicated advanced Turkish Gliding Centre (Türkkuşu), with advanced training being carried out here.

At the time, initial training came under the control of teachers at the following branches:

Ankara branch: Mikhail Romanov and Yıldız Uçman,
İstanbul branch: Savmi Uçan, Rustem Ma-vituna, Mehmet Esengil and Hikmet Yur,
İzmir branch: Vecihi Hürkuş Mustafa Bey and İrfan Bey,
Adana branch: Raif Oltu and Faruk Bey,
Kayseri branch: Hüseyin Bey,
Kayseri and Adana branches were controlled by Sergej Anokhin.

Students go to Russia

Some sources note that 8 students went to Russia for glider, parachute and power-flight training. However, in the book titled Atatürk'ün izinde bir ömür böyle geçti [A life passed in the path of Atatürk] describing Sabiha Gökçen's life, who wrote of her own experiences, contradicts the number of students going to Russia. In my research, there is evidence of 9 students that went to Russia. The list either excluded Sabiha Gökçen as a woman, or it may be that Nurettin Demirsoy, who left the trip to Russia on the first leg for health reasons, was not included in the records. We are aware that three of the THK's instructors, as well as six students travelled to Russia. So therefore we arrive at a total of 9 students:

1. Sabiha Gökçen
2. Emrullah Ali Yıldız
3. Ferit Orbay
4. Sait Bayav
5. Tevfik Aytan
6. Muammer Öniz
7. Hilmi Hüseyin
8. Nurettin Demirsoy
9. Mustafa İrkin

First Term Course

Regional courses continued at a rapid pace. Among the talented young people who received their A-certificate during these courses, were students had been selected after the most rigorous procedures and were invited to the İnönü Advanced Gliding Camp on the 1st June



Turkish student pilots with Russian friends at Köktebel, 1935.

1936. Here, respectively, B and C-certificate training started. It was not easy to obtain the C-certificate. Even prospective instructor candidates selected from those who completed their B training, often trained months to obtain their C license.

Meanwhile, with the relocation of Russian teachers from Ankara and their work in other centres, some THK personal began to express their reservations about the suitability of İnönü for gliding.

Records are set

On hearing such rumours, Anokhin suggested to set a new national gliding record and carried out a 1.5 hour flight. Following Anokhin's flight, Hürkuş set a new record by remaining aloft for 6 hours in a PS-2 type glider. The purpose was, of course, to both demonstrate İnönü's suitability, thus silencing its critics, and more importantly, demonstrate to the students what can be achieved.

Meanwhile, those who finished their training in Russia began to return home, which saw student numbers at İnönü increasing. Added to this, students began to achieve some significant milestones. First Tefik Aytan set a new record of 9 hours, which was later improved upon by Ferit Orbay at 12 hours and lastly Emrullah Ali Yıldız increased this to a new Turkish record of 18 hours. These record flights were very successful in advertising the centres success as news spread widely and saw increasing numbers of young people from all over the country beginning to apply to become pilots, parachutists, and modellers. The number of women among the applicants was quite high.

One of these woman applicants was Naciye Toros, who trained at İnönü, wrote of her memories: *On July 8, 1936, we arrived at İnönü by train at midnight where all our male comrades were staying in tents in the camp-ground. There were eight girls who all billeted in a wooden*



THK Türkkuşu Advanced Gliding Camp at İnönü . Students and instructor prepare to launch a THK – 9 from the İnönü 'C' slope.

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house in the village of İnönü. THK's Chief Pilot, Vecihi Hürkuş, came from Eskisehir and was accompanied by Sabiha Gökçen, who rapidly accelerated the education of the female students. I never forget the first day Sabiha arrived. She was asked to fly and said that a female student could accompany her. We were unable to make a decision, so in the end we had a draw, and when I was picked, I jumped for joy.

Turkish Aeronautical Association Factory

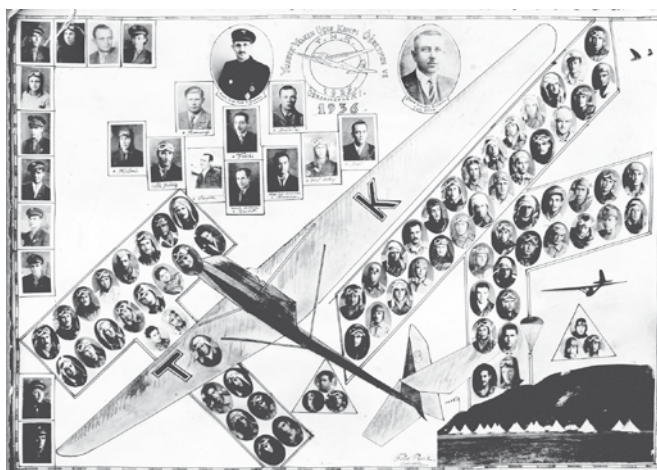
In 1939, the Turkish Aeronautical Association (THK) Etimesgut Aeroplane Factory in Ankara was founded. With the outbreak of the 2nd World War in Europe, Turkey was to benefit from around 35 Polish engineers and technicians as they fled the oncoming march of German jackboots. Joining the Turkish engineers, by 1941 some 1200 workers were employed in the 60.000 m² Etimesgut Factory.

A cost of 4.5 million Turkish lira was spent for the construction of the factory and with the purchase of machinery, the total came to a cost of 9 million Lira. Initially the English, Miles Magister, trainer was manufactured under licence. One of the important features was that a branch under the name of the Turkish Air League, developed domestic designs, including gliders alongside the production of patented aircraft from abroad.

This unit, consisting of a team of 21 people, was made up of 6 design engineers, 4 engineers, and 11 technicians, and by 1952, 16 types of glider and aircraft designs had been designed. 12 of them were completed and among these projects, the THK- 5, which was designed as an air-ambulance, was sold and exported to Denmark.

In the 1950s, when the Republic of Turkey was abandoning aircraft production, the THK developed a jet-trainer, with the design name of THK-16 (Mehmetçik, or 'Little Mehmet', a general term used affectionately to refer to soldiers of the Turkish Army).

Footnote: The THK's glider workshop in Akköprü can be evaluated as a carpenter's shop where the repairs and maintenance of gliders were carried out between 1935 and 1941. Some sources indicate that aircraft production had also begun. However, a satisfactory source and numbers cannot be ascertained.



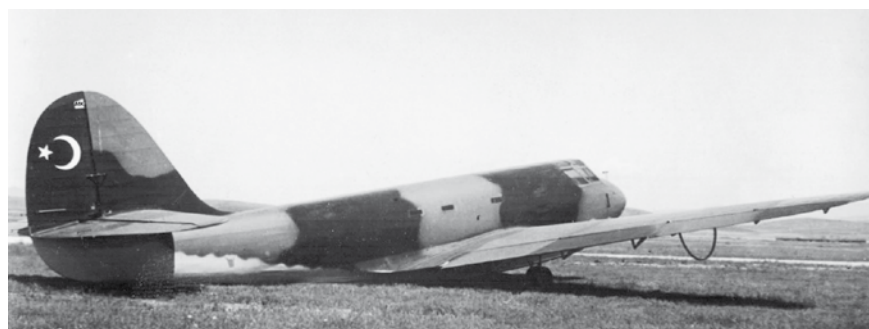
A poster displaying a glider and the instructors and students for 1936 (note the tents)

List of THK aircraft built in Turkey

<u>THK-1:</u>	Troop Glider - 1 example
<u>THK-2:</u>	Single-seat aerobatic trainer - 12 examples
<u>THK-3:</u>	Glider - 6 examples
<u>THK-4:</u>	Glider - 40 examples (plus 11 examples manufactured at Kayseri)
<u>THK-5:</u>	Ambulance Aircraft - 1 example (Sold to Denmark)
<u>THK-5A:</u>	Passenger aircraft - 9 examples
<u>THK- 6:</u>	Glider- cancelled
<u>THK-7:</u>	Glider 40 examples (plus 12 examples manufactured at Kayseri)
<u>THK-8:</u>	Glider - cancelled
<u>THK-9:</u>	Glider- 15 examples (plus 6 examples manufactured at Kayseri and a further 60 examples manufactured at the N. Demirağ Factory)
<u>THK-10:</u>	Passenger aircraft- 3 examples
<u>THK-11:</u>	Three-seat light touring monoplane - 1 example
<u>THK-12:</u>	Passenger aircraft - cancelled
<u>THK-13:</u>	Glider - 2 examples
<u>THK-14:</u>	Glider - 1 example
<u>THK-15:</u>	Military Trainer (MKEK-4 Uğur) - 2 examples
<u>THK-16:</u>	Military Jet Training aircraft - cancelled
<u>TAYSU</u>	Magister Trainer Aircraft - 30 examples
<u>TOTALS:</u>	Agricultural and firefighting aircraft - 4 examples
	Aircraft= 64 Gliders= 105

During the 1950's and 1960's newer gliding fleets were established with Polish 2- seat Chapla training gliders during the early 1950's, which were further updated later by 2-seat Bocians, one of the most successful Polish designs of the 1950's. Several single seat Mucha Std gliders supplemented the 2-seat fleet, which

was later added to with the introduction of 2-seat German Bergfalke gliders. Today Turkish gliding and training is still centred largely around the Türkkuşu, (İnönü, which today still forms the headquarters of THK), and the Selçuk (Ephesus) Training Centers.



THK-1 Troop Glider

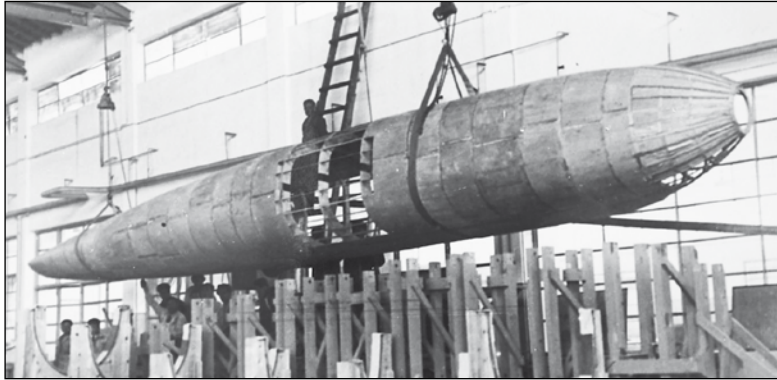
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THK-1 Troop Glider (Year of production: 1943)

A combat glider capable of carrying 1 pilot and 11 soldiers and formed the first project of the THK Aircraft Factory. One

prototype was produced as a glider but was abandoned in production without flying. A low-wing monoplane, the glider

was of an all-wood construction, it remained untested due to the Air Force not having a suitable tug aircraft.



