

VGC News

No. 154 - Winter 2018/2019



46th VGC Int Rally
Stendal



We Remember
Neal V. Loving



Feature Article
The S. Ambrogio



and much, much more...



PIN BOARD



Peter Underwood caught napping on the job...again...
Photo: David Underwood



Friends forever... Ian Forster makes friends with 'Beer', of the canine variety! **Photo: Alexander Gilles**



The VGC welcomes the following new members :

5753	Iain Lochrie	UK	5736	Judit Van Der Horst	The Netherlands
5752	Steve Glassett	UK	5735	Alessandro Bassalti	Italy
5751	Colin Knowles	UK	5734	Rudolf Weiss	Switzerland
5750	Robert Randall	USA	5733	Tiemo Behrmann	Germany
5749	Daren Kershaw	UK	5732	Christoph Beckert	Germany
5748	Mario Hrelja	Servia	5731	Konrad Schleinzer	Germany
5747	Tobias Grether	USA	5730	Scarlett Cartigny	Belgium
5746	Ben Hilsenrath	UK	5729	Andreas Kamp	Germany
5745	Dominik Bonhold	Germany	5728	Iris Haid-Schleinzer	Germany
5744	Adrian Lake	UK	5727	Andreas Gripp	Germany
5743	Paul Field	UK	5726	Henk Stokhorst	Netherlands
5742	James Moffat	Australia	5725	William Hartnett	UK
5741	Paul Dickson	Australia	5724	Richard Brown	UK
5740	Dave McCormick	UK	5723	Dale Travis	Canada
5739	Peter Clark	UK	5722	Ettore Schioppa	Italy
5738	Rob Hartog	The Netherlands	5721	Marcus Keller	Germany
5737	John Allison	UK	5720	Jim Williams	Australia



Colin Simpson's 14-month-old grand daughter, Thea Jakubiszyn, bravely ventures out in the 'Beast'. Could she become the fourth generation Simpson to become a solo glider pilot?
Photo: Colin Simpson



Shaun and 5-year-old Marina Gilles share their views on Stendal.
Photo: Alexander Gilles



5-year-old Ben Zahn seems to have some sort of strange affection towards old Saw's Lunak???
Photo: Christoph Zahn



Gee, I think you're finally getting the hang of it dad! At 3200m over Gaggenau, in the Black Forest, 8-year-old Sarah Gilles gives dad (Alex) a BIG thumbs up from the back-seat of the Ka2.
Photo: Alexander Gilles



Come on, get this thing on line! The Zahn boys sort out the adults in getting the Dopplerab onto the flight line.
Photo: Christoph Zahn

Ian Forster clearly thinks his first-ever glider flight in the Drop-Top T21 is totally awesome...on the other hand, Martijn Hoogenbosch, evidently thinks otherwise! **Photo: Andrea Forster**

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



<http://www.vintagegliderclub.org>

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

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Front cover: Two birds of a feather.
Rolf Bornheber (left) and Benvenutas Ivanauskas (right) fly their GB II's in close formation at Stendal.

Photo: Alexander Gilles

Rear Cover: Over the moon in a Schweizer SGS 2-33

Photo: Jim Sprandel



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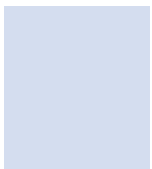
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Andrew Jarvis - VGC President

From the President's Corner



My first President's page

Well, you have a new president! What a hard act to follow, after the unique polymath, Chris Wills, the urbane Europhile doctor, Nick Newton, and the flying Dutchman with the letters VGC in his DNA, Jan Forster. So my very first duty is to speak on behalf of us all, in thanking Jan for his unmatched service and devotion to the Vintage Glider Club, to which he has contributed so much.

Now I must put my remaining, jumbled, thoughts into order and what better than chronological order? In effect a diary, so here goes...

Stendal, August sees me trying my hand at ringing the great bell. My memories of the 46th International Rally are: the great heat, a huge airfield, and a superb organiser, Matthias Jahn. Read all about it on page 14.

Home, sweet home. The garden, and miraculously the lawn, is still green. Winston Churchill said that everyone should have a hobby, preferably three. We gliding folk all have one hobby...no, a passion, but we really need at least one other. I believe gardening is the perfect complement to gliding. Rain? Great, the flowers and trees will be happy.

Then came a great occasion; the opening of the Second Hangar at the Gliding Heritage Centre at Lasham. The event was on Saturday 25th August, a truly beautiful late afternoon. A fleet of De Havilland biplanes added still more to the atmosphere. The superb hangar was opened by Sir John Allison with a lovely speech. Geoff Moore also spoke from the podium, and rightly so, since Geoff had magnanimously filled a large shortfall in the funding of the project. Geoff had 'bought the floor!' Gary Pullen and his team must have been bursting with pride, and they ran a superb day and evening.

No more time for gardening. The motorhome is on the road again, this time up to Yorkshire for the Sutton Bank Slingsby Rally. We stopped off at HusBos to check some details of the 2019 Rendezvous. I also met up with one of my heroes, Peter Andrews OBE, who at the age of 88 is still flying his ASK-14 motor glider and giving me invaluable guidance on this aircraft. Incidentally, at Hus Bos, all seemed in place for the Rendezvous, but a dates clash has just arisen! (see my report on page 10).

The Slingsby Week and Vintage Rally, which is hosted by the Yorkshire Gliding Club at Sutton Bank, is always very well attended, and many people love this place, perhaps because our host, Phil Lazenby, is just so nice! Phil is an Oly 463 enthusiast. Sadly I couldn't bring mine, as it had a broken tailskid. Not due to a heavy landing, but due to metal fatigue from bouncing about in the trailer; yet another lesson learned. On the Tuesday, Phil invited me to participate in a question-and-answer session about the VGC, and in particular, the future relationship between the VGC and the GHC. I said that it was a bit like theology, though not quite so simple!

Back to Lasham for a brief appearance at the Task Week. Not as

yet an 'official' VGC event, but like everything Gary organises, it's brilliant! The day I attended was a bit thin thermal-wise, but I had memorable first-flights in Lasham's Foka 4, and Ringmer's Ka2B, speedily restored by Jon Stiles. A word about Jon; in East London they would call him a 'diamond geezer'. He really should be on the Board, but you can hardly ever drag him out of his workshop. However he has promised to submit a report from the lively East Sussex Vintage Group.

I squeezed in a nice day at Kenley, one of my favourite sites. Forty minutes in the Ka 6CR doesn't sound much, but the morning air was crystal-clear. At the 2000 foot height limit, the whole of London was visible, and looking South, the English Channel glittering in the far distance. If we have another mini-rally at Kenley, do come- it's unique, but just clinging on. And if you happen to be visiting South London, why not pop over to Kenley for a really memorable winch launch?

Then came the VGC Annual Dinner near Zurich, superbly run by Kurt Stapfer. A really memorable occasion, so please turn to page 8 for the whole story! Now, we all know Switzerland is expensive, but it was disappointing that the only British members present were those connected with the Board, past or present. By contrast, last year at Farnborough, many European colleagues came. Next year's Dinner venue is now looking like Munster. A shortish trip, so I hope next time the Brits will stir themselves.

We have recently heard from Didier Fulchiron, the news that he has decided to step down as French Representative, on the International Council, for the simple reason that he feels he has no one to actually represent. What can one say to that? It's paradoxical- France has contributed so much to 'flying for everyman'- but somehow the VGC no longer flourishes in that beautiful country. We all very much hope that a new French representative will miraculously 'appear'.

Lastly, on a very sad note, it is time to remember our dear founder-member, Ted Hull, who died peacefully in August. His funeral was a 'humanist' one and the readings, and tributes conveyed a lovely picture of dear Ted's devotion to vintage gliding, and also his warmth to everyone he met. We heard a wonderful poem called 'Sky Fever' (based on the poet, John Masefield's 'Sea Fever') and it is reproduced on page 63.

Have I got space for just one Ted Hull aphorism? When I (inspired by Ted), acquired a Breguet Fauvette, I asked Ted what speed he usually landed at. Ted replied; 'I don't know, Andrew- I never look!' There spoke a real vintage pilot. You will find two great tributes to Ted on pages 61 and 62.

Finally, a bit of simple fun: on page 57, I invite you to 'bring a Minimoa' to Tibenham. Don't worry- just a model! I have long felt that our flying members and our aeromodelling members don't mix enough. So we can ALL get together for a happy evening at Tibenham -the only sound being crunching balsa!

I'll say goodbye till the New Year and I thank you all for granting me the great honour of being president of the world's largest, and friendliest gliding club, or should I say, family!

Andrew Jarvis
VGC President

Christine Whittaker - Chairman

Chairman's Report



A busy year ahead

Dear Members

It has been a busy few months with the VGC Rendezvous at Anklam, the International Rally at Stendal, VGC AGM, and the VGC Annual Dinner in Switzerland. Unfortunately I was not able to attend the Rendezvous due to something called work. I was able to attend part of the International meeting. It never ceases to amaze me the enthusiasm

of VGC members who put so much time and effort into organising these rallies. This was certainly the case at Stendal. Nothing was too much trouble for Matthias Jahn and his team, even to the point of filling up all the paddling pools on the camp site. You can read Andrew's reports on both the well attended Rendezvous and International rallies further on here in the VGC News.

The VGC AGM was well attended by members. I was expecting to hand over my role as Chairman but that was not to be, so I am here for one more year. At the AGM we announced three new Honorary Members, Graham Saw, Werner Ruegg and Peter Underwood, for their dedication to vintage gliding and restoration of vintage gliders and also for their belief that vintage gliders should be flown and not languish in museums. As you know, Jan Forster stepped down as President and member of the Board of VGC at this AGM and Andrew Jarvis was voted in as the VGC's new President. Ray Whittaker also stepped down as Membership Secretary and member of the Board. Walther Hoekstra has now taken over the role of Membership Secretary and was elected to the

Liebe Mitglieder,

mit dem VGC Rendezvous in Anklam, der Internationalen Rally in Stendal und dem Annual Dinner in der Schweiz liegen ereignisreiche Monate hinter uns. Zum Rendezvous konnte ich wegen beruflicher Verpflichtungen leider nicht kommen, an der Internationalen Rally konnte ich zumindest teilweise teilnehmen. Es begeistert mich immer wieder, mit welchem Enthusiasmus, großen Anstrengungen und Zeitaufwand VGC-Mitglieder diese Veranstaltungen organisieren. Kein Aufwand war Matthias Jahn und seinem Team zu groß – bis hin zum Auffüllen der Planschbecken auf dem Campingplatz. Andrew Jarvis Bericht könnt Ihr in diesen VGC News lesen.

Die VGC Mitgliederversammlung war gut besucht. Eigentlich wollte ich dort mein Amt als Vorsitzende abgeben, aber so sollte es nicht sein. Also bin ich es für ein weiteres Jahr. Graham Saw, Werner Ruegg und Peter Underwood wurden zu Ehrenmitgliedern ernannt. Hiermit würdigt der VGC ihren Einsatz für den Oldtimersegelflug, die Restaurierung von Segelflugzeugen und deren Überzeugung, dass diese Flugzeuge an den Himmel und nicht in Museen gehören. Wie Ihr wisst, ist Jan Forster bei dieser Versammlung als Präsident und Vorstandsmitglied zurückgetreten. Als neuer VGC Präsident wurde Andrew Jarvis gewählt. Für Ray Whittaker übernimmt Walther Hoekstra das Amt der Mitgliederverwaltung. Martijn Hogeboosch wurde als Nachfolger von Klaus Schickling als Rally-Sekretär in den Vorstand gewählt. Klaus Schickling und Wolfgang Ulrich wurden als Vorstandsmitglieder wiedergewählt. Anti Jouppi hat die Aufgabe des Schriftführers übernommen. Im Vorstand hat jeder seine spezifische Aufgabe.

VGC Board. Martijn Hoogenbosch was elected to the VGC Board and is also finding his feet as Rally Secretary. Klaus Schickling and Wolfgang Ulrich were both re-elected. Antti Jouppi has now taken over as Secretary. Each member of the Board has a specific role, and to this end, if you have any suggestions or observations please approach the relevant Board member as we are always open to new ideas.

It is with sadness that I have to announce the passing of one of our Honorary Members, Ted Hull. Ted had been a very active member for many years, but in recent years his health had declined and he passed away in August of this year.

A big thank you to Kurt Stapfer for organising a wonderful VGC Annual Dinner at the Hotel Wallberg, Volketswil, Switzerland. It was my pleasure to present Jan Forster with the Chairman's Cup. Jan has been an active member of the Board for over 20yrs, retiring as President this year. A T31 wire frame model was presented to Jan as a thank you. Ray Whittaker was presented with a wire model of a K6 mounted on a wooden plinth made and inscribed by a friend and fellow member, Mark Wills, for his 8 years as Membership Secretary. This year we did not have a speaker, instead there was a piano recital from two VGC members Frédéric Fischer, Composer and Beat Galliker, the accompanying poet narrator. The music was entitled "The Storm" and was dedicated to Chris Wills, but unfortunately Chris never heard it as he passed away before it was finished. It was a most enjoyable and relaxing weekend. Next year we are in Munster for the annual dinner. May I take this opportunity to wish you all a very happy festive season and see you in 2019.

Christine Whittaker, Chairman

Wenn Ihr also bestimmte Anmerkungen oder Vorschläge habt, wendet Euch an die betreffenden Vorstandsmitglieder. Wir sind immer offen für neue Ideen.

Mit Trauer muss ich Euch mitteilen, dass unser Ehrenmitglied Ted Hull verstorben ist. Über viele Jahre war Ted ein sehr aktives Mitglied unseres Clubs. In den letzten Jahren ging es ihm gesundheitlich immer schlechter und er verstarb im August.

Ein großes Dankeschön gebührt Kurt Stapfer für die Organisation eines wunderbaren VGC Annual Dinners im Hotel Walberg in Volketswil in der Schweiz. Dort war es mir eine Ehre, Jan Forster den Chairman's Cup zu überreichen. Jan war mehr als 20 Jahre aktives Vorstandsmitglied und hat dieses Jahr sein Präsidentenamt abgeben. Als Dank erhielt Jan ein Drahtmodell einer T 31. Auch Ray Withaker erhielt ein solches Modell, das einer Ka6, montiert auf einem Holzsockel, mit einer Beschriftung seines Freundes und Clukameraden Mark Wills, für seine 8jährige Tätigkeit als Membership Secretary. In diesem Jahr gab es keinen Redner. Stattdessen präsentierten die beiden VGC Mitglieder Frédéric Fischer (Klavier) und Beat Galliker (Erzähler) den Satz "Gewitter" der von Frédéric komponierten Segelflugsymphonie. Frédéric hatte seine Komposition Chris Wills gewidmet, leider konnte dieser sie selbst nicht mehr hören, weil er vor der Fertigstellung verstarb. Das Wochenende in der Schweiz war sehr unterhaltsam und entspannend. Im kommenden Jahr sehen wir uns in Münster. Bei dieser Gelegenheit möchte ich Euch allen frohe Feiertage wünschen und auf ein Wiedersehen im Jahr 2019

Christine Whittaker, Chairman

BOARD NEWS

Bruce Stephenson - Editor

Editor's Comment



Time flies!