The THK-1 under construction

Type:	Military Transportation Glider
Length:	12.5 m
Wingspan:	26.0 m
Wing Area:	56 M ²
Max. Take-off Wt:	2.260kg
Empty Weight:	1,160 Kg
Height:	4,0 m
Crew:	1 person-11 passengers
Number produced:	1

THK - 4 'US-4' Basic Trainer (Year of production: 1935)

As part of a group of gliders gifted to the Türkkuşu in 1935 by the Soviet Union. Eleven copies of the US-4 were built at the Kayseri Tayyare Factory located in the middle of Anatolia (this was a result

of the German Junkers Company and Turkey signing an agreement on August 15, 1925 to establish the Turkish Aircraft and Engine Corporation – TOMTAŞ). A further 40 examples were later produced by the

THK workshops at the THK Etimesgut Aeroplane Factory under the name of THK-4. Of simple construction, it was used as a basic trainer.



THK-4

Manufacturer:	Union of Soviet Socialist Republics (USSR)
Type:	Basic trainer
Length:	5,58 m
Wingspan:	10,57 m
Wing Area:	15.6 m ²
Min Sink Speed:	0.7 m/sec
Min Speed:	43 km/h
Max Speed:	110 km/h
Gross Weight:	200 kg
Empty Weight:	115 kg
Crew:	1 person
Number produced:	11 + 40

THK - 7 'PS-2' Training Glider (Production Years: 1935-1938)

As part of a group of gliders gifted to the Türkkuşu in 1935 by the Soviet Union, there were initially a total of twelve ex-

amples produced at the Kayseri Tayyare Factory. A further forty examples were constructed in the THK Akköprü work-

shop and in the THK Türkkuşu Aircraft Plant under the name of the THK-7. It was utilised as a Primary trainer.



THK-7

Manufacturer:	O.A. Antonov. USSR
Domestic Production:	Kayseri and THK factories
Type:	Primary Trainer
Wingspan:	13.70 m
Wing area:	17.04 m ²
Gross Weight:	186 kg
Empty Weight:	106 kg
Crew:	1 person
Numbers produced:	12 + 40

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THK - 9 'SCH-5' Intermediate Trainer (Production Years: 1935-1948)

Production for this glider began in Turkey and was based on the Soviet Union's SCH-5 (Sheremetev Sh-5) glider, of which an example had been taken apart and reversed engineered in the Kayseri Tayyare Factory. There were six examples produced at Kayseri, later followed by some sixty examples in the Nuri Demirağ⁽⁴⁾ Aircraft Factory in Beşiktaş, Istanbul. A further fifteen units were produced by the

THK and were designated as the THK-9. The THK-9 was of a sturdy wood and fabric design and proved to be a versatile intermediate trainer which was capable of aerobatics. With the then characteristic Russian pod-and-boom layout with a cruciform tail, the horizontal stabiliser was mounted atop the boom with a large ventral fin extending below it. The monoplane wing was mounted high,

on a pylon above the fuselage pod, and braced to the fuselage with V-struts. Two open cockpits were provided in tandem, with the rear cockpit located beneath the wing. The landing gear consisted of a single sprung skid under the fuselage and a small tailwheel on the ventral fin. The type was particularly suited to the İnönü 'C' hill.



THK-9

Manufacturer:	Boris Nikolayevich Sheremetev. USSR
Type:	Intermediate Trainer
Length:	7.40 m
Height:	2.55 m
Wingspan:	16.00 m
Wing Area:	21.62 m ²
Aspect Ratio:	1.16
Min Sink Rate:	1.1 m/s
Max. Speed:	180 Km/h
Min. Speed:	55 km/h
Gross Weight:	450 kg
Empty Weight:	270 kg
Crew:	2
Numbers produced:	15+66

THK-3 Aerobatic Glider (Habicht) (Year of production: 1945)

During the opening ceremonies of the Olympic Games held in Berlin in 1936, various glider demonstrations were requested. The Habicht was designed by Hans Jacobs in 1936 at the DFS (Deutsche Forschungsanstalt Für Segelflug) as a totally new dedicated aerobatics glider [Jacobs' had become alarmed at the increasing number of gliders being overstressed and failing whilst carrying out aerobatics-Ed]. The Habicht was the world's first engineered and properly

stressed aerobatics glider. Of all-wood construction, it utilised white-pine and plywood. With a trapezoidal, gull-wing of 13.6m, the glider had an excellent roll-rate with maximum g-loads of +12g and -9g. The wings were clad in strong 3mm diagonal-grain plywood sheeting, which made the type very robust in torsional loads. The tail-plane was mounted approximately half way up the fin and supported by two struts. A skid was incorporated into the design for landing, whilst

take-offs were from a small jettisonable dolly.

The Habicht made its public debut at the 1936 Olympic Games when the famous glider-pilot, Hanna Reitsch, flew it during the Olympic Gliding Demonstrations at nearby Staaken airfield.

In Turkey, the glider was only flown by very experienced pilots and was manufactured under German license at the THK Aircraft Factory. Six Habicht's were built bearing the type name of THK-3.



Emrullah Ali Yıldız leans against a THK-3



Turkish officials inspect a German built Habicht

Manufacturer:	Deutsche Forschungsanstalt Für Segelflug (DFS)
Type:	Advanced Acrobatic glider
Length:	6.58 m
Wingspan:	13.60 m
Wing area:	15.8 m ²
Aspect ratio:	11.7
Max. Glide:	1:21

Min. Sink Rate:	0.8 m/s
Wing Profile:	Go 756/676
Gross weight:	350 kg
Empty weight:	250 kg
Maximum speed:	250 km/h
Crew:	1
Numbers produced:	6

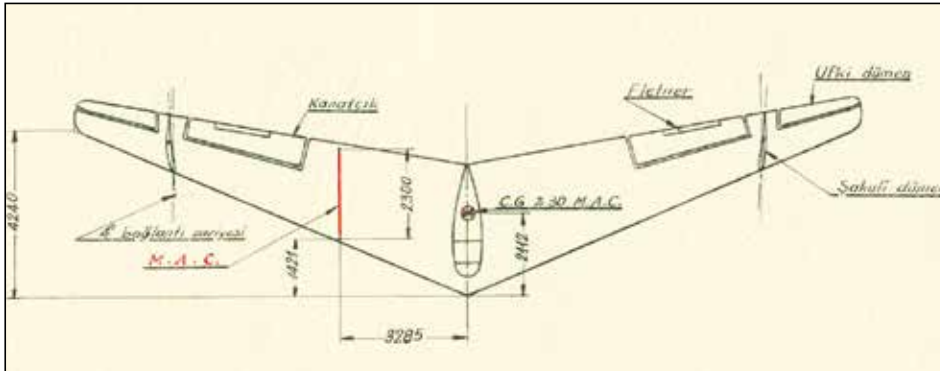
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THK-13 Research glider (Year of production: 1948)

The idea of flying wings formed in October 1947. The Turkish Aeronautical Association's President, Seyfi Düzgören, wanted a high-profile design to put THK's

name in the sky as an independent Turkish design. To achieve this, he approached the aircraft engineer, Yavuz Kansu, who had been an exponent of flying wings

for some years. After Kansu received the go-ahead, he started work on the THK-13, which should be considered as a unique research and development project.



THK-13, a unique Turkish design



THK-13

Type:	Research Glider	Sweepback:	20 deg
Length:	5.04 m	Max. Speed:	106 km/h
Min. Sink Rate:	0.96 m/s	Washout:	-4 deg
Wingspan:	20m	Min. Speed:	48 km / h
Wing Profile:	NACA 0015(tip) NACA 0018(root)	Glide Ratio:	1: 24
Wing Area:	40 m ²	Crew:	1 person
Max Take-off Wt:	490 kg	Numbers Produced:	2

Mustafa KILIÇ



Author of several books, Mustafa KILIÇ is one of Turkey's leading aviation historians. Living in Ankara, Mustafa was born in Eskişehir and originally began training as a parachutist at the İnönü Training Center in 1977. He was also responsible for the foundation of the Eskişehir Bahçelievler High School Aviation Branch. Entering a career in the Turkish Airforce, he retired as a Special Assistant Commander in 2002. A founder of the THK museum, he served as the museum's director, with the aim of recording and preserving the history of the THK. Author of many historical writings, his work has often been featured in the THK magazine, THK Uçantürk (THK Flying Turk), and went onto to write a book on the THK-13 Flying Wing, and in an increasingly restrictive political environment, wrote his latest book, Son Tayyareci (The Last Pilot), an un-politicised history of the THK.

Notes

Note 1

Sergei Nikolaevich Anokhin's wife, Margarita Karlovna Ratsenskaya, was also a well-known Russian gliding pilot. Her original trip to Turkey was planned for 3 months, however the Anokhin family didn't return home until January 1940. By this time they were speaking fluent Turkish. Whilst in Turkey, she gave birth to their first son in Ankara, in December 1937.

Note 2

Sabiha Gökçen had been adopted by Atatürk in 1925 after he had visited Bursa, where the then 12 year-old Sabiha was living in abject poverty. Sabiha attended the Çankaya Primary School in

Ankara and the Üsküdar American Academy in Istanbul. Just after the introduction of the Turkish Surname Law, Atatürk gave her the family name Gökçen. 'Gök' means sky in Turkish and Gökçen means 'belonging or relating to the sky'. However at that time, she was not an aviator and it was only six months later that Sabiha developed a passion for flying and went on to become the world's first female combat pilot.

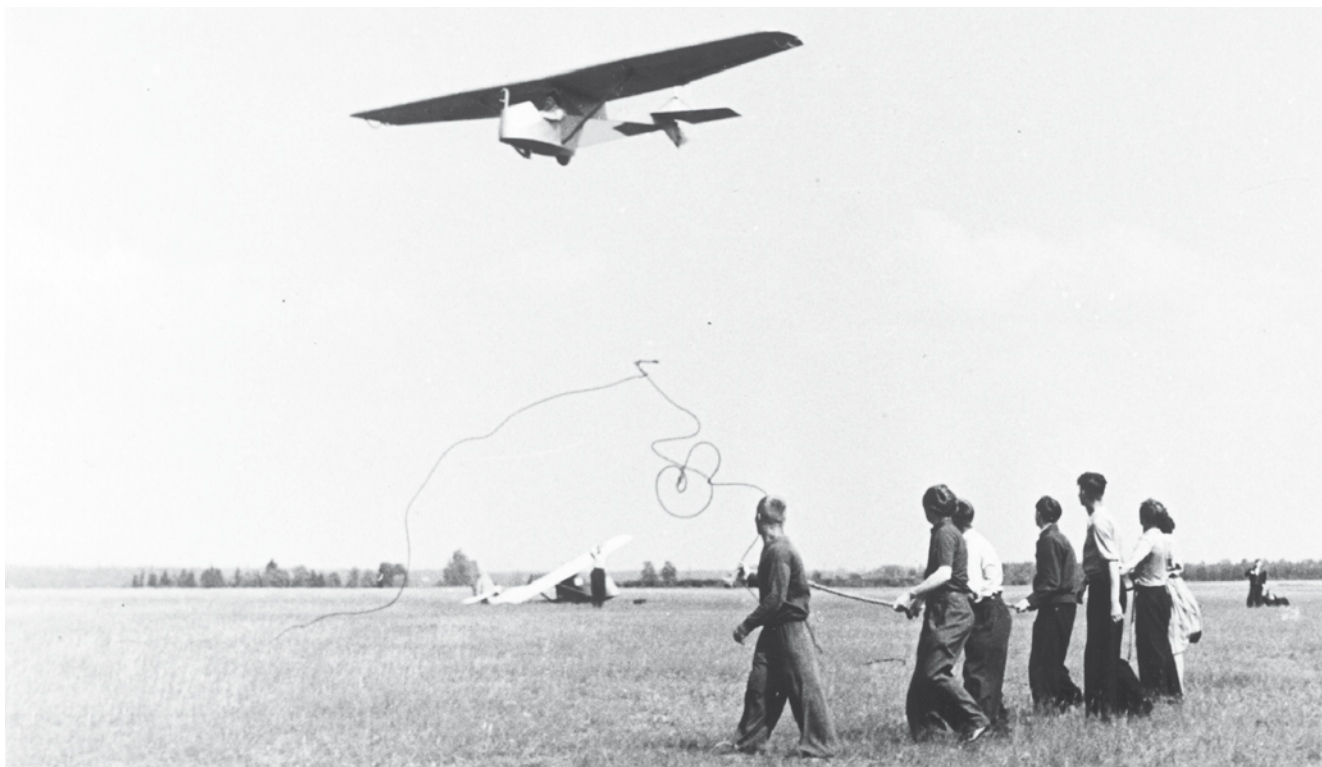
Note 3

İnönü was one of the focal points during the Turkish War of Independence with Greece, in which the Turkish Major General, İsmet Pasha,

the Western Front Commander, administered his war-plans. İnönü was strategically placed as a line of defence and led to the eventual withdrawal of Greek troops from the area in 1921.

Note 4

Nuri Demirağ (born 1886 in Divriği – died 1957 in Istanbul) was an early Turkish business magnate. He was one of the first millionaires of the Turkish Republic. In 1936 he established an aircraft factory employing 500 people in Beşiktaş, Istanbul (later nationalised by the government and now occupied by the Istanbul Naval Museum).



Bungee launching a BrO-9. Details unknown

Gytis Ramoska, Translated by: Lina Ivanauskienė

The BrO-9 and its role in Soviet Gliding Part 1

During the BK-4 flight-tests of 1957, Bronius Oskinis was complaining about the sensitivity of the BK-4 elevators. The famous Lithuanian glider pilot, Vytautas Dovydaitis, gave a rather sarcastic answer; 'Yes, comparing it to the "Clog", it's really sensitive!'

Bronius Oskinis and post-war Lithuanian Gliding

Soon after World War Two, Lithuania was occupied by Russia and saw some glider designers fleeing to the west. Some others ended up being sent to the concentration camps in Siberia, and for those that stayed, designing and building gliders was a dangerous pastime (any sign of intellectual activity was a ticket to Siberia).

But one of them was brave enough to create gliders under any political conditions. He was a real gliding fanatic, so much so, that even in hell he could probably find a way to make gliders! He created a very rational philosophy for gliding and the construction of sailplanes. He developed a lot of aerodynamic ideas and was able to



Bronius Oskinis at work at his desk in Siauliai around 1936 when serving in the Lithuanian Air Force. At this time held the post as the Deputy Workshop Chief.

engage anyone with his stories about pre-war aviation in an independent Lithuania. Despite his small stature, he was physically strong and even more so intellectually. He was always ready to argue and debate his ideas.

His activities proved that he was not only talented but also very ambitious. In the 1950's he was a leader for the young and inexperienced glider pilots like Mose, who he helped to cross Stalin's political desert, full of restrictions and rules to reach a

promised land, full of Lithuanian gliders. So where is this all leading to you may ask? Well, the story ultimately leads us to Bronius Oskinis, a guy from Kaunas who designed and constructed nine gliders during 1931 – 1941, the T-1, T-2, MO-I, MO-II, MOG, BrO-3 'Pūkas', BrO-4 'Rūta', BrO-5 'Rūta-II', and the BrO-6 'Pūkas-II' (the latter being a ready for serial production, but not started). By this time he had also designed two aeroplanes, the BrO-7, which had not been finished, and

BrO-9

The BrO-9A at Vilijampole in 1952



the BrO-8, which was completed but not test-flown.

On 21 June, 1941, during his military service, he was travelling back to his unit from a holiday. Luckily he was late and the fast-moving front to the east meant he inadvertently avoided some trouble, in which many of his Army friends suffered their fate. In 1944, during the second Soviet occupation, he was sent by SMERCH* to Podolsk concentration camp. In 1945 he came back to Kaunas where he started visiting a paramilitary organisation with the aim of fostering activity in aviation.

In 1948 he got wind of a contest to create a training glider. The competition area covered the whole of the Soviet Union. He immediately sent details of his BrO-9 project to Moscow, but received the answer that he was already too late.

Then in Karmelava (near Kaunas), Oskinis found a small group of trainees who were completing an assault-glider pilot course, training with two-seat Antonov A-2's. He offered to build one of his latest designs, the BrO-10 'Pūkas-III', which as a far more refined design, and could effortlessly fly thermals, and on ridges. The Pūkas was ready in 1949. Unfortunately the same year the Soviet regime stopped all forms of sport flying in Lithuania, along with any other occupied country which had a border with western countries. This is what led to the BrO-10 being officially banned from flying (pilots from Kaunas only started officially flying again in 1951, and in 1954, on ridge in Kulautuva).

The BrO-9

The BrO-9 (Grasshopper) was given the nick-name of the 'Clog' by the more experienced glider pilots. Vytautas Dovydaitis, who had a lot of experience with more modern gliders, was not very enthusiastic about the BrO-9. In 1952, when the BrO-9 first flew, high performance gliders in the Soviet Union saw gliders like the Antonov A-9. However despite these gliders showcasing Soviet gliding, the majority of the fleet were Intermediate and Primary training gliders.

In 1952 there were only around 40 pre-war gliders in all of the Soviet countries; mainly single-seat Antonov A-1's and two-seat Antonov A-2's. This old fleet was both small in number and of very poor quality.

During comparison tests with the A-1, the BrO-9 proved of a better quality, which led to Soviet Leaders acknowledging that there was a need for gliders like the BrO-9 and production of the type soon started. Between 1952 and 1958 there was little opportunity to acquire gliders in Lithuania. For Lithuanian pilots, the BrO-9, which was built in various cities, was at least one solution to owning a glider!

Comparing the BrO-9's construction to other gliders, it was of simple construction utilising only a small amount of plywood, wood, and some fabric (some drawings were featured in the book 'Planery' by B. Seremetev, 1959). Therefore the BrO-9 was one of the most simple of gliders to self-build by budding 'underground', or putting it another way, 'illegal' glider pilots from countries under Soviet control. Post-war in Soviet countries, there were only few gliding clubs and therefore few opportunities existed for those wanting to fly, and join like-minded enthusiasts (in the Baltic regions, it was even prohibited to engage in studying aviation, let alone engage in any form of flying). So in some regions where aviation was totally forbidden, these clandestine glider pilots started building the BrO-9 and started sending veiled letters to the designer, praising the gliders performance.

But why the BrO-9 instead of the BrO-11?

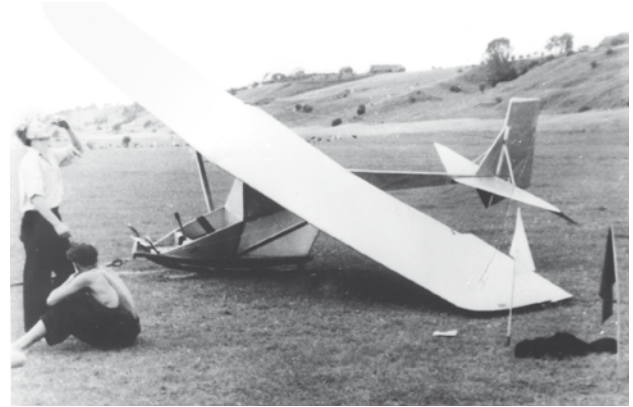
Well to answer this, despite both the BrO-9 and the BrO-11 essentially both being Primary gliders for beginners and having very limited performance, with the BrO-9 it was possible to catch and fly thermals, and furthermore, was suitable for limited aerobic manoeuvres. Therefore the general consensus was that the BrO-9 was actually amongst one of the cheapest and versatile training sailplanes in the world!