Hello VGC News readers, Well, here we are at the conclusion to wonderful summer and yet another successful season; a time to reflect upon the happy times and those that have passed among our midst. It is also time to reflect on changes to the VGC Board after this year's AGM but let's take things one step at a time.

Firstly, for me, it was a rare chance these days to get the opportunity to attend a VGC event. With past invitations to visit the Otto Lilienthal Anklam e.V. club, and with the announcement of this year's VGC Rendezvous at Anklam, I decided to put all other things in life to one side and attend the Rally in what transpired to be a lovely location. A first for me personally, it didn't disappoint and a wonderful week of sightseeing and fun ensued. Huge thanks go out to Reggi Kasubeck and his cheerful crew for their wonderful hospitality to us all who were visiting lovely Anklam. Stendal was to see a few departures and arrivals in terms of the VGC Board. Highlighted elsewhere, I will touch upon the subject to remind readers of the enthusiasm and personal effort that our Board puts into the running of our club. To all those retiring a huge thank you and a warm welcome to those filling their places; without whom, our club would cease to exist.

Onto a more sobering subject. Let's just take a moment of silence to reflect those members that have passed away during the year. As the older generation take their leave, it is important for the club's long-term survival that we build upon the appeal of the club in the years to come. One passing of personal note is Ted Hull. May I use this opportunity to draw to your attention a wonderful uplifting and personal obituary on page 62 from Rex Moorey, which is beautifully written and is surely a worthy for your consideration as a contender for next years' Skywriters Award? In terms of the magazine, as always we encourage you all to get involved and send us any material that you think may be of interest. So a plea from me, please use your magazine to the full. We rely on your generosity and enthusiasm to help spread the word, and expand our knowledge of other nations rich and colourful gliding histories. This issue is no exception. We are proud to be able to bring you more interesting and little-known gliding histories, and we here at the VGC News team, hope you enjoy these pages. Well that's about it from me for another year. All that's left for me to say is that I hope you all have a pleasant Christmas and here's to a wonderful soaring season just around the corner! Happy Landings for 2019,

Bruce

The VGC Welcomes

After this year's AGM, the VGC saw several key retirements with new Board members being voted onto the Board. We would like to take this opportunity to introduce to you, your new VGC Board members.

VGC Secretary: Antti Jouppi

VGC Membership Secretary: Walther Hoekstra



The VGC Board is delighted to welcome Antti Jouppi to the Board. Antti takes up the vacant role of Club Secretary from Christine Whittaker, who

has taken up her new role as Chairman. A VGC member since 2014, Antti started gliding in 1986 at RAF Keevil. Retired and living in Finland, he is a keen member of Oldtimer Finland and brings to the Board his valued experience in various management roles within recreational aviation.

Antti's first glider was a Ka 8 and had long been an admirer of vintage gliders, and currently owns a share in a Ka 6cr, and has SZD-30 Pirat restoration underway.

On behalf of the entire club, the Board would like to both thank Antti for volunteering his services for this important and rewarding role and we all look forward to working with Antti in making your club a better club.

Thank you Antti



The VGC Board is delighted to welcome Walther Hoekstra to the Board. Walther has taken over the role as membership

secretary after Ray Whittaker's years of valued service. Living Terheijden, near Breda, in the Netherlands, Walther learnt to fly in 1987 at the Vliegclub Haamstede, on the North Sea coast. In 1999 Walther qualified as an instructor and today flies with the Gilzer Luchtvaartclub Illustrious, at Gilze-Rijen, a military helicopter base.

Walther became involved with the VGC after a friend, Thomas van de Ven (co-owner of a Ka 2b), who invited Walther to accompany him to the 2000 VGC International Rally at Tibenham. Walther was instantly hooked and has been a member ever since. Clearly an enthusiast of Schleicher, Walther owns a Ka2b,

Ka 6CR and a Ka7. Not only that, Walther is a one-man gliding band, and even owns his own vintage Su-Coe glider winch!

Married to Marlou (who also enjoys attending VGC International Rallies), Walther is a registered Civil Engineer, and has an avid interest in classic cars, owning a lovely little Dutch Daf 33, and enjoys keeping chickens.

Walther is passionate about the VGC, so when Ray Whittaker made his intention to retire, Walther decided to offer his services in the interests of continuity of the club he values greatly.

On behalf of the entire club, the Board would like to both thank Walther for volunteering his services for this important and rewarding role and we all look forward to working with Walther in making your club a better club.

Thank you Walther

VGC International Rally Secretary: Martijn Hoogenbosch



The VGC Board is delighted to welcome Martijn Hoogenbosch to the Board. Martijn takes over the role from Klaus Schickling after his many years of valued work in giving us a varied and full International Rally Calendar over the past few years and into the future!

From a household that oozes gliding, Martijn and his well-known, and lovely VGC wife, Astrid, live (where else?) within walking distance to his local glider field at Hilversham, just on the outskirts of Amsterdam. Martijn started gliding in 1981 and in 1994 became a glider ARI/AMP technician and can be found beavering away during the winter months in the club workshop. With a love for colourful and beautiful gliders, vintage had a natural appeal to Martijn, and in 1988, both Martijn and Astrid joined the Dutch VHZ. Just four years later they were both members of the VGC, with unsurprisingly, shares in many vintage machines; such as the T21 Top-Drop, Prefect and a Pirat, not to mention Astrid's favourite toy, her distinctive little Ka6 which is a regular feature at so many VGC International Rallies.

In 2017 Martijn was elected as the VGC Vice-President for the Netherlands; but of course there was an ulterior motive! Whilst attending the VGC Rally in stunning Port Moak, Scotland, this year and with some expert coaxing whilst his guard was down, Martijn found himself being persuaded to 'volunteer' his services to replace Klaus upon his retirement from role as International Rally Secretary. With his valuable past experience of helping to organise the International Rally at Terlet in 2015, clearly Martijn was perfect for the job and with Astrid's blessing, decided to accept this 'generous and fantastic' offer.

Astrid and Martijn have two son's, one of which is a fanatical glider pilot and is now an airline pilot with KLM. When not gliding, Martijn enjoys his time in the garden and has recently started a restoration project on a Fokker Olympia glider.

On behalf of the entire club, the Board would like to thank Astrid in allowing Martijn to volunteer his services for this important and rewarding role and we all look forward to working with Martijn in making your club a better club.

Thank you Martijn

German Text: Daniel Steffen. English Text: Andrew Jarvis

VGC Annual Dinner 2018, Zürich

Ein gelungener Abschluss einer wunderbaren Saison



JU-Air Ju 52 vor dem Start zu einem Rundflug
JU-Air JU52 awaits some lucky passengers. Photo: Alex Gilles



Frédéric Fischer (Piano) und Beat Galliker (Erzähler) beim musikalischen Höhepunkt des Abends. Frédéric Fischer (piano), and Beat Galliker narrator), provided the musical highlight of the evening. Photo: Daniel Steffen

Im August 1973 fuhr Willi Schwarzenbach aus Lausanne mit seiner Spalinger S 18 IIB HB-411 zu einer Segelflug Oldtimer Rallye nach Husbands Bosworth in England. Viele seiner Schweizer Kollegen dachten, dass Willi nun definitiv den Verstand verloren hatte: Da fuhr einer mit einem veralteten Segelflugzeug tausend Kilometer weit an einen Ort mit ausserordentlich ungünstigen Segelflugbedingungen. Das macht doch keinen Sinn! Willi Schwarzenbach ließ sich nicht beirren und half in Husbands Bosworth mit, den Vintage Glider Club zu gründen. In den nächsten drei Jahrzehnten vertrat Willi die Schweiz im VGC.

Bereits 1975 fand das erste Internationale Vintage Glider Meeting in der Schweiz statt. Segelflieger aus aller Herren Länder waren vom Städtchen Gruyère und der Landschaft darum herum begeistert. Weitere Schweizer VGC-Ralleys folgten: 1979 in Thun, 1985 in Amlikon und 1991 in Schmerlat. Alle Ralleys – auch jene ausserhalb der Schweiz – werden traditionell mit einer Schweizer Kuh-

glocke ein- und ausgeläutet. Heute wären die Schweizer Segelflugplätze dem Ansturm einer VGC-Rally kaum mehr gewachsen. Doch ein Annual Dinner – der zweitwichtigste Anlass in einem VGC-Vereinsjahr – das sollte gehen.

Am 6. Oktober 2018 war es soweit: Über fünfzig VGC-Mitglieder aus Italien, Tschechien, Deutschland, Holland, England nahmen den Weg zum ersten Annual Dinner in der Schweiz unter die Räder. Am Vor- und Nachmittag stand ein Besuch im Air Force Center Dübendorf und/oder ein Flug mit der Ju 52 auf dem Programm. Viele Gäste nutzten die einmalige Gelegenheit. Um 19.00 konnte der Organisator Kurt Stapfer seine Gäste im Dinner-Hotel in Volketswil begrüßen. Viele trugen Kleider, welche dem Dinner eine festliche Note gaben.

Für den Höhepunkt des Abends sorgte Frédéric Fischer. Er spielte zu Ehren des verstorbenen Chris Wills auf einem Flügel (ist auch ein Musikinstrument) ein selbst komponiertes Stück mit

dem Titel 'Gewittersegelflug'. Der Bericht 'Ein Mädchen segelt im Gewittersturm' von Jolantha Tschudi von 1946 hat ihn zum diesem Musikstück inspiriert. Unterstützt wurde Frédéric von Erzähler Beat Galliker. Beide sind neben der Musik auch Experten der Segelfluggeschichte. Der Applaus war euphorisch. Es folgte die recht komplizierte Verteilung von unzähligen Awards im 2018. Hier hat der Schweizer VGC-Korrespondent die Übersicht verloren. Vielleicht gibt es eine offizielle Liste an einer anderen Stelle der VGC New. No. 154. Die grösste Freude hatte Alexander Gilles, welcher als Anerkennung für seine tollen Fotos die Zielkamera einer Spitfire erhalten hat. Er hat seinen Award verdient! Die Hauptbeschäftigung des Abends war jedoch der lockere Austausch mit Gleichgesinnten aus anderen Ländern. Vielleicht werden ja nicht mehr 44 Jahre bis zum nächsten Annual Dinner in der Schweiz vergehen.

Daniel Steffen

A wonderful round-up to a wonderful season

The 2018 VGC Annual Dinner was held at the Hotel Wallbeck, on the outskirts of Zurich. The organiser was Kurt Stapfer, who had been planning the event for more than a year. The hotel is modern, airy and spacious.

Saturday 6th October was a very busy day. In the morning, as usual, a VGC Board meeting was held, setting out the framework for the coming years. Meanwhile Kurt had arranged a visit to the Dubendorf Aviation Museum, and also a really special event, a flight in one of the historic Ju52 tri-motor aircraft which operate from the adjacent airfield. Those who took the flight were all treated to an unforgettable experience; the morning cloud had cleared and sunshine bathed the unique mountain-scape of Switzerland. Then back down to earth and back to the hotel. About 60 of us gathered in the airy dining room whose lofty ceiling gave ideal acoustics. The dinner comprised of the traditional three courses, all of superb quality (what else, this is Switzerland!) After the main course, and before the dessert, a beautiful, almost surreal musical 'concerto' was staged.

At the vintage-looking grand piano was seated a whimsical, bearded man, whom we learned was Frédéric Fischer. You may not know the name, but Frédéric is a genius; a professional musician and composer, but he also builds and flies the most perfect model gliders imaginable. His three-movement piano concerto was accompanied in beautiful diction by prose in German (fortunately with an English printed translation), describing a terrifying glider flight in a thunderstorm, and eventual escape to calm blue skies, and a gentle landing. I was lost for words, but happily, our past president and resident musician, Nick Newton, sprang up to deliver an eloquent tribute of thanks to Frédéric, whom Nick had actually met many years earlier. Frédéric built an amazing Russian flying-wing model, the BP-3 in both 1:25 and 1:3 scale. This later led to Markus Frey building a huge half-sized replica using Frédéric's drawings! [see VGC News Issue 149-Ed]. While the diners were still going back for 'seconds' of the wonderful dessert, Chairman Chris Whittaker and I felt it was time to make a start on the awards; and there were quite a few, though sadly some were awarded in absentia. First, there were three Honorary Memberships to be awarded; Werner Ruegg was very much present at the Dinner and it was a pleasure to present the framed certificate to Werner, who is real stalwart of the VGC. Next was Graham Saw, our ageless founder member, and lastly, dear Peter Underwood, still rebuilding Kites (with his son David), at the age of over 90. Both were warmly applauded in their absence. Firstly, the prestigious Syd Davies Trophy went to Klaus Schickling, retiring from his role as International Rally Secretary



Alexander sinniert über mögliche Einsätze seiner neuen Spitfire Zielkamera. Alexander Gilles ponders his next 'German target' with his new Spitfire gun-camera. Photo: via Alexander Gilles (who else!)

after nine years. Jiri Lenik, who had travelled from faraway Rana, was awarded the International Challenge Trophy for the best restoration, this being his re-creation of the Grey Wolf pre-war two-seater, an 11 year project. Russell Hardcastle and Adlphé Wilsche received medals for outstanding restorations of the Meise and Mü 13D respectively. The latter recently featured on the cover of S&G (Oct/Nov). Next, something completely different; three fine Dutch members were given the Phil Tiley award for an outstanding non-flying activity at the Rally. This was for their humanitarian support for a disabled colleague. The recipients were Marlou Hoekstra, Marja Osinga and Martijn Hoogenbosch.

Then came the Skywriter Award, for which the deserving recipient was our American magazine team-member and regular contributor, Raul Blacksten, for his recent excellent article on the Zanon pre-war American glider. Los Angeles to Zurich was a bit far for Raul to come, so we read his thanks from an email he had sent to Christine Whittaker [see page 61].

Then we made the award for the best flight at the International Rally. This had also been a hard choice, but it went to Constanze Bruun, for an 8½ hour flight in her Ka6. Connie (as she is also known as) also couldn't attend, but we again read from her email in which she movingly told us that the totally different and non-competitive spirit of the VGC had restored her devotion to gliding, in which she had considered giving up [see page 60].

Ray Whittaker was up next and was awarded a wire-frame model Ka6, in recognition of his eight years in the challenging task of Membership Secretary, now replaced by Walther Hoekstra (although still helped by Ray with the UK members).