In 1951 during the gliding nationals in Kaluga, Oskinis learned that some glider pilots from Moscow wanted to learn more about his BrO-10. During the flying tests of the 1948 competition to find a Soviet training glider, it was clear that the contest was essentially a failure, as nobody in the Soviet Union had come up with a suitable design. Oskinis understood that it would be necessary to demonstrate the glider to the heads of administration, which would need to be ready to fly, along with the construction drawings. So with this in mind, Oskinis decided that it would be more prudent to present his BrO-9 Primary personally.

There were some important reasons to do so. In 1952, when the BrO-9 was under construction, Oskinis already had in mind his newest project, the BrO-11. It is obvious from various drawings and documents saved in the Lithuanian Aviation Museum archives, he was clearly thinking that during the austere post-war period, that there was a necessity to have more universal gliders which would be suitable for both beginners, and more advanced pilots, who flew on ridges or in thermals. Oskinis' design strategy was far-sighted. His fears were reasonable in presenting the BrO-11, firstly because it may have led to outright rejection of BrO-9 serial production. For the young pilots, the BrO-9 was a chance to fly much longer instead of performing shorter, more limited, hops with BrO-11. Oskinis was very familiar with the DOSAAF (Volunteer Society for Cooperation with the Army, Aviation, and Navy) system requirements and knew that for every gliding club, it was prohibited to build intermediate or high performance gliders (even to approved drawings). However there were no such problems with the Primary gliders. Therefore the BrO-9 was



Students reposition a BrO-9A to the launch-point at Kulautuva in 1952



A BrO-9A In Kulautuva

officially designated as a Primary glider, allowed legal production in any gliding club of the USSR!

In total Oskinis designed, and built, three prototypes of the BrO-9, and were in fact, totally different gliders. In June 1952 the first flight was carried out with the BrO-9(A). This prototype had half an open fuselage and landing skid. In autumn 1952 the second modified 'B' version was ready. It had the same wing as the 'A' version, but a different fuselage and landing wheel. In February 1953 the third version saw daylight with slightly longer and more narrow wings. The first prototype's (A) wing rib construction was started together with the BrO-10 in 1948 in the Sport Institute dormitory basement in Kaunas Polytechnic Institute (now Kaunas Technology University). But soon all the work had to come to a halt.

In 1951-52, somehow through a DOSAAF head administrator, Oskinis managed to source some plywood and nitro-dope. After moving to a new workshop with more space, Oskinis could now start to work more steadily on his projects. He mostly worked alone, but occasionally young glider pilots and modellers helped him. Comparing the serial Bro-9C, with the prototype 'B' model, the 'C' model had a landing skid, and shorter, wider wings. Empty weight was only 75kg (it was the lightest glider from all his designs at that time). The wing employed a NACA-4312 section and square-taper plan-form for the wing tips (from 1,75m to 1,25m at the tips, with -3 degrees washout). Typical construction of the wing consisted of a 'D'-box covered with 1,5 or 1,2mm plywood. The main-spars, along with the wing struts, were constructed from wood and the wing was fitted with 'Junkers' style ailerons. The fuselage was made up from two pieces; the gondola for pilot and the tail-boom. Os-

kinis' diary reveals that the glider was finished in early 1952. This seems consistent, as the first test-flights were started on the 15-19 June 1952, in Kaunas and Kulautuva. On the 16th of June 1952, the DOSAAF test-flight commission, whose chairman was the pilot-inspector from the DOSAAF Organising Committee of the Kaunas Region, V. Klimentov, along with other members such as V. Potlatov, B. Oskinis, A. Kuzmickas, Z. Brazauskas, J. Bulanavicius, A. Stefanovičius, and L. Aleksandravičius, signed the Technical Type-Certificate Approval for the BrO-9A.

Z. Brazauskas carried out six ground runs. Later V. Klimentovas, B. Oškinis and Z. Brazauskas performed 5 flights with a height gain of around 1-5 meters. They determined that glider climbed well under normal bungee conditions, even when the control stick was in the neutral position. It was found that the ailerons and the elevator were very efficient, unlike the rudder, which was less effective (it was therefore later made bigger). On the 17th of June, in accord with the test-program, Brazauskas, Oskinis, Stefanovičius, Bulanavicius, and Alexandravičius, all performed 10 flights from a 50-meter-high slope in Kulautuva, again utilising bungee cord. Depending on pilot's weight, the normal flying speed ranged from 45 to 55 km/h. When flying at a minimum speed of 40 km/h the ailerons and elevator were still effective. On the 18th of June whilst carrying out the test-program, the glider was flying over the slopes of Kulautuva ridge. Oskinis achieved 42 minutes aloft, whilst Brazauskas achieved 28 minutes and Bulanavicius, 26 minutes. It had been determined that the sailplane was very docile and sufficiently stable, to the point where after releasing the control stick, it continued to fly itself along the slope.

The Commission had noted that the wing

tips needed protection with hoops to avoid damage to the ailerons when the glider stopped and the wing came to rest on the ground. It was also recommended to install a landing-wheel and to design a small aerodynamic fairing to protect the pilot and to make the wings as narrow as possible.

Compared with the A-1, the Bro-9 was lighter. It needed 20% less wood and plywood, and 30-35% less fabric and dope. Also it was more convenient to transport or hangar the glider, with the BrO-9 wingspan being 8.68m (compared to the A-1's 10.6m). BrO-9 assembly was also 4 times faster and was more versatile to dismantle and store after daily flying.

Oskinis did not shy away from exploiting the glider for rugged use operationally. He readily entrusted it to the young pilots from Kaunas, who were instructed by A. Arbaciauskas. These flights took place on the Vilijampolė plain, near the Nemunas-Neris river junction, with an old-tired 20mm bungee rope. At the beginning they were flying on the plain, but later on they flew from a slight slope.

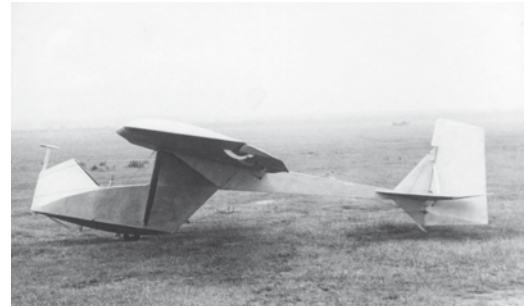


Bronius Oskinis and the BrO-9B

BrO-9



A. Arbaciauskas and D. Kucinskis demonstrate the low weight of the BrO-9B. Kaunas 1952



BrO-9B in Tusin aerodrome in 1952

When Oskinis noticed that the old rubber bungee was 'shooting' the gliders more slowly, he brought a new, thinner rope at 12 mm. To give even more power to the launch, he doubled the up the bungee, which literally flung the BrO-9 into the air, so much so, Oskinis had to encourage younger pilots not to be afraid of it. Most survived the sudden starts, all except one. The youngster was so scared of the rapidly gaining speed, that he began pulling back, until eventually stalling the glider. Fortunately he did not hurt himself, but BrO-9's fuselage and struts were broken. The wings suffered some damage as well.

Second prototype BrO-9B

As a result of the broken fuselage of the first prototype (A), as indicated already, Commission Leaders of DOSAAF in Moscow (who were informed about successful tests of the BrO-9A), recommendations were submitted for a different fuselage, landing wheel, and a semi-enclosed gondola. Therefore Oskinis set about adding the modifications when he rebuilt the fuselage and repaired the BrO-9A wings. By this time he was assisted by some skilled aeromodelers, D. Kučinskis, A. Jonušas, J. Kuzminskas and the glider pilot, A. Arbačiauskas.

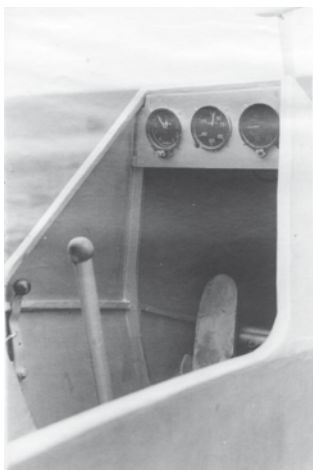
Progress was quite rapid, and at the beginning of September, the second prototype, the BrO-9B, was completed. The glider was to be sent to Moscow within a Lisunov Li-2 cargo plane (Russian license-built version of the Douglas DC-3). As a result, Oskinis asked for the return his more advanced BrO-10, which had also been exported with a Li-2 and had been left for a year in Tushin airport. In mid-September 1952, a Li-2 landed in Karmelava airfield where they unloaded the BrO-10 and loaded the BrO-9B, which then departed for Moscow. On the 17th of October 1952 at a meeting of the Technical Committee of DOSAAF in Moscow, Oskinis submitted the BrO-9A test-reports. After hearing the opinion of the nine assembled members (the tenth was Oskinis himself), the Technical Committee recommended to build the first 10 production BrO-9's, one of which would be used for load-tests. Also Oskinis was asked to make comparative flight-tests with the the Antonov A-1.

Furthermore he was ordered to carry out cost calculations after the flight testing of the first series BrO-9's as part of the planned A-1 replacement program. The Technical Committee was only an advisory body (composed of glider pilots, aerody-

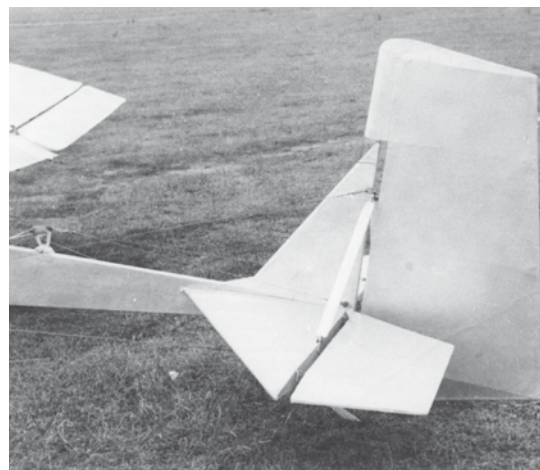
namics specialists and professors of the Aviation Institute). However the DOSAAF leadership decided differently. In January 1952, DOSAAF Vice-Chairman of the Organising Committee, Gen. N. Camanin, was ordered to carry out the BrO-9B flying tests, which took place on the 16-25 of October, in Tushin.