The final official VGC award was the Chairman's Cup, which Christine presented to Jan Forster, who had, after 20 years, stepped down from the Board, finishing as President this year. It was impossible to find words to fully match Jan's lifelong devotion and contribution to the VGC, and in particular, to historic gliding in general. His presence on the Board will be greatly missed.

Finally came a unique award. Gere Tischler called for Alexander Gilles to come forward, who to his total surprise, was presented with a 'brand new' RAF-issue G45 gun camera. Yes, the one fitted to Spitfires! This was in recognition, not only of Alexander's unmatched air-to-air photography, but also the countless hours he has devoted to pictorial work for our club. An RAF camera for a skilled German photographer? Well yes, that's the VGC!

It just remained for me to make a small presentation of a bottle of champagne to Kurt Stapfer, for having single-handedly organised this wonderful dinner and weekend in Zurich.

Andrew Jarvis

2018 VINTAGE GLIDER CLUB AWARDS

2018 STIMMZETTEL FÜR POKALE UND AUSZEICHNUNGEN DES VGC

AWARD/POKAL	DEFINITION/BESCHREIBUNG	AWARDED TO
Syd Davies Trophy	<ul style="list-style-type: none"> Award for exceptional Service to the VGC during the past year(s) Auszeichnung für außergewöhnliche Verdienste für den VGC innerhalb des letzten Jahres 	Klaus Schickling For his 9 years as Rally Secretary
International Rally Best Achievement Trophy	<ul style="list-style-type: none"> Best flight at the International Rally Außergewöhnlicher Flug während der Internationalen Rallye 	Connie Bruun For her flight of 8.5hrs in a Ka6
International Rally Challenge Trophy	<ul style="list-style-type: none"> Awarded to the best restoration of a vintage or classic glider attending the International Rally Auszeichnung für die beste Restaurierung bei der Internationalen Rallye 	Jiri Lenik "Grey Wolf" as it took 11 years to build
Commendation Prizes for good restorations	<ul style="list-style-type: none"> Medal(s) for a good restoration work attending the International Rally Medaille(n) für eine gute Restaurierung bei der Internationalen Rallye 	Russell Hardcastle Restoration of Meise Adolf Wislich Restoration of Mu 13D
Phil Tiley Memorial Cup	<ul style="list-style-type: none"> Outstanding non - flying contribution to the VGC during the Rally or in the past year Außergewöhnliches Ereignis während der Rallye, das nichts mit Fliegen zu tun hat 	Martijn Hoogenbosch, Marlou Hoekstra, Marja Osinga For assisting Jan de Vries a fellow Dutch member
Chairmans Trophy	<ul style="list-style-type: none"> Founded by David Shrimpton and awarded for meritorious services to the VGC Gestiftet von David Shrimpton für verdienstvolle Leistungen für den VGC 	Jan Forster For his commitment over the many years he had been a member and Director of the VGC
Skywriters Award	<ul style="list-style-type: none"> Best written Article in the VGC News over the year Bester Artikel in den VGC News im Laufe des Jahres 	Raul Blackstein For his article: The Zanonia; the west's first 30:1 sailplane



ANDREW JARVIS - UK RALLY SECRETARY
e-mail: ukrallysec@vintagegliderclub.org

Andrew Jarvis

Goodwood and upcoming UK Rally events

Every September there is a very English event the Goodwood Revival where the well-heeled take their Jaguars and Bentleys to a glorious weekend binge of mechanical nostalgia.

Through a chance phone call, the Parham group were invited to bring their T21, which carries 1950's ATC markings (silver with yellow wing and fuselage bands). There was an RAF Centenary theme, hence the invitation. It was great fun arriving by glider in the power circuit. The T21 was secured next to the Slingsby Swallow, just restored by David Clark of the GHC, and aero-towed in from Lasham, by Gary Pullen that same morning.

I met an 80-year-old pilot, still flying, with a heroic cold-war RAF

past. I hope I can enrol him to Southdown GC and maybe the VGC too. Next year it looks as if Graham Saw will be on the guest list with his glorious Petrel. Since the Shoreham catastrophe, the Goodwood flying has been drastically curtailed, but maybe vintage gliding in the evening is just what they need? Graham's Whispering Wardrobes Rally at Booker was washed out by rain, but he will be in action several times next year at the various Shuttleworth displays, which will all include gliding.

The UK National Rally for 2019 will be at Sutton Bank. The dates are Saturday May the 25th to Friday May the 31st. Many British members will know the site well. It's a long drive for many of us, but Yorkshire is beautiful; well this part is. If you haven't been be-

UPCOMING EVENTS



David Clarke's Swallow and the Parham Group's T-21 help turn the clocks back to another age; which is the whole point of Goodwood Revival! Photo: David Clarke

fore, I hope your vehicle has a good clutch, but don't worry, the hill climb is only half of that of the Long Mynd's! I know you will all be warmly welcomed by Phil Lazenby. You'll also find lots of space, and all the fresh air you can breathe, but electricity, while available in much of Yorkshire, may not have reached all of the camping area, so be prepared!

For hill-soaring enthusiasts, Mike Armstrong assures us that there will be another Camphill/Capstan Rally. The dates are Friday June the 21st to Saturday, June the 29th. Last year's event had some brilliant soaring conditions, with great cross-country flights. Perhaps most notably was Tom Edwards, squeezed into his little Ka-8

and achieving a 169km triangle on the opening day of the rally.

By the time you read this, the Rendezvous and 47th International Rallies will only be six months away. I know I'm not supposed to be involved with these important rallies now that Martijn is firmly in charge. But having launched these two events, I can't help feeling a 'parental interest'. Just to start with, the International team at Tibenham have everything in hand, and the event looks like being a great sequel to those of 2000, and 2010. At the Hus-Bos Rendezvous, a hiccup has occurred. Basically we have had to cut the Rendezvous flying days down to just four; Monday to Thursday due to a date clash with a BGA Competition which finishes on the opening weekend of the Rendezvous. It's matter of doing the 'sightseeing' before the flying, but I'm sure it will still be a great event.

Looking over the horizon, the 2020 UK National Rally will see us back at the incomparable Long Mynd. We were given a terrific welcome in 2015 and it will be a great pleasure to return to this dramatic site.

Also exciting and very different will be the 2021 event, which will be hosted by the Ulster Gliding Club, where our contact is the dynamic Owen Anderson. There's a ferry to pay for and its aerotow only, but no problem, just put aside £2 a week and it will be free! I am still UK Rally Secretary. It's very hard to find a non-conflicting date for a new rally, but if you are planning even a weekend event, it would be nice to hear from you.

Jim Short

Planning starts for IVSM 2020

Plans are already underway for the 2020 IVSM International Sailplane Meeting at Harris Hill, upstate NY, with an advanced warm welcome going out to our International Vintage Enthusiasts to attend this unique and exciting event!

The 7th International Vintage Sailplane Meet (IVSM) will be held at Harris Hill Gliderport in Elmira, New York from 4 – 11 July, 2020 with hopes to attract as many VGC members and international vintage sailplane enthusiasts as possible. The timing of the IVSM is intended to allow interesting additional opportunities for vacations and visits to the EAA AirVenture in Oshkosh, Wisconsin, later in July. Adding to the extensive list of volunteers listed in the previous issue of VGC News are VSA members Rusty Lowry, coordinating operational safety between IVSM participants, and Harris Hill Gliderport operations, and Phil Westcott, owner of the well-known 1952 Schweizer 1-23B, and a director of both the HHSC and National Soaring Museum

IVSM posters and advertisements will feature Chad Wille's beautifully restored MU-1 'Midwest Utility' that was designed by Arthur B. Schultz in the late 30's and certified in 1944. Wille's 'Midwest' is the sole existing example of this outstanding Utility glider that was intended to be a low-cost, easy-to-fly solo training sailplane in the years before 1940. There will be informative talks on the



Quintessentially American. IVSM 2016, a clutch of American ships on the hallowed hill, Elmira. Photo: Peter F. Selinger

Midwest and it will be featured on a regular basis near the NSM when it is not flying over Harris Hill.

A variety of rare and newly restored sailplanes are expected to attend IVSM 2020. Updates will be published in upcoming issues of VGC News and interested enthusiasts may ask questions by emailing: info@soaringmuseum.org



UPCOMING EVENTS

2019 Vintage Rally Dates

02/05/2019 – 05/05/2019	Eastern Vintage/Classic Regatta	Chilhowee Gliderport, Benton,
24/05/2019 – 27/05/2019	Western Vintage/Classic Regatta	Mountain Valley Airport (L94) Tehachapi
25/05/2019 – 31/05/2019	VGC UK National Rally 2019	Sutton Bank Airfield, UK
25/05/2019 – 01/06/2019	Sohaj Competition	Rana, CZ
28/05/2019 – 06/06/2019	1-26 Championships & Low Performance Contest	Moriarty Airport, NM
30/05/2019 – 02/06/2019	35 National Dutch Oldtimer Rally	Noordkop, Netherlands
30/05/2019 – 02/06/2019	Golden Age Glider Gathering	The "Golden Age Air Museum" in Bethel, PA
13/06/2019 – 16/06/2019	Midwest Vintage/Classic Regatta	Lawrenceville-Vincennes Airport (LWV),
15/06/2019 – 15/06/2019	VSA Annual Meeting	Lawrenceville-Vincennes Airport (LWV)
15/06/2019 – 22/06/2019	26 th Czech National Rally	Jicin, CZ
22/07/2019 – 25/07/2019	VGC Rendezvous 2019	Husbands Bosworth, UK
04/07/2019 – 07/07/2019	Vintage/Classic Regatta	Garner Gliderport in southeast Virginia
27/07/2019 – 03/08/2019	47 th VGC International Rally 2019	Tibbenham, UK
30/08/2019 – 02/09/2019	Experimental Soaring Association Western Workshop/Vintage Sailplane Regatta	Mountain Valley Airport (L94) Tehachapi
30/08/2019 – 01/09/2019	Dutch Ka6 Rally	Malden gliderport, Netherlands
16/09/2019 – 20/09/2019	Dutch Autumn Rally	Asperden, Germany
19/09/2019 – 22/09/2019	Great Plains Vintage/ Classic Regatta	Wichita Gliderport, KS
05/10/2019 – 06/10/2019	Annual Dinner	Munster, Germany
11/10/2019 – 13/10/2019	Hood River 2 nd Saturday Glider Weekend	Western Antique Automobile and Aeroplane Museum (WAAAM), Hood River, OR

2020 Vintage Rally Dates

26/06/2020 – 29/06/2020	Massey, MD. IVSM Vintage Rendezvous	Planning still in process
04/07/2020 – 11/07/2020	International Vintage Sailplane Meet 2020 (IVSM 2020)	Harris Hill Gliderport, Elmira, New York USA
25/07/2020 – 30/07/2020	VGC Rendezvous 2020	Lingen, Germany
01/08/2020 – 09/08/2020	48 th VGC International Rally 2020	Achmer, Germany

RALLY REPORTS

We here at the aviation club, 'Otto Lilienthal' Anklam e.V., were proud to host the 2018 International Vintage Glider Club Rendezvous here in Anklam. From the 27th to the 28th July, 12 nations and 120 participants with 49 historic gliders gathered in Anklam. Some participants had travelled the week earlier to explore the birthplace of Otto Lilienthal, the first human to have flown. The longest journey was a Scottish participant, David Weekes, who had travelled 2200km. During the week, we carried out a total of over 400 launches. Due to the good, warm weather, the participants were able to perform many hours of flying. Even cross-country flights were carried out with these historic aircraft. Some of the Grunau Babies even flew over 50km. Daily excursions were offered, for instance to Peenemünde, the cradle of space travel and 'Hangar 10' with the largest collection of airworthy warbirds in Germany. Of course the island of Usedom, with more than 40km of long sandy beaches, the imperial baths and the historic resort architecture were popular attractions too. The Lilienthal Museum was a must for many visitors, with guided tours by the museum director, Dr. Ing. Lukasch.

Monday the 23rd saw the official opening of the meeting. The participants were warmly welcomed by the mayor of Anklam, Mr. Galander, the Secretary of State of Mecklenburg-Vorpommern, Mr. Dahlmann, the museum director, Dr. Lukasch and the American Consul of the Consulate General in Hamburg, Mrs. Hammond, who also read a message from Jim Short on behalf of the American section of the VGC, the VSA. Despite time per speaker

Reginald Kasubeck

Perfect in every way

VGC Rendezvous 2018, Anklam, Germany

Germany



Anklam's lovely airfield was a wonderful setting for a wonderful week of vintage fun!
Photo: Simon Swart

being limited to five minutes, the speeches proved very entertaining and received great applause by the guests. Special thanks go out to our main sponsors, the city and the State of Förderverein Otto Lilienthal. As the State of Ohio in America display 'birthplace of aviation' [as officially declared by the American Congress in 2003], it was decided that the record need to be put straight and the

American Consul were given license plate holders with the inscription 'Anklam first in flight' and Mrs Hammond was given a flight in one of the Oldtimer gliders. Also our new aircraft trailer was unveiled, which was purchased through subsidies. On the Wednesday (25.07), after the briefing, an ecumenical field service was held, which was very well received. The priest was rewarded with long-lasting applause.



American Consulate General in Hamburg, Mrs Hammond (left) and Rally Organiser, Reginald Kasubeck (right) relax after the formalities!
Photo: Reginald Kasubeck

12-year-old Charles Stephenson tries his hand on the tricky, but popular, Lilienthal Museum simulator. Photo: Bruce Stephenson



The Danish Kranich blasts off for another adventure above Anklam. Photo: Reginald Kasubeck

RALLY REPORTS



In many ways, Anklam was like a 1970's time capsule with its lovely Bocian and Pirat's, complete down to this gorgeous and immaculate original VW Type II Crew Bus!
Photo: Bruce Stephenson



Happiness is a T21... 11-year-old George Stephenson thinks Klaus Schickling's T-21 is the bees-knees! (Many Rally goers owe Klaus a big thank you for his generosity in allowing many of us to get into the air). Photo: Bruce Stephenson

That same evening we had a great laser show on the apron. Many of the participants said that they had never seen such a thing. The whole thing was crowned by the blood-red moon and the overflight of the ISS [International Space Station].

On Saturday the 28th of July saw the closing ceremony and party to round up a successful week.

Many of the guests said it was a great week and they expressed a desire to come back to Anklam.

We felt very honoured when the VGC presented us with gifts and medals, which was particularly satisfying to receive so many heartfelt words of thanks and the very uplifting reports on social media.

Andrew Jarvis

Germany

Wild weather and happy memories...