The DOSAAF test commission stated that the BrO-9B was of simple construction and easy to operate. All major components were easily accessible for inspection and the glider could be assembled by just two people. The simplicity and compact size of the entire assembly allowed it to be stored in a relatively small area. Furthermore, the pilot felt more comfortable in the semi-enclosed nacelle. During the test-flights, the BrO-9B performed 24 flights, and was launched with a vee-shaped 16mm bungee, 35m long. Using 50-60% strength of bungee, the glider was launched to a height of 1.5m. Stretching the bungee to 85% of its capacity, it reached a height of 15m, whilst at 100%, saw a height of 25m. The Commission noted the light controls of the BrO-9 and its manoeuvrability was excellent, with good stability in all three-axis. The BrO-9 met all the requirements of a single-seat training glider and they proposed to produce 3-5 examples to carry out further tests. It was also recommended that one BrO-9B airframe should be used to conduct static tests. Finally the DOSAAF management endorsed the DOSAAF Technical Commissions request to perform comparative flight-testing with the first series production BrO-9 models to the A-1.

All photos via Benvenutas Ivanauskas



BrO-9B cockpit details



Details of the BrO-9 tail

Notes

*Joseph Stalin coined the name СМЕРШ (SMERSH) under the mantra 'Death to Spies'. Originally conceived to combat German spies infiltrating the Russian military on the Eastern Front, the organisation quickly turned to eliminating what Stalin saw as any subversive activity.

Martin Simons

Darmstadt D-36 Circe

During the two decades from 1945 till 1965, the Darmstadt D-36 illustrates more than any other sailplane, the transformation in design, both structurally and aerodynamically. It began as a project of the Akaflieg Darmstadt after a D-35 two-seater had been abandoned.

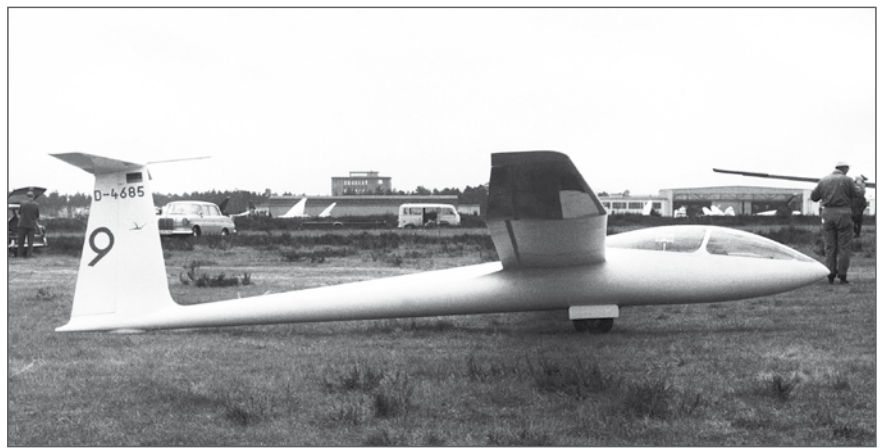
Three students were chiefly involved, Wolf Lemke, Gerhard Waibel, and Heiko Friess. A fourth, Klaus Holighaus, who was younger, joined the group later. As usual in the Akaflieg, they worked together and consulted each other all the time, but each concentrated on a particular aspect of the design. The wing was the responsibility of Lemke. The fuselage and tail were Waibel's responsibility, whilst Friess devised the air brakes, which, with a flexible wing, were very difficult to arrange successfully. When construction work began, they were helped, as generations of students were, by Heinz Hinz. Hinz was employed by the University to help and advise the students in matters of practical construction. Professor Franz Xavier Wortmann was also involved. He designed a new wing profile for the D-36, the FX 61-131K, with a FX 60-126 profile for the wing tips. (The 'K' in the profile designation indicates flaps).

Construction began in 1963. The wings were double tapered to approximate the elliptical plan. The main-spar flanges were from unidirectional rovings (narrow bundles of fibers), with balsa-glass sandwich skins. The fuselage also was a balsa-glass sandwich shell with cross frames of GRP and balsa, where necessary, to carry concentrated loads and stiffen the structure. The T-tail followed the same general pattern. The pilot position was reclined but not extreme. The cockpit canopy was a long, two-part moulding; the front section faired, and sealed fully to the fuselage, with only the rear section removable. The main-wheel was retractable.

Structural tests were carried out to establish the safety of the structure. As with the Phönix, the flexibility of GRP was impressive. It was apparent that if there were going to be any serious problems they would be in the realms of aero-elasticity.

Concurrently with the construction at Darmstadt, Walter Schneider began construction of his own D-36 (V2). It had a parachute brake instead of the Schempp-Hirth brakes of the prototype, and it was somewhat heavier.

The first flight of the D-36 (V-1), was by



The D-36 Circe, in its original form

Wolf Lemke at Gelnhausen on March 28, 1964. It was soon found that the horizontal tail, which was slightly swept back, tended to flutter and mass balances were installed. Performance measurements established that the Circe had a best-glide-ratio of 44:1. Only the SB-6 and BS-1 from the Akaflieg Braunschweig, came near to or matched this.

With the D-36, Gerhard Waibel, became German National Champion in the summer of 1964. Rolf Spänig was chosen to fly with it in the 1965 World Championships, and during practice flying the D-36, flew the first 500 km triangle in Germany. In the World Championships he was placed second, beaten only by the superior tactics by the Polish pilots flying in Fokas, demonstrating that sheer superiority in glide was not enough in itself. There was little doubt that the D-36 had the best performance of any sailplane in the Championships.

What equally impressed observers, was the extraordinary flexing of the wings. The Germans themselves began to call the D-36 'Gummiflügel' (rubber wing). There were still many engineers who hesitated and felt that a metal structure, so much stiffer, would be safer.

The tail unit was re-designed by Klaus Holighaus, who removed the sweep back on the tailplane and eliminated the need for mass balancing. After some three years doubts might have been raised again, for the D-36 (V-1), was lost in 1967 after an in-flight failure, the pilot saving himself by parachute. But by this time, many other 'glass ships' were flying and pilot

error was blamed. A lesson that had to be learned, as Heli Lasch discovered, was that traditional methods of judging airspeed were no longer adequate. The new sailplanes picked up speed very quickly. The sound of the airstream was hushed, and especially with camber-changing flaps in different positions, the change of attitude at different airspeeds was quite small, or sometimes even nil.

The four young men who had been involved in the design, went on to distinguished careers. In 1985 all four shared the OSTIV Prize for their outstanding contribution to sailplane technology. Also, Heinz Hinz, was not forgotten. In 1989, at the age of seventy, he received the Silver medal of the Deutscher Aero Club for his lifetime of service to the Akaflieg in Darmstadt.

Source:

Martin Simons, *Sailplanes 1945 – 1965*, Equip Publishers, Bonn, Germany

Darmstadt D 36 Circe plans for Model Builders

55 Years ago in 1963, Darmstadt Akaflieg Students started to build the famous and legendary glider, the 'D-36 Circe'. Horst Schmieja, co-owner of D-36 for many years, has provided a set of drawings in which modellers can now build in either 5m or 3.5m span. VGC members who are interested in obtaining these drawings, can contact Klaus Fey at: fey@equip.de Blue-prints are also offered at cost price, plus postage.

FROM AROUND THE WORLD

Australia



Correspondent:
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Stewart Hamey prepares for the evaluation flight of recently restored Cherokee, GNR, owned by Graeme Manietta at Warwick, Queensland. Photo: Graeme Manietta

Restoration of Hall Cherokee II, VH-GNR

I bought GNR, a 1962-build, Hall Cherokee II, from Mr Heath on Oct 20th, 2013. It came complete with an enclosed trailer. The trailer was 60's vintage and needed a lot of work to bring it back to good condition, I'm sure it had the original tyres! The glider was built by Mr Fletcher Smith in Melbourne in 1962. When we got it, the wings and elevator were stripped of fabric, so she was in poor condition but a great opportunity to do a good inspection and restoration of the wings.

First port of call was Bert Persson and Bernard 'Speedie' Gonsalves. They very kindly gave up quite a bit of time to repair and

recover the wings and elevator. The condition wasn't too bad and after a lot of preparation work the wings look absolutely brilliant. This work was done over a period of a year or so as Bert and Speedie are high in demand for the excellent quality work they do.

After this the CofA and airworthiness work required was carried out by Laurie Simpkins at what I call the unofficial Queensland Vintage Gliding Museum. He has a lot of vintage gliders! With all the upgrades with lighter components we achieved a lighter weight and better cockpit load. The paperwork took a while, and all good

in Feb 2018, it was off to Boonah where Stewart Hamey gave it its first flight in about 20 years. All good and passed with a report that the glider flew very well. A few more flights that day and all was ready for the Easter Vintage Gliding Rally at Warwick.

At Warwick we had 3 flights in some challenging air but the Cherokee performed well.

We want to display the aircraft at many rallies around Australia as time affords and looking forward to meeting many other Vintage gliders and owners.

Graeme Manietta

Lithuania



Correspondent:
Lina Ivanauskienė
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The GB-II reaches for that 'little bit of sky' during the Easter Bungee Launching Rally.

Photo: Lina Ivanauskienė



Renatas Samulenas prepares to get 'shot' into the sky by bungee! Photo: Lina Ivanauskienė

More exotic Russian metal in Lithuania

Like every year, this year was not an exception. On the 31st of March, just before Easter celebration, Benvenutas organised the mini 'Easter Bungee Launching' Rally. The Rally took place at the same Pociunai airfield, which many of you already know. This was the third year that like-minded people gathered together and enjoy the bungee launching activity.