46th VGC International Rally 2018, Stendal, Germany



The rare and lovely Lom 57 Libelle belonging to Sandro Rutz nestles inside one of the vast Stendal hangars. Photo: Alexander Gilles

it was a Mig 21, right by the striped pole of the security barrier. The Mig looked as if it just landed after maybe a brush with some F-104's. The camping area was huge and had been planted with lots of trees. Unfortunately we were about 20 years too early to benefit from the shade they might offer. The sun beat down relentlessly, especially as you made the 30 minute walk to the far launch point. There were two remarkable hangars with concrete roofs supported by a spider-work of steel. Hangars are often described as being 'cathedral-like', but these really did look like the dome of St Paul's, sliced in two, with a huge section grafted in. One hangar swallowed up all the gliders, while the other served as an airy and (relatively) cool briefing room. Actually, the hangars were literally that; they were designed in the 1930's to hang hundreds of parachutes, as well as providing practice indoor drops.

The 46th International Rally was officially opened at 10am by our outgoing President, Jan Forster. For Jan, a poignant moment, as this was the third and last time he would sound the bell to open an Interna-

Stendal, (or spelt Steindal in the Middle Ages), is a quiet, historic town about 100 km west of Berlin. It was one of the Hanseatic League of important trading cities, which, even in the 14th Century, provided a precursor to the EU, and as Britain wasn't in-

cluded, also a proto-Brexit! So, lots of history, but more importantly for us, it has a very substantial ex -military Flugplatz; just the job for a large VGC International Rally, but you needed a bike as well as a glider!

As with our last two European rallies, some Russian hardware greeted us. In this case,

RALLY REPORTS



Old and New....Presidents that is. Handing over of the Ceremonial Bell.... Old on the left, slightly newer on the right.... Photo: Alexander Gilles



The lovely little Moswey III operated by Schänis Soaring and flown by Jürg Thomas Weiss. Photo: Robert Verhegghen

tional Rally. There followed a meticulous briefing covering the details of the occasional airport traffic, four-cable winching, and aero-tows (always referred to as 'F-Schlepps').

Only after this briefing did most of us realise the sheer length of this ex-military aerodrome. Getting a glider to the launch point could be quite an ordeal, and several pilots found it quicker simply to rig, and keep their gliders at the 'far end'. Flying started on the Monday without incident.

Tuesday saw some great climbs to 7,000, or 8,000 feet. The Shrimpton's cute looking Motor Spatz got airborne after a very long restoration, but the extreme temperature led to the Hirth 4-cylinder 2-stroke engine over-heating somewhat. Russ Hardcastle's ultra-perfect German-built Meise was towed out but Russ was rightly worried about the impending rain and his 5,000 hour masterpiece made a precautionary retreat to the great hangar. Another magnificent restoration was that of the Mü13D. A problem for the Meise and some others was slackness in the aileron cables caused by the heat.

Tuesday was also the famous International Evening, that unique VGC tradition of multi-national culinary surprises and much more.

Wednesday was one of the hottest days, with a cloud-base of 2,500 metres. Graham Saw in the Petrel, and Lofty Russell in his Minimoo, reached 8000 feet; when were two gull-wingers last at that height? Down at the double-launch point however, there was some drama. Without warning, a megathermal whooshed up, threatening several gliders. The one which came off worst was the Italian Bergfalke, I-EVAM, whose rudder was torn right off. Perhaps a blessing in disguise, as closer inspection showed that the lower rudder hinge had perhaps 'seen better days.' That night a long-threatening occluded front finally arrived, bringing the first rain for many weeks, along with thunder which lasted throughout the night.

Thursday started very dull, so the Achmer team, headed by Harald Kamper, mustered a bungee crew. Ulf Kern climbed into Jiri Lenik's beautiful varnished Krajanek. The first launch had a slight tailwind. At the next attempt, into wind, near-disaster

struck. The bungee broke under tension due to a splice separating. Fortunately no one was hurt, but the poor Krajanek's fuselage was grievously injured.

Thursday evening was the AGM. There were several important changes on the Board (for full details, see page 9). Jan Forster resigned from the Board after his many, many years' devoted service; first as Technical Officer, then Chairman, and finally as President. Ray Whittaker stepped down after his great stint as Membership Secretary, to be replaced by Walther Hoekstra. Christine Whittaker generously undertook to remain as Chairman for a further year. Sue Brooke resigned after (in my opinion) saving the Club with her rigorous financial discipline. We were all relieved to learn that Sue will stay on in a supervisory role until, like a character in a fairy tale, her perfect replacement is found!, Klaus Schickling's great era as Rally Secretary ended with his replacement by Martijn Hoogenbosch. Finally, one Andrew Jarvis suddenly found himself elected as President; though there had been prior warning that this might happen!



Harald Kamper (left) briefs the 'Bungee' crew before the assault on the poor old Krajanek. Photo: Andrew Jarvis



The faddish David Weekes, along with his lovely Skylark 4, is part of the VGC International furniture! Photo: Alexander Gilles

RALLY REPORTS



Daniel Jarmin gives a big thumbs up to Stendal! Photo: Alexander Gilles



Campfire entertainment in the charming fashion of Stefano Bassalti (left), and Markus Klemmer (right), drifted out across the campsite. Photo: Andrew Jarvis

The Rally continued with an accelerating launch rate. There were 76 winch launches on the Friday, which was quite an achievement with a 1.5km tow-out and the loss of one winch through mechanical breakdown. A welcome change in the weather came with a weak cold front on the Saturday, which brought a full 10 degree drop in temperature, but alas, not a drop of rain. It was marvellous to see classics such as the Dunstable Minimoa turning on a wingtip in the narrow thermals of the lively post-frontal air. Over on the winch side, it wasn't so easy, as the low-level thermals were meagre.

Over the weekend there was a flea-market on the airfield. Perhaps not a lot for most of us to buy, but some children's bikes looked perfect as a source of wingtip wheels!

The historic town of Stendal was about 5 kms away, perfect for an evening bike ride. It is a charming and quiet town, with innumerable period houses and two major churches, both with twin steeples.

On the Sunday, the north-west wind was very brisk and conditions were not easy. Monday was calmer, but blue and extremely hot. A splendid German Evening was held, with a huge banquet laid out for us, while a Big Band played, never missing a beat.

On the subject of music, a remarkable thing happened during the week; strains of jazz drifted out over the campsite. Investigation revealed the source of the music; a unique jazz duo had been formed spontaneously by Stefano Bassalti on trumpet and Markus Klemmer on banjo. Who could not be touched by the happiness radiating from this international duo?

Tuesday was again hot and blue. Launch problems developed, with winching down to two cables. Meanwhile the the micro-light tugs were unable to launch two-seat-

ers in the prevailing conditions; very hot, slightly uphill, and minimal wind. Happily, a Rallye tug was flown in and some two-seater launches resumed, including the repaired Italian Bergfalke. By the last two full days, queues were shorter and it was well worth a launch into the gentler thermals.

The rally closed on Friday. Andrew Jarvis, as novice President of the VGC, was ably helped by once again by Martijn Hoogenbosch (our new International Rally Secretary) as the VGC formally thanked the organisers, and Mathias Jahn in particular, for their superb organisation and extremely hard work in conditions of tropical heat. The closing ceremony is quite a complicated affair, but one important stage was omitted, the lowering of the VGC banner. This was because, with quite incredible timing, at that very moment, the intense

heat wave broke with a violent thunderstorm. Minutes later, Rally Organiser, Mathias Jahn, suddenly disappeared and we soon learned that his splendid control tower had had its roof blown right off by a lightning strike!

Throughout the rally Mathias had proved what a remarkable person he is; a former fighter pilot (flying Mig 21's, even including the gate guardian), and is now a brilliant airport manager. At the National Evening he was even spotted washing beer glasses - now, that's real management.

So our 46th International Rally closed on a turbulent note; the beer tent was literally washed away by the storm but it could not wash away our happy memories, let alone our gratitude, to the 54 Stendal club members who gave up their holidays to 'keep the show on the road.'



Getting away from the searing heat saw Firmin Henrard going high to cool off in his gorgeous Nord 2000. Photo: Robert Verhegghen

RALLY REPORTS

Bernt Hall

Sweden

The Swedish Gliding Veteran Association (Segelflygets Veteransällskap ie SVS) runs one flying weekend at Ålleberg every month starting in April and ending in October. In July however we have one full week of flying. This years event, from July 14 to 22, was blessed with sunny warm weather, high cloudbases, and above all, many nice people attending. Among them were also several International guests from Holland, Germany and Norway. We hope to have more in the future! Also quite a bunch of new members turned up, mostly 'young ones', which means below 55! The location of Ålleberg is near the city of Falköping, right between the two big lakes of Vättern and Vänern.

Ålleberg is a small sized Wasserkuppe, with a hilltop grass-runway of 700m established in 1940. It is approximately 150m above the surrounding flatlands which is enough for good slope-soaring, although the weather was more suitable for thermal soaring this year. Cloudbases even reached 2500m some days which was nice and cool with more than 30 deg. on the ground. Only one day was scrapped. You can view video footage of the rally on YouTube (search for: **Slingsby 180720**). Almost every launch was 1 hour or more. We have a nice restaurant, hostel and camping on site, all run by the Swedish Soaring Federations gliding school for instructors. And we have a gliding Museum that has to be seen. It houses some very rare gliders (static and flying). The hangar that houses the Museum was celebrated this year as it is 75-years-old. The surroundings and nature is very nice and relaxing. The participants enjoy the social get together, especially in the evenings. We are especially promoting what we call

Ålleberg action 2018!



A nice view of the wonderful museum at Ålleberg. Many of the exhibits are still flown.

Retrogliders, those designed between 1955 and 1970. Therefore we were happy to see Bert Kluitenberg, and family, from Holland with his Ka6 CR. Next year we expect to add our own Ka6 CR and a newly donated Vasama to the flying fleet. There are also several privately owned retrogliders on site. Unfortunately our K8 was slightly damaged in an undershoot landing, but it's already repaired. Before flying, a lot of time was spent in the mornings every day by moving some of our static gliders from the old storage to the new one. This incorporated some interesting lifting of a trailer and gliders. We also love to fly our Bergfalke II/55, Slingsby T21, Olympia and Grunau Baby. All can be flown by our members. We

mostly tow behind a Super Cub but also do occasional winch-launches just for fun (only 700m wire)

Our Kranich has not been flown for 3 years but a major overhaul of the fuselage was started during the Rally. The wings are ok. We would like advice on how we should proceed with the fuselage; fabric covered or not? If so, should we use Cotton, Ceconite or Oratex? Any other items to we need to consider or experienced people we can contact?

Planning is under way for next years event and we would be delighted to welcome and see you, and your glider, at this lovely Swedish event in 2019.

All photos: Bernt Hall



Enjoying the high cloudbase in the Foka.



Our new flyable Grunau Baby IIb which was kindly donated by a Group in Stockholm and was formally handed over during the flying week.

RALLY REPORTS

UK

Mike Armstrong

23rd Camphill Vintage Rally 2018

Who called it Damphill? Not a drop of rain the whole week and warm! It certainly meant that plenty of liquid refreshment was required throughout the week when everyone was exhausted with all the flying. Average vintage flight times were 36 minutes.

The attendance this year was a little disappointing for a number of reasons, mainly physical injury to probable attendees or their better halves and at least three gliders suffering from old age rather than injury. As for the usual 'Capstan Reunion' aspect, the one Capstan flying did feel rather lonely but what a specimen it is. It was brought by Steve Godleman who had it beautifully restored by a team led by Bob Lloyd at Kent. The glider was very popular with all who flew in her.

On the first Friday, Tom Edwards, in his trusty K8, stole a march on everyone else with an excellent 169km triangle round Burn & Rufforth. This was while many others were still travelling and experiencing the pleasure of using the re-opened access road from the South.

Saturday brought light and variable winds but they managed to generate some weak wave to over 4,500' for some patient pilots. Tom Edwards earned wine for the longest and highest flight of the day.

Sunday provided some excellent soaring for all with the winner of the wine being John Young in his L-Spatz who only missed another 5 hour flight by 3 minutes while covering 174km for the whole local task 'Round the Castles'. The Club T21 soared for a total of over three and a half hours. The evening entertainment was the annual bar quiz (with no gliding questions, thank goodness!) organised by Tony Senior, who managed to keep control of an unruly set of contestants.



The Kent Capstan with Malcolm Kerley & Rob Faulkner admiring (Alan Jolly & Alex Green in the background)

The Club T21 made the most of another excellent soaring day on Monday with over three hours in total, while Graham Hayes/Terry Horsley were awarded wine for the flying in their T21. The Kent visitors made a serious error by deciding to go sightseeing on the best soaring day of the week, so were jointly awarded a horn the next morning for their misjudgement. An evening talk by Brian Whalley explained much of the geology around the Peak District.

Tuesday brought an 80km 'Visit the Reservoirs' task which brought a couple of out-landings from the K8 and L-Spatz, although the Sky did complete the task. Retrieves were all completed just in time for the evening barbeque held in the courtyard in idyllic conditions. In a break with tradition, the wine went not to a rally participant but to a member and rally helper, Nigel Aldred, for his first solo after 4 years of commuting from Wales to Camphill when time allowed.

Wednesday was another blue day with a little less soaring, in truth it was mainly circuits but very pleasant holiday weather. The evening after-dinner-talk was given by the Edale Mountain Rescue team, who provided an entertaining insight into their activities.

Thursday was forecast (correctly) as similar to Wednesday with light winds and little convection, so the 'Task' for the day was a spot landing competition. The skill of the pilots was initially underestimated with 50 and 20 foot tape measures prepared. However a micrometer might have been more appropriate. Four landings proved to be within 6 feet, and the winner, Ollie Lee in the Capstan, stopped with the main wheel touching both legs of the landing cross. The spot landing entry fees raised £40 for the Edale Mountain Rescue. The gala dinner in the evening once again proved how lucky we are to have John & Sylvia providing such excellent catering. On Friday morning at briefing, Caroline Coates presented two new poems that she had written during the rally, which met with universal acclaim. The flying proved to be a bit of an anti-climax after the excitement of the previous day with most pilots all 'flown out', although there were some rally flights before the de-rigging parties, fond farewells, and journeys home.

All promised to return next year and the dates for the 24th Annual Camphill Rally were confirmed as 21st to 29th June 2019.

All photos: Mike Armstrong



The Club T21 resurrected from three wrecks over 20+ years



The Gala Dinner

2 8-30 September 2018, on the 95th anniversary of the first Polish Gliding Competition in Czarna Góra, Litwinka, a meeting of Gliders took place. The village of Czarna Góra sits below the slopes of Litwinka, where in 1923, it witnessed an important event related to the history of Polish aviation, and in particular, to gliding. This had been the first time that such an event had been organised in Poland and the event posed many problems. Initially, it was planned that this first aviation event would take place in the spring of 1923, but the lack of gliders entered saw the competition postponed for the autumn period of that year. Another extremely important problem was finding the right place to stage this new gliding competition. A report from 'Skrzydłata' from October 1938 described the course of events: *'In August nine gliders were ready; two from Warsaw, Poznań, Bydgoszcz and Lublin, and one from Suchedniów. To build the gliders was only half the problem. It was necessary to find a suitable area for the flights. On August 15, a group of future glider pilots left Warsaw for Zakopane with the slogan: "We are going to make a contest in the Tatras!"'* The next day a tent was pitched on the hill known to the regulars as Antałówka, located in the area itself. But the pilots refused to fly from there. From a lookout, some other area was being sought. On August 17, A. Karpiński, J. Wędrychowski, and W. Ulass, went in search but nothing suitable was found! On the 19th of August, A. Karpiński, climbed the slopes of Gubałówka, still no success. Finally, on August 22, they agreed to go to Czarna Góra, near Białka, where the ceremonial opening of the competitions took place on August 30, with the competitions themselves, being held between August 28 and September 13. To gauge just how important this event was we can refer to the-then press reports

Bartłomiej Kot

Rebirth of Polish Gliding history

28-30 September 2018 Czarna Góra, Litwinka



A wonderful setting, wonderful people and wonderful gliders! Photo: Jakub Świst

in 'Kurier Poznański', which on August 10, 1923, it was reported: *'All aircraft entered into the competition (14 entries recorded, 9 of which flew), not only were built in Poland, but also to the design of the Polish designers' concepts. Two points need emphasising in the upcoming competition, which we can rightly derive from the satisfaction of national ambitions. First of all, the organisation of this competition; Poland is the fourth country (after Germany, France and England) in a row that have been interested in a non-motorised flying competition. Secondly, we owe this competition to the initiative of a private institution, which is the Poznan Union of Polish Pilots, and all aircraft are built at the own expense of the constructors.'*

The first three flights during the competition were made by Tadeusz Karpiński in his Akar glider. The first flight lasted 68 seconds, the second 24 seconds, with

the third flight lasting 37 seconds. At the beginning, ten pilots were finally placed, with two pilots flying the Akar glider. The gliders of the contestants were located in three tents pitched high on the western slopes, just beyond the Białka River. The starts were carried out using bungee rope. The rules of the competition provided for three classes within the competitions; general flying, distance, and flight duration. Noteworthy is the flight made by Tadeusz Karpiński on September 1, which lasted 165 seconds. The launch took place just before a storm and the landing occurred because of a sudden downpour. The competition was often interrupted by the variable weather. Finally, first place in the competition was awarded to Karpiński in the Akar glider. It is worth mentioning that in April 1924, at Babia Góra in this glider, Karpiński set a new gliding record



A brace of Polish classics are poised and ready for flight. Photo: Bartłomiej Kot



The modern day legend that is Sebastian Kawa, is interviewed by the local press. Photo: Jakub Świst

RALLY REPORTS



Other aspects of non-motorised sports were also represented.
Photo: Bartłomiej Kot



Marek Lijewski's gorgeous Mucha Std looked simply stunning in the stunning setting of Litwinka. Photo: Jakub Świst

of 4 minutes and 5 seconds and gained a height of 50 meters.

The first National Gliding Competition in 1923 was responsible for starting competition in the sport of gliding in Poland. Flying back then was not easy, but certainly fun. These competitions were also the beginning of more organised construction of gliders in Poland. In the organisation of the glider competition, every available asset was used; the enthusiasm of pilots and their supporters, the desire to build gliders and fly.

2018 Event

Members and supporters of the Aeroclub Nowy Targ, wanted to commemorate this important event in the history of Polish aviation and in 2018, decided to organise a rally of classic gliders to commemorate the competitions in exactly the same place, in Czarna Góra, Litwinka. The model

of the pre-war competition was organised for the duration of the event however unfortunately the weak wind did not allow to fully use the advantages of the mountain, and above all, the gliders and skills of the pilots. Starts were supported by the use of bungee ropes and landings were carried out on designated landing grounds. There were 8 gliders present from all over the country, including several SZD-12 Mucha 100's, one of which was from the Mielec Aero Club owned by Bartłomiej Kot, and a further three examples, made up of examples again from the Mielec Aeroclub (owned by Henryk Skiba), from Aviation Bobulandia, and an example from the Grudziądz Aeroclub. There was also an example of the later SZD-22 Mucha Std. from the Nowy Targ Bobulandia, and 2 x SZD-24 Lis' from the Aero Club of the Zamość Region, and the Gliwice Aero Club. There was also a Ka-8 owned by Sławomir Siuta.

The event turned out to be very successful indeed. It was an amazing atmosphere, which is hard to find on more modern airfields. The event attracted great local interest and in the wider community, with the pilots and classic gliders being welcomed in a welcoming and pleasant atmosphere. The event was accompanied by many accompanying attractions, including presentations and demonstrations by more modern gliders and balloonists. The organisers announced that there will be a planned continuation of this event in following years, which is good news as it has been such a long time since such a rally has been celebrated, and is clearly, very desirable.

To finish up this report, it is worth mentioning our gratitude to all the organisers and sponsors (of which there are too many to list here), for their fantastic organisation and the facilities for all the participants.

Frank-Dieter Lemke

Germany

21. Kleines Segelflugzeug-Oldtimertreffen in FSV-Otto Lilienthal- Finsterwalde, Heinrichsruh

Das seit mehr als 20 Jahren traditionelle Kleine Segelflugzeug-Oldtimertreffen richtete in diesem Jahr die Flugsportvereinigung „Otto Lilienthal“ aus. Zu Gast waren 15 liebevoll gepflegte historische Segelflugzeuge mit rund 60 Piloten und Enthusiasten aus Deutschland, Dänemark und Tschechien, die von den Organisatoren um Philipp Grundke und Wilfried Arlt gemeinsam mit zahlreichen Helfern vom 23. bis 26. August herzlich umsorgt wurden.

Als besonderer Gast weilte der inzwischen 96jährige Kurt Götzke in Finsterwalde. Er war der letzte Verkaufsleiter und Erprobungsfieger des VEB Apparatebau Lommatzsch, wo einst das Lom Baby, die Lom Meise, der Lehrmeister, die Libelle, Lo-Meise und der Favorit gebaut wurden. Er starb leider am 16. September 2018. An das einstige Segelflugzeugwerk in der DDR erinnerte auch Sandro Rutz mit dem wunderschön gestalteten Trailer (mit Werksbeschriftung) für seine Lom 57 Libelle. Zu weiteren Gästen zählten Monika

Warstat, die 1979 als erste Titelträgerin der 1. Europameisterschaften der Damen in die Geschichte einging, sowie dänische Oldtimer-Restauratoren und ehemalige Altgliezer Segelflieger, die seit vielen Jahren auf dem Bergfalke III Cabrio des Altenburger Luftsportvereins am Treffen teilnehmen. Die Entscheidung der Finsterwalder Gastgeber, den tschechischen Freunden keine Gebühren abzufordern, wurde von allen Teilnehmern begrüßt. Auch das Rundherum stimmte, wie Elke von Essen betonte: „Eine tolle Verpflegung mit Frühstücksbüffet, Mittagssnack, Kaffee

RALLY REPORTS



Landeanflug der Lom 57 Libelle in Finsterwalde mit Sandro Rutz am Steuer. Am Boden die Mü 13 D-3 und dahinter der L-Spatz 55. Sandro Rutz at the controls of his Lom 57 Libelle landing at Finsterwalde. In the foreground is the Mü 13 D-3 and L-Spatz 55. Foto: Elke von Essen



Die historische Herkules III-Winde auf dem Weg zu ihrem Einsatz auf einem historischen Flugplatz. Für den Schlepp von Oldtimern ist sie – wofür sie schließlich gebaut wurde – hervorragende geeignet. The mighty Hercules III lurches out onto the field! This historic winch from DDR times, at an equally historic airfield, proved to be excellent for launching Oldtimers (just as she was designed to do!).

Foto: Christian Bujack

und Kuchen sowie warmem Abendbrot. Es hat an nichts gefehlt!"

Ein Windschlepp auf der historischen Herkules III kostete 5 €, für einen F-Schlepp mit der Wilga auf 600 m, die sogar das Grunau Baby IIB und die Mü 13 D-3, beides langsame Flugzeuge, schleppte, waren 25 € zu entrichten. Das sind sehr moderate Preise, und so blieben auch fliegerisch keine Wünsche offen.

Am Anreisetag traf die Foka 5 aus Bad Berka nicht wie die anderen Teilnehmer per Straße, sondern auf dem Luftweg ein. Christian Bujack: „Da ein Flugzeug in die Luft gehört und nicht in einen Anhänger, entschieden wir, die Foka hin und zurück zu fliegen. Nach 3,5 Stunden und 222 km (mit gut 40 km Umweg) landete ich sicher.“ Auch der Rückflug am Sonntag von Manfred Materne, einem ehemaligen Finsterwalder Segelflieger, gelang. Ab Höhe Böhlen wurde es richtig gut und Manfred flog noch in den Thüringer Wald bis Oberhof. Das waren bei diesem 5:15-Stundenflug immerhin 310 km mit 60 km/h Durchschnittsgeschwindigkeit. Auch mit Oldtimern gelingen beachtenswerte Leistungen!

Mit einer Leihgabe aus Bayern, der Mü 13 D-3 von Adolf Wilsch aus Weissenburg, traf Frank-Dieter Lemke ein. Das Flugzeug ist eine Weiterentwicklung der seinerzeit wegweisenden Mü 13 Atalante von Egon Scheibe und Kurt Schmidt, dem überlegenen Sieger des 17. Rhönwettbewerb 1936. Als Mü 13 D-2 (76 Stück) und D-3 (82 oder 83 Stück) mit DFS-Störklappen anstelle der Landeklappen an der Atalante

ging der Einsitzer 1937 beim Schwarzwald-Flugzeugbau Wilhelm Jehle in Donau-eschingen in den Serienbau. Kurt Schmidt erlebte das Ende des Zweiten Weltkrieges nicht mehr. Er verunglückte im Frühjahr 1944 als Einflieger bei Messerschmitt mit einer Me 262 tödlich.

Ein schöner Flug bis auf 2900 m Höhe gelang Frank-Dieter Lemke mit diesem historischen Kleinod. Allerdings musste er seinen vorgesehenen Fünf-Stunden-Flug wegen Gewitter nach vier Stunden abbrechen. Der schnelle Abstieg aus 2300 m Höhe erfolgte gemeinsam mit einem Pirat. Aber als der polnische Einsitzer zur Landung ansetzte, war die Mü 13 D-3 trotz ausgefahrener DFS-Störklappen und Kreisslip erst in 1900 m Höhe angelangt.



Fand großen Zuspruch: FES 530/II Lehrmeister, restauriert von Roland Sturm sowie Gerd und Sören Rossow aus Pirna. Another East German classic. The well-received FES 530/II Lehrmeister, restored by Roland Sturm, and Gerd and Sören Rossow, from Pirna. Foto: Frank-Dieter Lemke

Ein schneller Abstieg mit alten Flugzeugen verlangt eben auch viel Geduld. Immer beliebt bei den Teilnehmern des Kleinen Segelflugzeug-Oldtimertreffens ist der Concours d'Elegance, bei dem alle Piloten und Gäste das aus ihrer Sicht schönste Segelflugzeug kühren dürfen. In Finsterwalde erhielt jeder Teilnehmer eine schön gestaltete Urkunde, doch das befriedigte nicht alle. Darunter einen Piloten, der vorschlug, künftig einen Pokal als Sponsor zu stiften. Damit wird, unabhängig von jedem Ausrichter, das Concours d'Elegance wieder in das Treffen einzunehmen.

RALLY REPORTS



Mü 13 D-3 (links) aus dem Jahre 1941, der Urahn der Scheibe Bergfalke- und Spatz-Serie (rechts der L-Spatz 55). Mü 13 D-3 (left) from 1941, the ancestor of the Scheibe Bergfalke and Spatz series (L-Spatz 55 on the right).

Foto: Andreas Janke



Original: Sven Brandhorst mit seinem gemeinsam mit Tobias Mörsel restaurierten Grunau Baby IIB, das 1944 von Edmund Schneider Flugzeugbau in Grunau (heute Jezow) gebaut wurde. Mit mehr als 5000 in vielen Ländern hergestellten Exemplaren ist das Baby das meistgebaute Segelflugzeug der Welt. Die wenigen noch existierenden Flugzeuge dieses Typs werden liebevoll gepflegt.

Sven Brandhorst, together with Tobias Mörsel, restored this original Grunau Baby IIB. Originally built in 1944 by Edmund Schneider in Grunau (now Jezow), more than 5,000 examples were constructed in many countries. The Baby was one of the most widely used gliders in the world, with today only a few of the type remaining that are lovingly cared for.

Foto: Elke von Essen

English Translation 21st Oldtimer meeting at FSV-Otto Lilienthal-Finsterwalde-Heinrichsruh

For more than 20 years, the traditional Oldtimer meeting has been hosted by the 'Otto Lilienthal' Aviation Association. With 15 lovingly maintained historic gliders attending this year's event, organisers, headed by Philipp Grundke and Wilfried Arlt, together with numerous helpers, gave a warm welcome to 60 pilots and enthusiasts from Germany, Denmark and the Czech Republic.

A special guest was the 96-year-old Kurt Götze from Meissen. He was the last sales manager and pilot of the VEB Apparatebau Lommatzsch, where the Lom Baby, Lom Meise, Lehrmeister, Libelle, Lo-Meise, and the Favorit were built (unfortunately Kufit died on 16 September 2018). Also reminiscent of the former glider factory in the GDR, was Sandro Rutz's beautifully designed Lom 57 Libelle trailer, complete with factory advertising.

Other guests included Monika Warstat, who was the first winner of the first European Women's Championships in 1979. Others included Danish classic glider restorers as well as former Altgietzen glider pilots who have been attending the meeting for many years with a Bergfalke III Cabrio of the Altenburger Luftsportverein.

There was a decision by the Finsterwalder host, not to charge any fees for our Czech friends. This decision was welcomed by all participants. Also meeting universal agreement was Elke von Essen emphasising that

the meeting offered 'great food' with breakfast buffet, lunch, coffee, cake, and a hot dinner. There was nothing missing!

Winch-launching was by a suitably historic Hercules III winch, costing €5 per launch, whilst aero-tows were by a period Wilga, which could tow even the Grunau Baby IIB and the Mü 13 D-3, both slow gliders and cost only 25 € to 600m. These are very moderate prices, so nothing was left to be desired.

On the opening day of the event, a Foka 5 from Bad Berka did not arrive by road like the other participants, but by air. As the Foka's pilot, Christian Bujack stated, 'since a plane belongs in the air and not in a trailer, we decided to fly the Foka back and forth. After 3.5 hours and 222km (with a 40km detour), I landed safely.' The return flight on the Sunday was flown by Manfred Materne, a former Finsterwalder glider-pilot. At height over the town of Böhlen, conditions were really good and Manfred flew over the Thuringian Forest to Oberhof. It was quite an achievement as, after all, the flight was some 310km, and with an average speed of 60km/h on this 5:15 hour flight, proving that even Oldtimers can still achieve remarkable results!