This year the weather was absolutely fantastic. It was warm and the wind was more than perfect. Everyone who sat in the Grunau Baby IIb and managed to take off, were cheerful and happy as any child. That day we managed to do 17 starts and there were 39 participants in total. There-

fore, we had enough man power to help the glider reach into that 'mini' sky. As we mentioned in the previous VGC Issue (152), we had those special badges with the gulls made. So, everyone who was keen to keep a souvenir from that day, and met the requirements, had the opportunity to gain a badge with one gull. Very symbolic! We are really proud, let's say, our 'national rally' has become a nice tradition in Lithuania.

We continue our works with all those glider projects which we mentioned earlier. Work never stops. Furthermore, we have even more excitement to share



The extremely rare Antonov A-11. The standard of workmanship is impressive indeed.

Photo: Algimantas Deikus

FROM AROUND THE WORLD

with you today. This fascinating news comes from one of our fellow members, Algimantas Deikus. We will all soon be able to see the one and only Antonov A-11 metal glider flying in the world. The project author, Algimantas, bought this sailplane from the previous owner, Adomas Baublys (the owner of an A-15 in Lithuania) in 2012. The glider was in very poor condition. There was a lot of corrosion throughout and the project was simply incomplete. There was no rudder or elevators and plenty of other small parts were missing. Algimantas had a huge task trying to find all the missing components. He actively searched all over Russia, and thanks to his patience; he managed to find a new rudder and elevators.



Krasnaya zvezda (Red Star) on silver wings. Photo: Algimantas Deikus

With everything now successfully back in Lithuania, Algimantas managed to restore the entire cockpit area and the structure of the aircraft very precisely and with maximum authenticity. At the moment he is looking for shorter wings for the A-13 acrobatic version.

Lina Ivanauskienė



Details of the A-11's main-fittings. Photo: Algimantas Deikus

Switzerland



Swiss Correspondent
Daniel Steffen
 Contact:
pr@vintagegliderclub.org

From Fabric to Glass

Res Stotzer's K8B (HB-695) is back in the air

Res Stotzer has completed the restoration of his K8B, HB-695. The first flight, after a break of 15 years, took place at Grenchen airfield on Saturday 26th May 2018. Congratulations to Res! He really enjoyed his first flight in his K8. Res then went on to fly for 4 hours and 23 minutes on Friday 1st June 2018. It is very important for our movement to have young pilots who will continue our work. The K8B was a popular training glider in Swiss gliding clubs. Al-



Res Stotzer in his K8B HB-695 at Grencher airport on 26th May 2018. Photo: Thomas Fessler



A perfect Landing of Res Stotzer with his restored K8B HB-695. Photo: Thomas Fessler

together 83 K8B's were registered in Switzerland. Res' K8B once belonged to the Akademischen Fluggruppe Zürich from 1961 to 2001. Thomas Fessler bought the glider in 2001 and gifted it to Res last year.

Neukom AN-66B (HB-904) will soon be back in the air

Jeremy Imboden, another young gliding pilot and student, discovered a Neukom AN-66B, HB-904, at Sion airfield on Saturday, 30th September 2017. Members of the Vol à Voile Club, Valais (VVCValais), were derigging their club gliders at the field when André Sauge, a member of the VVCValais, used the opportunity to rig his AN-66B. The AN-66B had lain in wait in its trailer for the past 20 years, awaiting better times. Jeremy was (and still is!) fascinated by the AN-66B, especially V-tail's. André proposed to sell the glider to Jeremy for for a symbolic 1 Franc in order to see the AN-66B back in the air once again. Jeremy immediately accepted the offer and plans to give the glider a new life got underway.



The elegant fuselage of the AN 66B beside its trailer. Photo: Jeremy Imboden

At the moment Jeremy and his friends are collecting money in order to finance the material cost of the restoration. For more information about this rare and fascinating Swiss glider, you can visit the group's website at: www.aeropoly.ch

The AN-66B was designed and constructed by Albert Neukom in 1968. Neukom's gliders are constructed with different materials, such as wood, aluminium and fiberglass, so the AN-66B is not the classic fiberglass ship as it first may look. Albert Neukom was a very successful Swiss glider designer and constructor at that time. Incidentally, it is 50 years ago (in June 1968) that Neukom's Elfe S3 was placed 1st, 3rd, and 6th in the standard class at the World Championship at Leszno, Poland.

New Swiss representative

Werner Rüegg has retired as the Swiss representative of the VGC International Council [a huge thanks to both a wonderful supporter and loyal friend of the VGC

FROM AROUND THE WORLD



The trailer of the AN 66B also needs restoration!
Photo: Cyprien de Sepibus



The rigged AN 66B HB-901 at Sion airfield on 30th September 2017. Photo: Jeremy Imboden



The young restoration team who want to restore the AN 66B HB-904. Photo: Gael Bornet

-Ed]. On 28th March 2018, Werner wrote to the VGC International Council: *It has been a wonderful time for me to be with you and all the friends of the VGC for so*

many years. Thank you very much! Anyway, I hope to see you in Anklam and Stendal the next summer!

On the 10th February 2018, the members

of the Swiss Vintage Association (Oldtimer Segelflugvereinigung Schweiz – OSV) elected Jürg Weiss as the new Swiss representative of the Vintage Glider Club.

Daniel Steffen

UK



Correspondent:
[Bruce Stephenson](#)
Contact:
UK@vgc-news.com



Rigging the Clarke Glider. Gary, Colin, Hilton and Derek sifting through the finer details of how to assemble the Clarke Glider

Gary completing the last pour of concrete floor as he makes sure that the last drops of concrete go exactly where he wants to finish H2's floor.

GHC Update. Paul Haliday Another milestone is upon us

I start writing these GHC News updates by reading the GHC News that I had written previously. It normally seems that I only wrote it about a month ago and that the editor is actually trying to get me to write monthly bulletins. In reality though, Bruce is playing fair, and it's just that so much has happened in the GHC, that time has passed by really quickly; which is certainly no exception in this case...

Last time I wrote about waiting to complete the GHC Hangar 2 floor. Well thanks to a monumental effort by the GHC volunteers, led by Gary Pullen, we have completed it. The concrete was laid over eight sessions in a total of six weeks and now has been painted. Gary will be taking a well-earned break as we wait for the paint to dry. However, not being one to waste time, Gary did manage to hang nine gliders in the roof, whilst we waited for the concrete to completely cure before painting. Gliders in the roof include the TG-4 that was donated by Douglas Ogle that has now been rigged, the KH-1 Scorpion from South Yorkshire Air Museum, and the EoN Eton Primary that has been lovingly conserved by David Siddell, Tony Fendall, Tom Holliday and myself.

Thursday 21st June was probably one of the best flying days of the year so far in the UK, but too windy for our fleet except 'The Beast'. So instead we occupied ourselves by attempting to rig the 1911 Clarke Chanute Glider. The biggest challenge was not the mental power to fathom out how to put the thing together; with its many struts and bracing wires, but actually extracting its very sturdy box from the Bocian trailer that it had been collected from Hendon in. It actually turned out to be one of the most interesting jobs I have been involved with in the GHC, as it is not often that you get the opportunity to help rig an aircraft that is 107 years old! We are going to have to be very careful where we site this aircraft because it is extremely light and fragile. I think it is a testament to the courage and determination of the pilots who originally flew her, that they were prepared to fly an aircraft that seems so ill-prepared for flight. We are developing a working relationship with our local technical college based in Basingstoke, who we are hoping will build a glider trailer for us to specifications created by Richard Moyses. As any glider pilot knows, a good trailer can be an absolute godsend, whilst a poor trailer can be an absolute nightmare! We don't have enough



decent trailers to house and transport our collection on retrieves, or to and from events, so if we can maintain our relationship with Basingstoke College of Technology, it will allow their students to learn some valuable fabrication skills and give us some decent trailers.

We have also been busy visiting a number of shows and local events; Richard's Cadet Mk1 created a lot of interest at the Basingstoke Festival of Transport, where we were able to reach out to many people. The K6 demonstrator has been to Shalden Village fete and created a lot of interest, plus we were made very welcome by Kestrel Gliding Club based at R.A.F. Odiham, who we helped with their longest weekend. When I was given the opportunity to fly 'The Beast' into Odiham I jumped at the chance. I'd first flown at Odiham in a Chinook as part of an ATC visit in 1986, and then was lucky enough to fly in a Chinook last year as

FROM AROUND THE WORLD



Whilst the floor below dries, the H2 roof is already full of gliders awaiting for their downstairs companions on the floor below.



Three Slingsby Sisters wait in line at R.A.F. Odiham for a winch launch, whilst 'The Beast' is banished to the runway for an aerotow.

part of a visit arranged by Lasham. But, actually to fly into R.A.F. Odiham as part of the GHC support for Kestrel's longest weekend event was too good an opportunity to miss. The purpose of the event was to give modern Air Cadets the chance to sample ATC gliding from the days of the Cadet MkII and the Sedburgh, and as 'The Beast' was a descendent of the T53, that was also on the flight programme too. Lemmy Tanner and Gary Pullen flew Air Cadets all day in the T21, whilst Will Stoney had an absolute ball in his T31 doing 3-minute circuits with a huge number of people. 'The Beast' was flown by Will Jones and Brian Gough and I had the joy of sitting in the back seat of it whilst Will outsoared Gary, who was flying the T21. It's fair to say that at the end of the weekend all gliders had done a greater number of flights than they had done in quite some time. We have to thank Kestrel Gliding Club for their unreserved hospitality and it was great to pay a visit to our close flying neighbours and contribute to the success of their day.

I've mentioned briefly the hangar floor, but that has not given the H2 project sufficient justice. Last June the location of H2 was just open ground, yet six months later a useable building was sitting on the site. Just six months after that the building is near-complete and we are now talking about an opening ceremony. I'm delighted to announce that after a year of outstanding work by GHC volunteers led by Gary Pullen, project managed by Julian Ben-David and Richard Moyses, GHC Hangar 2 will be opened on Saturday 25th August, 2018 at 5pm by Sir John Allison. Keep this date in your diaries and come and celebrate yet another milestone in the preservation of British Gliding Heritage. We'll add more details to the GHC website and facebook page as soon as they come to hand. So far, this year has been fantastic for us. Groups of visitors regularly come to visit, our collection is growing in size and stature, and we are close to

opening a second hangar. Of course, things never stand still in the GHC for very long and we have already located a site for our new workshop that will be phase 3 in our development. But, that's for the future. We have a new hangar to open so will get that out of the way first. Hope to see you all on the 25th August, 2018. All the best. Paul Haliday

Photos: Paul Haliday



The Beast at Odiham on her first away day from the GHC. Happy Landings!