Frank-Dieter Lemke arrived with a Mü 13D-3 on loan from Adolf Wilsch in Weissenburg (Bavaria). This aircraft is a descendant of the then ground-breaking Mü 13 Atalante by Egon Scheibe and Kurt Schmidt, winner

of the 17th Rhön Competition in 1936. The Mü 13 D-2 (76 examples) and D-3 (circa 83 examples) were fitted with DFS airbrakes, instead of flaps as on the Atalante, and was in mass production in 1937 at the Black Forest aircraft factory, Wilhelm Jehle, in Donau-eschingen. Kurt Schmidt did not live to see the end of the Second World War. He was a pilot with Messerschmitt, and was killed in the spring of 1944, when his Me 262 crashed.

Frank-Dieter Lemke enjoyed a nice flight up to 2900m altitude in this historic little gem, however he had to cut his scheduled five-hour flight short after four hours due to thunderstorms. Together with a Pirat, a rapid descent was carried out from 2300m altitude. By the time the Polish single-seater was landing, the Mü 13 D-3 was still at 1900m, side-slipping despite the DFS spoilers! Even quick descents in Oldtimers require a lot of patience...

The Concours d'Elegance, in which all pilots and guests were encouraged to vote for the most beautiful glider from their point of view, is as always, popular among the participants. Despite each participant receiving a beautifully designed certificate at Finsterwalde, it is suggested that future events should feature a trophy donated by a sponsor, however regardless of organiser, the Concours d'Elegance will remain a feature of each meeting.

Frank-Dieter Lemke

Gere Tischler

Germany

VGC Abfliegen vom 15. bis 16. September 2018 in Mengen



Vielfalt am Startplatz in Mengen. *Mengen's eclectic launch point...* Foto: Elke von Essen

Motorausfall bei Davis Shrimpton? Nein! Der Motorspatz hier im thermischen Segelflug. *David Shrimpton suffers engine failure? Oh no, he got tired of being covered in 2-stroke oil and decided to take up gliding again!*

Das das VGC-Abfliegen einen hohen Stellenwert innerhalb unserer Mitglieder hat zeigte sich anhand der Teilnehmerzahl, des Einzugsbereiches (bis England) sowie der Anzahl der daran teilnehmenden Flugzeuge.

Es kamen 36 Personen mit 14 Flugzeugen nach Mengen, um unser schönes Event erst möglich zu machen. Zudem kamen noch einige Tagesbesucher wie z.B. die Eltern von Diemut Schultz und unser Schweizer Kollege Felix Müller mit seiner Frau (hat auf der AERO 2017 seine Elfe S3P ausgestellt). Die 14 teilnehmenden Flugzeuge waren Kranich III / Ka 6 / Ka 6e / T21 / Standard Austria / Baby III / 2x L-Spatz 55 / L-Spatz / SF27 / Zugvogel III / Sie3 / Ka2 und dem Motorspatz von David und Margaret Shrimpton, welcher somit auch der erste teilnehmende Motorsegler bei unserem Event war.

Nach der allgemeinen Begrüßungsrunde, welche aufgrund der vielen Teilnehmer etwas Zeit in Anspruch nahm, wurden die Flugzeuge in VGC-Manier (jeder hilft jedem) gemeinsam aufgerüstet und an den Start gebracht.

Das spätsommerliche Wetter an beiden Tagen mit Temperaturen über 20°C hat zu einem tollen und entspanntem Flugbetrieb geführt, welcher von jedem Teilnehmer genossen wurde.

Die LSG-Ravensburg hat uns diesmal zusätzlich zu Winde, F-Schlepp und Hallenplätzen sehr unterstützt, indem Sie unseren Campern Asyl gewährte, nachdem erst kurz vor dem Event bekannt wurde, dass der Campingplatz auf dem Flugplatz geschlossen wurde ... schön dass es solch kurzfristige Hilfsbereitschaft noch gibt ... Vielen Dank!

Zusätzlich zur WT-9 Dynamic der LSG-Ravensburg stand Henry Bohlig mit seiner Wilga als "Langsam-Schlepper" zur Verfügung.

Am Samstag haben wir bei bestem Flugwetter mit teilweise sehr guter Termik 34 Windenstarts und 11 F-Schlepps mit einer für die Jahreszeit sagenhaften Gesamtflugzeit von 34:23 Stunden absolviert.

Den längsten Flug des Tages hat Ralf Meyer mit seiner Sie3 mit 4:32 Stunden aus der Winde erflogen.

Am Abend, nach einem exzellenten Abendessen, schauten wir die von Alex Gilles zusammengestellte Diashow der vergangenen Saison – vom letzten Abfliegen bis zur VGC Rally in Stendal – an.

Am Ende hat uns Alex noch seine legendäre Sprechblasen-Diashow gezeigt, an deren Ende die Bauchmuskeln durch das anhaltende Lachen doch sehr schmerzten.

Es ist immer wieder faszinierend, auf welche tollen Ideen Alex bei seinen

Sprechblasen kommt ... vielen Dank für die viele Arbeit!

Der „offizielle“ Teil endete mit dem traditionellen „Prize Giving“, der Abend jedoch erst gegen 24:00.

Sonntag Vormittag war bereits während des Frühstücks abzusehen, dass wieder geflogen werden kann.

Leider war jedoch die Thermik durch eine hereinziehende Warmfront nicht mehr so toll wie am Samstag. Wir konnten trotzdem respektable 18 Windenstarts und 8 F-Schlepps mit einer Gesamtflugzeit von 6:19 Stunden absolvieren. Den längsten Flug hatte Roman Höflich mit 42 Minuten aus der Winde.

Einen großen Dank an die LSG Ravensburg für Ihre freundliche Aufnahme, Kameradschaft sowie der sehr guten Organisation auf dem Flugfeld.

Ebenso möchten wir der Flugplatz GmbH danken, die uns den Termin frei gehalten hat.

Das 16. VGC Abfliegen findet wieder am traditionellen dritten Septemberwochenende vom 21.- 22.09.2019 in Mengen statt.

Ich freue mich schon heute, alle Freunde des fliegenden Sperrholzes bei unserem 16. VGC Abfliegen in 2019 zu treffen.

Gere Tischler

Photos: Alexander Gilles

RALLY REPORTS

English Translation 15th VGC End of Season Meeting in Mengen, 15-16 September 2018

A number of participants and gliders within a catchment area up to Great Britain shows that Mengen commands a top-ranking position as an event with our members. 36 people and 14 gliders came together in Mengen to make the event possible. We also had daily visitors, such as the parents of the late Diemut Schultz, as well as Felix Müller and his wife from Switzerland, who brought his Elfe S3P to the 2017 AERO exhibition.

The 14 participating gliders were a Kranich III, Ka6 CR, Ka6 E, T.21, Standard Austria S, Baby III, 2x L-Spatz55, L-Spatz, SF27, Zugvogel IIIa, Sie3, Ka2 and for the first time at this event, the Motorspatz motorglider of David and Margaret Shrimpton.

After the warm welcome to all of our friends (which took some considerable time), we rigged the gliders in the best VGC fashion (everybody helps everybody else out), and we soon had them on the starting point. With summer conditions still prevailing, both days saw temperatures of over 20°C, giving us beautiful and very relaxing flying. The LSG Ravensburg not only supported us with their winch, aero-tow, and hangar facilities, but also this time gave asylum to our campers, because the camping-ground on the airfield had been closed shortly before the event! It is humbling to find this spontaneous help. Thank you very much. In addition to the club's WT-9 Dynamic tow-plane, Henry Bohlig came with his Wilga as a 'slow-motion' tug.



Alexander Gilles' Standard Austria D-3141 – einfach ein tolles Flugbild! Alexander Gilles' Standard Austria, D-3141, looks simply stunning in the air!

With the amenable flying conditions came some very good thermals on the Saturday. This saw us make some 34 winch launches and 11 aerotows, with for this time of the year, a fantastic overall flying time of 34:23 hours. The longest flight of the day with 4:32h, was made by Ralf Meyer in his Sie-3 from a winch launch.

Following a delicious dinner that evening, Alex Gilles showed a slide-show of the past season; from last year's End of Season Meeting, to the rally in Stendal. At the end, Alex showed us his legendary 'speech-bubble' slide-show, which resulted for many of us in stitches of laughter. It is always fascinating to see the hilarious quips Alex comes up with for the the bubbles. Thank you very much for all your work Alex. The official part ended with the traditional 'prize giving,' with the close of events coming after midnight.

Even at breakfast on the Sunday morning, it was clear that the day would offer some good flying conditions. With an oncom-

ing warm front, the thermals were not as good as on Saturday however. Despite this, we still managed a respectable 18 winch launches and 8 aerotows, with an overall flying time of 6:19 hours. The longest flight of the day, with 42 minutes from the winch, was flown by Roman Höflich in the Standard Austria S.

All participants extend their thanks to everyone at LSG Ravensburg for their hospitality and comradeship, as well as the fantastic organisation of the airfield activities. Also many thanks to Mengen airfield for allowing us to enjoy this wonderful location.

I look forward to meeting all friends of flying plywood at our 16th VGC Season Closing Meeting, which will be held on the traditional 3rd weekend, 21-22 Sept. 2019, again in Mengen.

Gere Tischler



Andreas Loosberger mit seiner Tochter Lisa, die selbst eine Ka6 fliegt, in Günter Kälberers schöner T-21. Andreas Loosberger with his daughter Lisa (who is also a glider pilot and flies a Ka6), in Günter Kälberer's lovely T-21.



Margaret Shrimpton wirkt irgendwie besorgt, hinsichtlich der zu erwartenden "Power" des Motorspatzen. Margaret Shrimpton looks positively apprehensive at the prospect of all that mighty power of the Motor-Spatz!

Frank-Dieter Lemke

Germany

Oschatzer Oldtimer-Segelflugzeugtreffen

Die rührige Initiatorin des Oldtimertreffens, Elisabeth Sophia Landsteiner, empfing die Gäste in Oschatz getreu dem Motto "Flugzeuge werden nicht alt, sondern zu Klassikern". Willkommen waren alle Flugzeuge in Holz-, Gemischt- oder Metallbauweise, aber auch modernere Bauweisen wurden nicht vom Flugplatz verbannt

Die Segelflugwerkstatt hatten die Gastgeber zum Briefingraum und Speisesaal umfunktioniert. Hallenstellplätze standen kostenfrei mit Vorrang für die Doppelsitzer zur Verfügung. Ungewohnt kurz war die 900 m lange, aber dennoch ausreichende Windenschleppstrecke, und die 5 € Windenschleppgebühr hat sich bei den kleinen Oldtimertreffen im Gegensatz zu den großen VGC-Treffen offenbar eingebürgert und wird gern von allen Piloten bezahlt. Geflogen wurde nach Herzenslust bei kalendarischem Herbstbeginn mit sommerlicher Thermik. Besonders gefragt waren die Cockpits der polnischen Muster wie Bocian oder Pirat, die der FC Oschatz dankenswerterweise kostenlos den interessierten Gästen für thermische Flüge zur Verfügung stellte. Zum Beispiel für Edgar Kraus, der seine Checkflüge absolvierte, oder für Frank-Dieter Lemke und Joachim Maleschka. Für beide war das gemeinsame Fliegen auf dem Bocian durchaus etwas Besonderes, zumal es diesen polnischen Doppelsitzer seit den 1990er Jahren nicht mehr in Strausberg gibt. Aber mehr noch sind sie die einzigen übriggebliebenen von 40 Anfängern aus dem Herbst 1969 in



Früh übt sich! Mit seiner Mutter untersucht ein dreijähriger Junge die Details des Piraten. *Start them young! A three-year-old boy studies the finer points of the Pirat with his mum.* Foto: Dirk Meyer

Eisenhüttenstadt, die damals auf dem Bocian das Fliegen erlernten, der mit seiner gewöhnungsbedürftigen Ruderabstimmung nicht gerade ein Vorbild ist. Dennoch war es wieder einmal interessant, dieses historische Flugzeug mit seinem geradezu riesigen Horizontabstand thermisch zu fliegen. Dabei kamen Erinnerungen auf, wie jene, als Lemke und Maleschka 1971 als sogenannte Fünfzehneinhalb-Piloten in der DDR ihre Ausbildung beendet hatten und auf den Luftfahrerschein, damals den S I, bis zum Erreichen des 16. Lebensjahres warten mussten. Bis dahin unternahmen beide, also ohne S I, gemeinsam viele Flüge auf dem Bocian, wobei der verantwortliche Fluglehrer den vorn sitzenden Piloten zum

Kommandanten „kürte“. Das kann man sich heute gar nicht mehr vorstellen und wäre inzwischen wohl auch undenkbar! Gern flogen die Oldtimer-Piloten auch die beiden Oschatzer SZD-30 Pirat, der inzwischen vielerorts vom Astir als einsitziges Schulflugzeug abgelöst worden ist. Aber fliegerisch zu Unrecht, denn er ist angenehm zu steuern und auch sehr leistungsfähig, wie durch zahlreiche 500-km-Flüge bewiesen worden ist. Für Frank-Dieter Lemke ist der Pirat, trotz der mehr als 100 bisher von ihm geflogenen Segelflugzeugtypen, immer wieder ein angenehmer Einsitzer. In Oschatz, nach Windenstart, hielt er sich anfangs mit einem „Nullerchen“ in der Luft, bis die Luftmasse zu steigen begann und er nach 1:32 Stunden bei



Edgar Kraus, der L-Spatz 55-Pilot (vorn), gemeinsam mit dem Strausberger Fluglehrer Joachim Maleschka vor den Checkflügen. *Edgar Kraus, an L-Spatz 55 pilot (front), together with the Strausberg flight instructor, Joachim Maleschka, prepare for a check flight.* Foto: Frank-Dieter Lemke



Nach Herzenslust flogen die Oldtimer-Piloten auch den Oschatzer SZD-30 Pirat. Die einheimischen Flugschüler nahmen das mit Humor. *To their heart's content... visiting vintage pilots also flew the Oschatzer SZD-30 Pirat, in which the native student-pilots, took with good humor.* Foto: Frank-Dieter Lemke

RALLY REPORTS



Klaus Schickling vermittelt seine Leidenschaft fürs Fliegen gerne an die jüngere Generation, hier in seiner Slingsby T-21B Sedbergh. Klaus Schickling has a heart of gold and is often seen sharing his passion with the next generation in his Slingsby T-21B Sedbergh.