USA



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Jim Short
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Marici Reid on the first post-restoration flight of the WAAAM Museum Bowlus Baby Albatross. Note Cascade mountains in background. Photo: Rick Brown.



Happiness is the first flight in a glider you just restored. Ron Martin (Tehachapi, California) in his 'new' Schweizer 2-8. Photo: Cam Martin

VSA kicking off in 2018

Spring conditions bring to flight the best ideas and projects from the previous winter, and 2018 is no exception. Three newly restored, refurbished and returned-to-service vintage sailplanes are exciting. From California, Ron Martin has flown his new 1942 Schweizer SGS 2-8. This sailplane was a hit at the Soaring Society of America convention in Reno, Nevada in March and reported in the previous issue of VGC News. Although visually similar to the better-

known US Army TG-2 or the Navy LNS-1 trainers, Ron's plane has no records that show it was ever flown until 2018. Since it has no military connection (although it was probably destined to become an LNS-1) Ron's plane has now been certificated by the FAA as a civilian SGS 2-8. During the Western Vintage and Classic Regatta, Ron

flew his newest and zero-time Schweizer sailplane in the company of several of its brethren. During its four flights, the plane displayed admirable flying characteristics and the accompanying pictures show the glider in flight at the Mountain Valley Airport in Tehachapi, CA. Note the shiny aluminum

FROM AROUND THE WORLD



First flight: Ron Martin's 1942 Schweizer SGS 2-8 over Tehachapi, CA during 2018 Western Vintage / Classic Regatta, May 2018. Photo: Josh Knerr / Cam Martin.



Ken Chapline's Schweizer SGS 1-23F headed toward flying and restoration at Lawrenceville, Illinois after several years of storage. Paul A. Schweizer placed 5th in the US National Soaring Contest with this ship in July 1956.

Photo: Jim Short

leading edges, typical of pre-war civilian 2-8's. From a historical perspective the 2-8 and the Kranich II were reported by Ann Welch to be the only practical two-seater gliders of the pre-1940 era.

From the Pacific Northwest, the Western Antique Automobile and Aeroplane Museum (WAAAM) documented the first post-restoration flight of its Bowlus Baby Albatross at the Hood River, Oregon, airport. This kit-built Baby Albatross was first finished in the late 1940's, although the design dates from 1938. The classic pod-and-boom fuselage structure gives the aircraft a unique look and it certainly is an icon among American designs. Restoration of this 'Baby' started in 2017 and its first post-restoration flight was in March 2018.

During the restoration much attention and engineering research was devoted to the tail surfaces to avoid pitch sensitivity that was often reported by early pilots of the Baby Albatross. Test-pilot, Marici Reid, flew the first flight and reported easily-managed flight characteristics in all axes. The WAAAM Museum differs from many other aircraft museums in that its aircraft are mostly in flying condition and are intended to fly regularly. A complete report on the flying characteristics and the restoration of this Baby Albatross is included in the Summer 2018 issue of the VSA's Bungee Cord magazine.

Finally, it is typical in North America, just as in other parts of the world, to find forgotten sailplanes in barns or hangars just waiting to be found again by a loving 'parent' and made into a flying plane again. Such is the story of a unique sailplane from 1956 that had been sitting un-flown for many years in a hangar at the famous (since the 1920's and 30's) Catskill Mountains soaring site in Wurtsboro, NY. This glider is the only Schweizer SGS 1-23F, the prototype for the production 1-23G. The plane was test flown at the Schweizer factory in early July 1956 and a few days later driven to Wichita Falls, Texas where Paul A. Schweizer competed with it, finishing 5th in that year's national

contest. In addition Paul flew the 1-23F on a 500k flight that completed his Diamond 'C' badge. After many competitions and cross-country flights in the northeast, the 1-23F resided in a hangar in Wurtsboro until purchased last winter by Kenneth Chapline from Tennessee. Cleaning, new tire, re-instrumentation and general refurbishing of the this 1-23 is about to get underway, but currently, due to its robust structure the plane is expected to be flown this summer at vintage sites in Lawrenceville, Illinois and Eagleville, Tennessee.

Vintage meets at Tehachapi, CA and Lawrenceville, IL have shown excellent participation and good soaring weather. Unfortunately the Chilhowee, TN meet was rained out and the joint vintage and 1-26 meet (the 1-26 Championships) encountered only marginal weather.

VSA Annual Meeting brings a new Slate of Officers.

In even-denominated years, the VSA elects Regional Vice-Presidents and its Treasurer. At this year's annual meeting the four Regional Vice-Presidents were elected, including Jeff Byard (replacing Cam Martin) in the west, Chad Wille (replacing Lee Cowie) in the north and Gerry Wild (replacing Rusty Lowry) in the East. Matt Gonitzke from Wichita was re-elected Vice-President for the south and Neal Pfeiffer (also from Wichita) was re-elected Director-at-Large. Jim Short was elected Treasurer-pro-tem as Mary Cowie, VSA's long-time treasurer, retired. Jim is hoping that his 'pro-tem' status does not last very long, as he says the workload to be both President and Treasurer is a bit burdensome. The VSA depends on its volunteers and wishes to thank all its officers, new and retiring, for their efforts. Simine Short takes on the full burden of Editor of Bungee Cord. The VSA (and the VGC as well) could not exist in their current form without their volunteers who care as much for their association as for their free time. Meanwhile, Bill Batesole, VSA mem-



Vintage Sailplane Association Annual Meeting at the Mid-American Air Center, Lawrenceville, IL.

Photo: Simine Short

ber and attendee at many VGC meets was appointed VSA's representative to the VGC International Council. Look for Bill at this year's VGC meet in Germany.

The VSA announced that its English translation of Workshop Practice is practically sold out. Interested VGC members are urged to contact Klaus Fey at Equip in Europe or Paul Remde at Cumulus-Soaring in the US for copies while they last. Plans for further printings will be discussed for the next several months and VGC members who have ideas for the future of Workshop Practice are encouraged to contact VSA at simajim121@gmail.com

In organisational developments, the VSA has decided to ignore the differences in postage rates and harmonise membership rates for US and Canadian memberships. Membership simplification through PayPal will also offer automatic renewal. Both of these developments will be announced in more detail as they are fully implemented. For those wanting to enjoy vintage festivities in the US, and a scenic American vacation, the National Soaring Museum has just announced that the next International Vintage Sailplane Meet (IVSM), which will be held atop Harris Hill in Elmira, NY from July 4 – 11, 2020. Building on the excitement of the last six IVSM's, this promises to be a fun event that is worth the trip to the Eastern US and the attractive Finger Lakes region of Upstate New York. Bill Batesole will be Chairman, assisted by W. Stuart Schweizer, and Trafford Doherty of the NSM, Monty Sullivan of the Harris Hill Soaring Corporation, and Jim Short of the VSA.

Jim Short

Frederic Fischer

10th Vintage Glider Model Meeting in Müswangen



Photo captions

- 1: The launch-point at Müswangen airfield
- 2: The Polish Canard IS5 Kaczka
- 3: Martin Atzwanger's Espenlaub 7
- 4: Hans Graf's third scale Olympia Meise

- 5: Ernst Gerber's beautiful Spalinger S-18T 'Chouca'
- 6: Two-seater Minimoa

- 7: Thomas Fässer and his 1:1 Ka4 Rhönlerche

All photos Markus Thalmann

From the 12-13 May, 2018 at Müswangen, near Luzern, the 10th edition of the Vintage Glider Model meeting took place. As always, the event was organised by the Swiss model club, IG-Albatross, under the guidance of Markus Frei, a builder of large models. His largest model is Robert Kronfeld's *Austria*, also known as the *Elefant*, built in 1:2 scale with a wingspan of 15 meters. His model is now on display at the Wasserkuppe museum. Markus built also the Russian *Beliajev BP3*, which was introduced at Müswangen in May 2016; a great success!

This time there were a large number of visitors with around 50 pilots attending from various European countries; such as Germany, Austria, Poland, and Switzerland. Also noteworthy was the tow-plane team, which ensured short waiting times for

take-off's. Unfortunately, the weather conditions were not as favourable as last year, because of turbulence at altitude. This caused some of the models to be damaged, including a tow-plane.

Now let's take a look at the models that attracted the most attention. Müswangen, much like in a fashion show, always presents new models every year. Let's start with the 1949 Polish canard, the *IS-5 Kaczka*, built to a scale of 1:2.5, and with a wingspan of 4.60 meters.

The Austrian, Martin Atzweiger, was present with a very original version of the *Espenlaub 7* in quarter scale. Martin is a great admirer of Espenlaub, and he has both maintained contact with the family of this great flight pioneer, and built several models by the same designer.

The President of IG Albatross, Hans Dürst,

built and successfully flew his *Grüne Post*, which was designed in 1932 by Alexander Lippisch for the German newspaper 'Grüne Post,' hence the name given to the glider.

Hans Graf brought to the meeting a beautiful *Meise* in 1:3 scale, masterfully built in the smallest of detail. As it is well-known that the *Meise* is the German glider that was the winner of the 1939 ISTUS competition for the Olympic glider.

A glider always attending the Swiss model events is the Spalinger *S18T Chouca*, built by Ernst Gerber over 30 years ago. Ernst also brought a scale model of the *Spyr 4*. Actually, in truth, I did not know where to turn my eyes to first. Each model seemed more beautiful than the other! So to name a few; the Brazilian *HW4 Flamingo*, the Finnish *PIK 5*, the German *D-Helios*, the

MODEL NEWS

two-seater *Minimoa*, the *Müsger 19*, and *Ka4 Rhönlerche*, the list went on. I forgot to mention that in Müswangen there was also a full-size *Ka4 Rhönlerche*, brought by Thomas Fässer, a famous collector of vintage gliders of the Schweizer Segelflugstiftung.