Foto: Frank-Dieter Lemke



Dieses Grunau Baby IIB mit dem kennzeichen D-0017 wurde 1945 in Frankreich gebaut. The Grunau Baby IIB, with the registration number, D-0117, was built in 1945 in France. Foto: Frank-Dieter Lemke

bestem Steigen landete, weil er wusste, dass auch die einheimischen Flugschüler noch fliegen wollten. Aber offenbar nahmen sie die Benutzung ihrer Schulflugzeuge durch die Gäste mit Humor.

Ein anderer Doppelsitzer, die Slingsby T-21B Sedbergh von Klaus Schickling, war bei Piloten und Gästen ebenfalls sehr gefragt. Sie genossen das luftige Fliegen mit dem Wind um die Nase, denn ohne Kabinenhaube mit den hinderlichen Haubenstreben gewährt das Cabrio eine ungehinderte Sicht auf die Erde.

Beindruckend anzuschauen war auch der heute seltene Spatz B von Thomas Schröder, der ebenfalls sein Flugzeug interessierten Piloten gern zur Verfügung stellte. Trotz des recht hohen geringen Eigensinkens von 1 m/s ist der Kreisdurchmesser des B-Spatzen so gering, dass er sich auch bei schwacher Thermik noch in der Luft hält und auf diese Weise manch' leistungsstärkeres Muster auszustechen vermag.

Auf der Party am Samstagabend vergaben die Piloten, Helfer und Zuschauer Preise

für das älteste Flugzeug an Rainer Schardt mit seinem Grunau Baby IIB (Baujahr 1945) sowie für das schönste Flugzeug an Edgar Kraus und seinen wunderbar bemalten L-Spatz 55. Der Preis für die weiteste Anreise ging an Wolfgang Ulrich, der sein Geschenk uneigennützig an Angela Pollmer für ihren unermüdlichen Einsatz bei der Essensversorgung weiterreichte. Sie trug dazu bei, dass sich die Gäste in Oschatz sehr wohl fühlten.

Frank-Dieter Lemke

English Text Oschatz Oldtimer-Sailplane Meeting

Under the enterprising banner of 'aeroplanes do not grow old, but become classics', Elisabeth Sophia Landsteiner received guests in Oschatz. Despite a relatively short runway of 900m, the modest winch fee of only 5€ was gratefully received in contrast to the bigger VGC Rallies. This, allied to the fact that hangar space was free of charge (with priority given to 2-seaters), made for a small but wonderfully intimate meeting where pilots could still enjoy summer thermals in early autumn.

In particular demand were the cockpits of the Polish specimens, such as the Bocian or Pirat, which FC Oschatz generously made available free of charge. In particular demand was the Bocian, which was busy with check-flights and more relaxed social flying, transporting many back to their training days of the 1970's when this classic glider was popular with many clubs around Europe and the world. This was

also the case with the two Oschatz SZD -30 Pirats, which was once a popular club glider, now all but gone, replaced typically by the Astir. In flight these modest aircraft reminded pilots of the comfort and easy control, with many 500km flights to its name. Frank-Dieter Lemke, no stranger to the Pirat (having flown over 100 examples to date), demonstrated its easy ability with a flight in zero sink in which he managed to hang on to long enough for the air-mass to begin to stir. After his best climb, he landed 1hr 32min later to allow the patiently waiting local student pilots, who took the visitors with their gliders in good humour, to enjoy the moment as well.

Another two-seater of mention was the Slingsby T-21B Sedbergh of Klaus Schickling. With the wind in one's hair, this open-cockpit glider offers a wonderful insight into the joys of an unobstructed view of the earth below and proved popular with both pilots and guests alike.

Impressive to look at and a rare sight today, was the Spatz B of Thomas Schröder, who also made his glider available for others to enjoy. Due to its very low inherent sinking of 1 m/s, the circle diameter of the Spatz is so small, that it is able to fly even the weakest thermals, and in this way, is able to show a clean pair of heels to many more higher performance machines.

At the party on the Saturday evening, pilots, helpers, and spectators were awarded prizes. The prize for the oldest aircraft went to Rainer Schardt for his Grunau Baby IIB (built in 1945). The most beautiful aircraft award went to Edgar Kraus for his wonderfully painted L-Spatz 55. The prize for the longest journey was awarded to Wolfgang Ulrich, who unselfishly passed on his gift to Angela Pollmer for her tireless efforts to provide food and in making the guests to Oschatz feel very comfortable.

Frank-Dieter Lemke

Bill Longstaff

UK

Slingsby Week & Vintage Glider Rally

Sutton Bank Aug 26th to Sept 02, 2018



A unique quartet of Swallows. Could it be this is one of the only times that four Swallows (gliders, not the birds!) were airborne at the same time at one gliding site? They made your scribe wish the Feshie Swallow had been among them. Someday perhaps? Photo: Phil Lazenby

Nick Gaunt, club President, welcomed the attendees on behalf of the management team, emphasising his empathy with the aims of the VGC and his enjoyment flying the older machines when the opportunity arose. After an entertaining anecdote concerning his exploits at a gliding club in Eire when he was a teenager, he declared the event 'officially open.' In view of the weather, those present took the opportunity to settle in and renew old acquaintances or make new ones.

Monday 27 August:

A much better day. A fresh to moderate west-wind meant the ridges were working well under a mostly grey sky with occasional gaps that gave a tantalising glimpse of wave above. Of the 55 launches on this day, the majority (41) were on the winch, with the rest choosing aerotows. Fifteen vintage gliders took to the air, some having two flights. All were soaring flights, with most in excess of an hour and others considerably longer than that. Dave Cornelius (Corny) had the longest flight of just over five hours in his red and white Ka6 CR. Pilots were attracted to the wave gaps as they occurred but a climb into the gap was inevitably followed by a hurried descent back down as the gaps snapped shut. The home based T21 flew on a couple of occasions, as did the K8, with the highlight being a flight of 4 hrs 14 mins in this glider flown by Mike Collins. This was a valiant five hour attempt thwarted by the hill lift dropping off for a while due to wave influ-

As far as I know, Phil Lazenby has run the Sutton Bank 'Slingsby Week and Vintage Rally' for the 20-plus years since its inception and I think he has done the write up for VGC News each year too! For my sins however, this year he has asked me to do the VGC report. I think that he has the idea that he is going to quietly slip out and retire from running the meet and I believe he has been threatening to do just that for the last few years!

I say this because I am a newcomer to the rally really. As Phil has made such a good job, it is unlikely he will be able to escape that easily. As usual he wrote most of the club's 'Blog' for the period and I make no excuse for leaning on that heavily in this report. More 'editing' than 'writing'!

The President, CFI, and Committee, coupled with Josephine and the office staff wholeheartedly support the week, working very hard to ensure our pleasure and, of course, they generously allow us to come and fly our old gliders at their magnificent site with no membership or trailer parking fees. Whatever the flying conditions we enjoy (or endure), it is always a wonderfully social flying week with the particular pleasure of multi-coloured gliders in all their variations, history and glory.

Sunday 26 August: Day 1

Briefing for this first day of the rally was suitably brief. It was forecast to rain and it was about to do just that for much of the day. There were a number of attendees from a variety of clubs; such as from Feshie in the north of Scotland, down to deepest Kent, and across to Devon, who had assembled to hear Phil Lazenby, the Rally coordinator, welcome them to the event. Phil remarked how glad he was to see so many familiar faces who return year after year as well as some VGC members who were sampling Sutton Bank for the first time.



A couple of imposters? Well no, the Sutton Bank week is for everyone, not just Slingsby gliders, nor conventional-tailed gliders! Here the unique SB 5B belonging to John Castle, snuggles up to the SHK of Ian Pattingale.

RALLY REPORTS



Henrietta joined us for a drink in the bar after flying. Photo: Phil Lazenby



The colourful little EoN 463 entered by Peter Storey and Ryan Hobson.

ence above. Bad luck to him but a great effort.

At times there was a veritable swarm of gliders in the sky over and around Sutton Bank, with a maximum of fifteen visible at one time for spotters on the ground. All agreed that the flying discipline in these somewhat crowded conditions had been exemplary. The colourful display was a real hark back to competitions some 50 years ago and much more!

Tuesday 28 August:

The forecast for the day was promising with conditions expected to be soarable later on. The previous day's exploits were revealed at briefing.

John Castle in his SB5b claimed the best gain of height after a gain of 4000ft in the wave before his hurried retreat back below cloud. Pete Storey in the Olympia 463 had managed to reach the A1, a significant marker for the event. Both Pete & John both received a bottle of wine for their efforts.

Andrew Jarvis, recently voted in as President of the VGC, had arrived the previous day and agreed to bring the rally visitors up to date with events and issues in the vintage movement. He informed the meeting of several changes to the VGC committee and outlined priorities he felt were important. On being asked about the relationship between the Glider Heritage Centre (GHC) at Lasham and the wider VGC movement, he admitted that perhaps they were not singing from the same hymn sheet, nor coordinating activity in the UK as well as they might. It was on his list of 'must do' actions during his presidency, and is looking to see what he could to improve matters. Concerns were expressed that the GHC was something of a closed shop to those outside its immediate catchment area. The question was raised as to

whether it would be possible to reach out to those who restored, maintained and flew the older gliders at clubs throughout the UK, and maybe allow some of the flying examples at GHC to be seen and flown at other clubs. The discussion then moved on to the thorny question of the future of vintage gliding in this country and indeed of gliding in general. The problems were easy to identify; an ageing group of active pilots, even more so in the vintage movement. A shortage of inspectors, particularly those with the skills and experience in wood repairs. Add to that is the ever increasing pressure on airspace, the high cost of gliding, especially at competition level, and conflicting demands on time due to family and work commitments. All agreed that solutions had to be found but there was no silver bullet to fix the problems.

The weather forecast proved to be accurate, the cloud clearing after midday and the emerging sun providing sufficient heating to trigger thermals to 3500ft in the area. Club members, and vintage pilots alike, took advantage of the conditions and explored the local area with flight times ranging from half an hour, to nearly three hours. This quickly dispersed the element of gloom that had pervaded at the briefing! Of the 48 launches this day, about half were by the older gliders, again including the YGC's own vintage machines; the K8 and the T21.

Wednesday 29 August:

Another day when soaring pilots had to wait until early afternoon before the thermals got going! After the CFI's briefing, the previous day's exploits were recounted and bottles of wine presented.

Yet again, the day eventually delivered good conditions, thermal lift above 4000ft in a light southerly, allowing the vintage

competitors to enjoy the delights of flying at Sutton Bank.

At the end of flying, 40 members and visitors enjoyed one of Liz's famous evening meals (complete with pudding), and went on to patronise the bar and attempt a fiendish quiz, devised and run, by Jerry and Margot Henderson-Newton. This was a test of memory and all-round knowledge. A team of four worthy individuals (including the rally organiser) comfortably came out on top due mainly to the fact that some of their winning answers were actually inspired guesses. I am sure many of the others were too!

Thursday 30th August:

The CFI announced another forecast of good conditions for wood and glass alike at morning briefing.

The previous day had been a day when Slingsby Week entrants had dominated the flight logs and hours flown although YGC activity had continued as usual. Perhaps the highlight of the vintage flying was a one and a half hour flight in the T31, a glider rarely associated with extended soaring. Pilots, Bob Bromfield and Mark Vowles, had a great time but had been cold with temperatures near to freezing at the high cloud base. In fact just about everyone who flew had reached 5000ft, a real bonus so late in the season. Once Jerry Henderson-Newton had received an appreciation for his efforts in organising the quiz the previous evening, he was then given custody of Henrietta for the next 24 hours. This iconic walking-talking toy hen is traditionally given to anyone who is deemed to have transgressed social etiquette at some time during the event. Jerry's crime being to provide a quiz question, so fiendishly difficult, that no one could answer it. Henrietta was presented to

RALLY REPORTS



Cabriolet Swallow...not exactly adding to the performance?



For many, the finest wooden glider Slingsby ever made, the Dart. Richard Lucas' lovely 17R was one of 2 Darts at the event.

Slingsby week by Tony Maufe some years ago. He had acquired the hen at some rally in Eastern Europe, this being typical of a somewhat unconventional (wacky?) individual we all miss.

And so to the flying with everyone again enjoying reliable lift to a cloud base, close to 5000ft! Over 40 launches, half by old gliders, were logged. This meant that the stalwarts who were running the launch-point had a busy day, as did instructors and tug pilots. Without their efforts gliding would quickly come to a halt and so it's a big thank you to everyone who helped.

Justin Wills had popped in for a day or two to see what was going on but unfortunately had not been able to bring his Rhönbussard, which several pilots, including your scribe, had enjoyed flying the previous year. It had been found to have some airframe deterioration which is in process of being put right. However he did have an hour in Russell Hardcastle's beautifully restored Meise Olympia. Both the YGC syndicate T21 and the visiting T21 had extended soaring flights, their occupants needing every item of cold weather kit, as temperatures at cloud base were again on the chilly side. The final landing was about 6pm, leaving just one space in the 'down' column of the days flying sheet, this being the Oly. 463, flown by Ryan Hobson, who after a very short flight in the morning, had taken off on his Silver-distance leg attempt. Everyone was delighted to hear that he had made it, landing at Burn after racking up 50+ km. Phil Lazenby had often 'suggested' that there should be more outlandings, hinting that we were all being too careful not to land out, thus cramping our flying!!

Friday 31st August:

A review of the previous day was kept short as CFI, Andy Parish, promised even

better soaring conditions. Was this possible? Yes it was.

Wine was presented to Ken Reid and Bill Cook who had flown their T21 to visit its birthplace; the Slingsby works at Kirby-moorside. Richard Lucas in the Dart had also taken his glider to pay homage to its ancestral home, so he also received wine to mark the event. John Castle in his SB5 had covered well in excess of 100kms but unfortunately for him the wine supply had run out. A couple of beers were presented to Ryan Hobson to mark his Silver distance in the Oly 463. Well done to him. Shame he also got custody of Henrietta for a day. Why? On greeting his retrieve crew at Burn, he took them to the bar for a well-earned drink, only to announce he had forgotten his wallet! (A Yorkshireman would understand).

It's difficult to know where to start summarising a day which provided great soaring opportunities for everyone, whatever they flew. Initially just wisps of cloud indicated lift was available, but by 1pm it was evident that things were GOOD and a long launch queue was dealt with very efficiently by the CFI and his team, three tugs being utilised at one point.

Of the YGC single-seaters that had lengthy soaring flights, the K8 flown by Phil Lazenby, pottered around a few TP's to post 137km on the ladder. Deprived of his LS10 for the day, Duncan Pask, accompanied by Nick Gaunt, took the syndicate T21 for a ride around the local area in a flight of one and a half hours. Too numerous to mention individually, the entire fleet of vintage gliders taking part in the rally soared the skies over Sutton Bank throughout a day which delivered dream conditions for them; very light winds, high cloud-base, and strong smooth thermals. A day to remember for those dark winter days.