In addition to the *Ka4 Rhönlerche*, Thomas also brought a vintage car from the beginning of the 20th century. All in all, there was a total 'vintage atmosphere;' models, gliders and vintage cars! As in all past gatherings, a good meal based on Swiss specialties could not be

missed, organised with great care by the Markus Frey's team.

Finally, the meeting was again a great success. The satisfied organisers, pilots and public are all looking forward the 11th edition of the Vintage Glider Model meeting in Müswangen. See you in 2019!

Chris Williams

The Seeadler lives another day

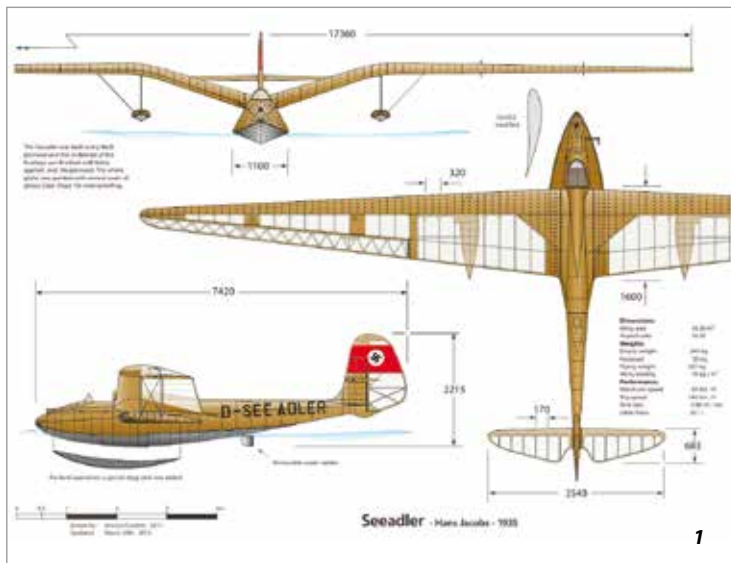


Photo captions

- 1: Vince Cockett's Seeadler 3-view
- 2: The Seeadler in flight
- 3: Vince Cockett proudly displays his creation

Vince Cockett is the founder of the Scale Soaring UK website, and sailplane historian; you may be familiar with his excellent sailplane drawings, many of which have graced the pages of this magazine.

A few years ago he researched the history of the Seeadler, built in 1935 to research cloud activity at sea. His excellent drawings were taken up by Jilles Smits and turned into a 3D CAD drawing, with files suitable for laser cutting. With the kit cut by Cliff Evans, Vince set about constructing the model at 1:3.5 scale.

Vince sent me a few notes on the build: *The fuselage was skinned twice with 0.4mm ply. The reason was to be able to create all the panel joints at scale locations.*

The 'Rope' around the lower fuselage to prevent docking damage on the full size was created from three lengths of string

and spun into rope with a home made spinner

There was concern in the design that the floats could dig into the ground when flying off grass, causing a ground loop and damage. To overcome this, the floats are mounted slightly higher than true scale to lift them a little more above the ground. The hull sits naturally deeper than the floats which gave a bit more clearance and the floats were fitted with a slight nose up attitude which would give a small amount of lift to them and on landing would mean that if the glider wing were to tip over, then the stern of the float would touch down first and being behind the centre of gravity would mean it would not create a ground loop.

The glider can be flown without the floats as did the full size later in it's life.

The pilot is modelled on Hanna Reitsch, the original test-pilot. She is complete

with her trademark helmet, and hair curl protruding, as well as wearing her Bavarian-style blouse with fancy ribbon.

The model has a removable water rudder for off-water operations which has to be removed for model operations on grass Living, as he does, on the Isle of Guernsey, it proved logistically difficult to bring the model over to the mainland to an aerotow event, but this year, he brought it across to the port of Poole, where Cliff took delivery, the plan being to fly it an upcoming aerotow at the military airbase at Middle Wallop.

As I was fortunate enough to be in attendance at the time I can report that the model flew very well, but don't take my word for it, you can see it in action by typing Flight of the Seeadler into the Google search box. Congratulations to Vince and the team for a superb effort, the Seeadler being an absolute head-turner in flight...

LETTERS TO THE EDITOR

John Halford

Dear Bruce

In the section From Around the World-UK, you mention the KH1 scorpion and I would like to correct a couple of points.

The aircraft that the GHC have is the aircraft I built. The JSH Scorpion was based on the KH1 built by Ken Homes.

The cockpit was redesigned. The wings were covered in 1/8in Gaboon ply (no fabric), it also had much larger TE drag flaps and the tail-plane was also redesigned.

I have attached a copy of an S&G article which Ken produced. It was after reading this article that I contacted Ken with a view to building another. There were no drawings except for a few sketches, so I had to produce a full set of drawings before I could start construction.

When I moved from Oxford to Weymouth I was unable to take the Scorpion with me, so the South Yorkshire Aircraft Museum

(SYAM) had it on loan. They swapped it for a T21 owned by Roy Greenslade. He did nothing with the Scorpion and it seems that he gave it back to the Museum when I asked for it back last year and threatened to take legal action to recover it. It was never the property of the SYAM to give away, and as far as I am concerned, it is still mine. I have agreed with Gary Pullen that the GHC can have it and I will get over to Lasham officially sign it over to them.

There were two sets of drawings produced. The original set (given to the SYAM) and a copy of a set I gave to somebody who contacted me with a view to build a third example. Roy Greenslade has all the stress calculation etc

Regards
John Halford

Bruce Stephenson replies:

Hi John,

Thanks for firstly gifting this rare glider to the GHC. It is great to see it being displayed in such a prominent collection, which I myself have recently witnessed the said glider. It is this sort of history that we need to document if we are to preserve our British gliding heritage for the generations to come and I thank you for taking the time to make the corrections and educating our readers further. It would make a basis of an interesting article one day!

*Regards,
Bruce*

Maria Bechtel-Fey

Hello Bruce,

Hope your Easter Weekend was nice?

This morning I got a message from our friend, and South Korea VGC Member, Moonsung Cho. He is studying in Berlin (Bionic's) and it's very interesting, I guess also for VGC News.

In Denmark, during the Rally, in the evening it was so interesting to see his experiment with a flying spider. I'm sure, some other VGC members remember this?

There is a link to the small video here on the Science Magazine website:

www.sciencemag.org/news/2018/04/watch-ballooning-spider-take-flight

Yesterday, in the NY Times there was a report about Moonsung's Spider Ballooning!

Viele Grüße,
Maria Bechtel-Fey

Bruce Stephenson replies:

Hi Maria,

I am absolutely blown away (if you excuse the pun!) by this fascinating behaviour which I am sure will be of interest to any self-respecting aviator!

Of course it is no secret that nature has inspired man to reach greater heights and it is through nature itself that man first turned to in our understanding of flight. What is so fascinating is despite all our knowledge and technology of today, mother-nature still continues to surprise us with these intriguing discoveries.

Thank you for sharing this with me and our readers.

*Regards,
Bruce*

		
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BOOK NOOK

Review: Klaus Fey

Wolf Hirth – Eine bebilderte Biografie

von Karl Buck

Dem Flugpionier, Konstrukteur, Unternehmer und Rennfahrer Wolf Hirth (1900 - 1959) widmet der Autor Karl Buck eine bebilderte Biographie. Für ältere Segelflieger ist Wolf Hirth ein Begriff und galt lange als berühmtester Segelflieger. Jüngeren Piloten ist er als Mitbegründer des Segelflugzeughersteller Schempp-Hirth zu mindestens namentlich bekannt. Karl Buck erzählt die außergewöhnliche Lebensgeschichte eines Mannes, der ein bedeutenden Flieger, Konstrukteur, Flugzeugbauer und Unternehmer war. Von den wilden 20er Jahren über die

großen Erfolge und Expeditionen 30er Jahre bis hin zu Hirths Ingenieurstätigkeit bei Schempp-Hirth während des 2. Weltkrieges und schließlich die schwierigen Nachkriegsjahre gibt das Buch einen umfassenden und detaillierten Überblick über Leben, Werk und Leistungen dieser Fliegerlegende.

Den akribisch recherchierten Text ergänzen zahlreiche Abbildungen, hierunter viele bisher nicht veröffentlichte Fotos. Hierzu hat Wolf Hirths Sohn Hellmut viele Fotos aus dem Nachlass seines Vaters und der Familie beige-steuert.



Das Buch im Format 210 x 245 mm mit Hardcover umfasst 340 Seiten und 480 Abbildungen. Es wurde vom Autor im Selbstverlag veröffentlicht und ist für 29,50 zzgl. Porto über die Website www.wolf-hirth-biografie.de zu beziehen

Wolf Hirth - An illustrated biography

Karl Buck presents an illustrated biography of the aviation pioneer, designer, entrepreneur and racer, Wolf Hirth (1900 - 1959). For older readers, Wolf Hirth is a household name and has long been considered as one of the most famous of glider pilots and co-founder of the glider manufacturer Schempp-Hirth. Karl Buck tells the extraordinary story life story of a man who from the wilds of the 1920's, went on to become a leading aviator, designer, aircraft manufacturer and entrepreneur.

With the difficult post-war years, Karl Buck has meticulously researched Hirth's entire life, with text being generously supplemented by numerous illustrations and

many previously unpublished family photographs.

In hard-cover, the book is only available in German with 340 pages and 480 illustrations. Self-published by the author and available on-line, you can order your copy today for just 29.50 Euros (ex-postage), at: www.wolf-hirth-biografie.de

**Hardcover, 340 pages, 486 illustrations
ISBN 978-3-00-057860-1
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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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Contact: Stefan Krahn, VGC-Member, e-mail: vilotte90@gmail.com



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Total flights: 18129

Total hours: 2213

Major overhaul in 2003-2010

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For further information, please contact Martijn Hoogenbosch at:
martijnhoogenbosch@gmail.com



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.

Go to the VGC Website 'Renew membership' page and pay using the 'Donate' button