After flying, everyone assembled in the bar

eager to find out if they had won one of the attractive prizes on offer in the grand raffle. Some lucky people waved their winning tickets in delight to claim chocolates, vouchers, and bottles of wine. The winner of the BIG prize had gone home by then, but all agreed that Liz was a worthy winner of a day of pampering at the Fauconberg Arms in Helmsley, complete with slap-up meal. (Liz was overjoyed when hearing the news and never stopped smiling all day). The proceeds of the raffle were added to those from the quiz earlier in the week, plus donations from Slingsby week entrants, came to a total of £370 to be donated to the Yorkshire Air Ambulance. This sum was a fitting result for Margot and Jerry Henderson-Newton, who had put a great deal of effort into these events. All who had taken part were grateful to them, for not only the fund-raising, but also for the brilliant social atmosphere that had built up during the week. Thank you Margot and Jerry.

Saturday 1st Sept.

The morning briefing was followed by a wrap up of the week by Director, Phil Lazenby, who reported a great week of flying, with hill soaring, a little tantalising wave, and cracking thermals. With the last day of the week still to come, Slingsby week attendees were encouraged to fly home, and after Phil had dispensed bottles of wine for Friday's meritorious flights, he himself was persuaded to receive a bottle of wine for his 137km flight the day before in the Ka8. 'Corny' added thanks from us all to Phil and everyone concerned in making our visit so worthwhile. A fitting end to a great week.

RALLY REPORTS



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José Ignacio García Colomo

Spain

2018 Spanish Vintage Glider Rally Santo Tomé del Puerto



The T-21 piloted by Encarnita, flies over the town of Santo Tomé de Puerto. The glider field is to the right.



Bergfalke II-55 EC-UPF with José Ignacio García Colomo holding its small-scale replica brother, built by Antonio Rodríguez.
 Photo: Antonio Rodríguez

Another year and here we are again celebrating our little rally. As in previous years, the Rally was organised by Carlos Bravo and Encarnita Novillo at the Loreto Gliding Club, in the town of Santo Tomé del Puerto, located north of Madrid and at the foot of the Sierra de Guadarrama. Although the meeting was scheduled for the weekend of 28-29 July, rally attendees were able to fly all week in collaboration of other members of the club. Present was the T-21 of Carlos and Encarnita, the Grunau Baby-III of the Irishman, Alan Sanders, the Ka-6CR of the Friends of Valencia, and my Bergfalke II-55.

The call was also sent to the modellers coordinated by Antonio Rodríguez, who attended in large numbers with their great models. On Saturday the 28th, the activities began early in the morning with flights by some magnificent vintage glider models. Launches were achieved utilising aertow and bungee cord. At 13:00 an award ceremony took place for the models, before the 1:1 full-size models took to the air to enjoy some great thermals and lots of cumulus, thus allowing longer flights, accompanied by the local vultures. Sunday the 29th began with a strong wind that made taking off difficult, so we took

the opportunity to visit the La Nava-Corral de Ayllón. It was here that a VaV (Vuelo a Vela) section of the MAU (University Air Militia), was operated. The MAU, financed by the army, has drastically cut funding due to the economic crisis. This has left the surrounding environment and three magnificent hangars in a lamentable state of abandonment. At 15.00 the high winds subsided and, in the company of the local vultures, we were able to make some great flights on the slopes of the Somosierra. After these flights, the Loreto Club served up a tasty paella, cooked by two members of the group just outside the hangar doors.

Unless stated, all photos: José Ignacio García Colomo



Vintage gliders and models in the hangar.



The wonderful paella cooked in front of the hangar.



Winner of the best model, the amazing IS-5 Kaczka.



Enjoying the paella

Jim Short, Lee Cowie and Marci Reid

USA

US Rally Roundup for 2018

Western Vintage and Classic Regatta



May 27, 2018. Ron Martin test flies his 1943 Schweizer SGS 2-8 on its first flight ever, over Tehachapi, CA. Photo: Todd Schultz



Vintage WW II two-seaters at Tehachapi Western Vintage and Classic Regatta. Front row SGS 2-8 and two Schweizer TG-2's. Rear row two Laister-Kauffman TG-4 / LK-10A's. Photo: Cam Martin.

As initially reported in VGC Issue 153, the 2018 Western Vintage and Classic Regatta in Tehachapi, California was blessed with beautiful weather that provided the opportunity for owner, Ron Martin, to fly the very first flights ever, in his elegant 1942

Schweizer 2-8. Ron's first flight is beautifully captured in the accompanying aerial view over the Tehachapi Mountains. Another photogenic occasion is marked in the accompanying picture of five 1940's two-seat training gliders, two Laister-Kauffman TG-4's (LK-10A's) in the back

row, two Schweizer TG-2's (in the front row), along with the Schweizer 2-8, which, except for unusual circumstances, might well have become the Marine equivalent of the TG-2, the LNS-1.

Jim Short

Great Plains Sailplane Regatta



Wichita Rally participants, as seen from Jerry Boone's drone.



Mark Johnson with Neal Pfeiffer with Mark's newly acquired Slingsby Capstan at 2018 Wichita, Kansas Great Plains Vintage and Classic meet. Photo: Chad Wille

The 13th Great Plains Vintage/Classic Sailplane Regatta was held over four days at the Wichita Gliderport, in Wichita, Kansas. VSA Director-at-Large Neal Pfeiffer provid-

ed an excellent report of the meet that started with the great annual BBQ hosted by Matt Gonitzke at his home. Matt was pleased to show visitors his self-designed (he is an aeronautical engineer) enclosed clamshell trailer he made for his expertly restored SHK.

RALLY REPORTS



Steve Leonard with his 1947 Elliotts of Newberry Olympia S/N 9, recently purchased from Dean Gradwell. Photo: Chad Wille

With high overcast on Friday morning, Chad Wille inspected a Slingsby Capstan that was recently purchased by Mark Johnson. Chad brought his Sagitta down from Iowa, took a high tow and did aerobatics on the way down. Friday concluded with a burger cookout at the Gliderport coordinated by Sue and Harry Clayton and Bob Holliday.

Saturday weather was much improved. The annual Saturday Soaring Symposium started with Matt Gonitzke giving a presentation about building his metal glider trailer. This was followed by Harry Clayton, describing fabric covering systems. The final speaker was John Clark, a retired NTSB investigator and glider pilot, who discussed several interesting accident investigations.

The launch line was busy on the Saturday afternoon. There was a strong inversion at about 4200 msl (field elevation 1400 msl), but it was sunny and lift was workable to the top of the thermals. Wind was light out of the northeast, unusual for the area, and later in the day, grass fires in the Flint Hills to the northeast put plumes of smoke just to the south of the airport. At times it was impossible to see more than two miles to the south, but all the way to the horizon to the north. Several pilots soared for over an hour.

Sunday brought more good weather, but thankfully, no smoke. In addition to the Sagitta, Ka-6B, and Cherokee II mentioned earlier, Mike Logback brought his Phoebus A, Jerry Boone brought the Wichita Soaring Association Libelle 201, and Steve Leonard brought his newly acquired 1947 EON Olympia 1 (S/N 9) over for static display, as it's not quite ready for flight. Charles Pate's Schweizer 2-33, and Neal Pfeiffer's Ka-2b, Ka-6BR, and Ka-6E are local to the Gliderport and flew throughout the weekend.

People make these events fun and successful. Their conversations, with everyone pitching in to help made the event even more memorable.

Jim Short

Massey Vintage Meet

The Vintage Sailplane Association regatta at the Massey Aerodrome, Maryland, has moved from month to month, to try and find a time when the weather would be good and local members would attend. The event is probably best known for its reasonably-priced aero-tows. For those who didn't attend, tows are available every weekend and they are always happy to have visitors come and fly at the regatta or not.

The August 2018 gathering featured two newly rebuilt Schweitzer 1-26's. Serial number 393 is a 1-26B owned by the Massey Air Museum and flown on most weekends. Kristin Farry brought her serial number 400, the prototype 1-26D that has just been rebuilt by K & K Soaring. It flew as good as it looked. As at past events, the seafood was excellent.

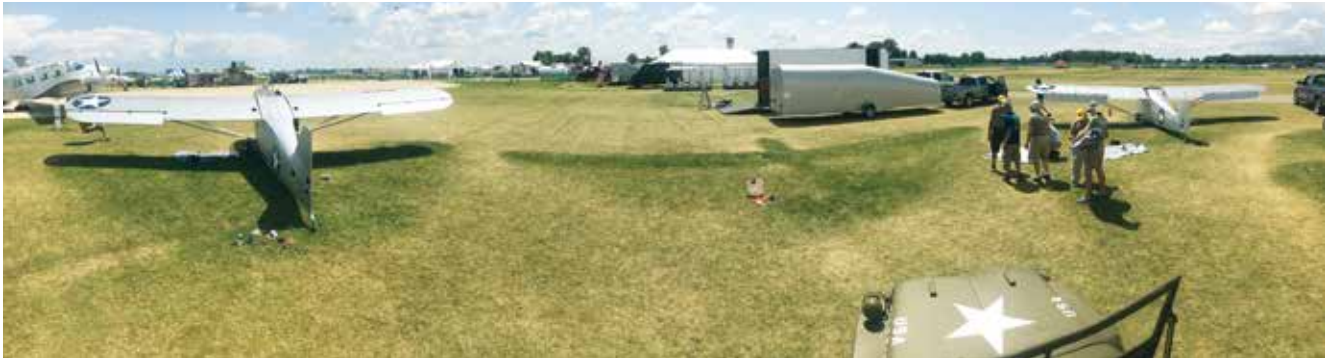
Lee Cowie



Massey Air Museum's 1-26B. Photo: Lee Cowie

RALLY REPORTS

Vintage Gliders at EAA AirVenture 2018 in Oshkosh, Wisconsin



The WAAAM camp prepares their TG-6 and TG-8 for the displays with the Reid's Beech E-18S on the left.
Photo: via Marci Reid

This year's Experimental Aircraft Association convention (AirVenture) featured a first-time display of accurately restored military training gliders and sailplanes from the early 40's. These unusual gliders complemented the 'Warbird' section of the EAA meet and also flew several times during the week. The gliders, owned and restored by the Western Antique Aeroplane and Automobile Museum (WAAAM), in Hood River, Oregon, were trailered 3,000 kilometers from Oregon to Wisconsin for the occasion. An excellent article on the aircraft and the display was written by Robin Reid and may be read in the Fall 2018 issue of

Bungee Cord, the magazine of the Vintage Sailplane Association (VSA) in the US. The gliders on display were a Taylorcraft TG-6 and a Piper TG-8, accompanied by the WAAAM museum's most recent restoration, a Laister-Kauffmann TG-4A. Despite its elegance, the TG-4 was considered too high performance by military officials to be used as army trainers, so the TG-6 and TG-8 were developed from Taylorcraft and Piper airplanes; basically turned into 3-seater gliders, with the third pilot taking the place of the engine. There was no comparison in the soaring performance of the two styles of aircraft, but the military was definitely happier



The WAAAM team who made it all possible. Photo: via Marci Reid

with the lower-performing trainers that more closely matched the performance of the WACO CG-4A cargo gliders that were flown in military operations.

Jim Short

Marci Reid writes: The Western Antique Aeroplane and Automobile Museum in Hood River, Oregon has been amassing a collection of WWII training gliders, with recent additions of a Taylorcraft TG-6, Piper TG-8 and Laister-Kaufmann TG-4. The volunteers hatched a plan to share these most recently restored flyable vintage craft by taking them to AirVenture in Oshkosh, Wisconsin. Enthusiasm was high amongst many volunteers, and in the final effort, 27 volunteers in 8 vehicles, and

a Beech E-18S, moved these three gliders and their support crews 2,000 miles east to tell the relatively unknown story of the US training glider program. WAAAM was featured in the center of the Warbirds area all week. (Thank you EAA!!). The two three-seat gliders were invited to fly in the warbird portion of the airshow on Friday and Saturday, the first time TG's have flown at Oshkosh. By chance, a group of reenactors were camped out at Oshkosh as glider infantry and made a

perfect complement to our presentation. The TG-6 and TG-8 are both three-seat gliders that served as trainers for the larger troop carriers such as the CG-4. The instructor sat in the center seat, with a student in front and behind him. These were conversions from the powered tandem airplanes such as the Piper Cub and the Taylorcraft L-2, and many were converted back after the war to powered aircraft.

Marci Reid



The 'Super' looking Taylorcraft TG-6 nips in front to steal the show from the Super Fortress! Photo: via Marci Reid



The TG-8 wows the vast crowds at Oshkosh. Photo: via Marci Reid

VGC International Rally

Stendal 2018



Photo: Alexander Gilles



Photo: Robert Verhegghen



Photo: Alexander Gilles



Photo: Robert Verhegghen



Photo: Robert Verhegghen

VGC International Rally

Stendal 2018



Photo: Alexander Gilles



Photo: Alexander Gilles



Photo: Robert Verhegghen



Photo: Alexander Gilles



Photo: Alexander Gilles

Gytis Ramoska,
Translated by: Lina Ivanauskiene

The BrO-9 and its role in Soviet Gliding

Part 2

In part 1, Gytis Ramoska took us through the early development of the BrO-9 as he continues his story into the development of one of Lithuania's most successful training gliders

Third prototype BrO-9C

DOSAAF leadership sent Oskinis to the Simferopol glider factory (where A-1 gliders were manufactured), to prepare for BrO-9 production. This entailed the compiling of the necessary documentation, work drawings, and to oversee the construction process of three BrO-9's, in addition to overseeing workshop preparation for production. One of the first three BrO-9's was to be used solely to carry out load-testing, whilst the other two were used for flight-tests. On the 1st of November 1952, Oskinis arrived at Simferopol and made his initial preparations. It was soon apparent that nobody really cared about the project, or the BrO-9's production. The factory goal was to fulfil and exceed the production figures of the A-1.

In December, when the entire team should have been involved in building the first BrO-9C, the workshop team instead started production of three A-1's. Oskinis tried in vain to persuade the management that the BrO-9 program could be at risk as a result, but received little sympathy and many simply laughed at him.

This came as the first major shock for Oskinis as a designer. Later on unfortunately, similar situations were to occur several times, which only deepened his disappointment even more. However at that moment he was still a hard-working 39-year-old man and therefore decided to take matters into his own hands. He put aside the BrO-9 drawings, and halting design of the equipment necessary for serial production, started building the gliders himself. Between the 20th of December, and the 10th of January, he spent



up to 18-20 hours a day without leaving the workshop (after the New Year's day party, some workers came back to work with hang-overs).

On the 10th of January, the three BrO-9 gliders were completed on time. Oskinis completed the drawings in Moscow (Tushin), which consisted of some 93 sheets of working drawings, material specifications, production-time rates, as well as initial data for the stress calculations of the BrO-9. The designer also highlighted the fact that the factory had failed to carry out pre-production work, and that, as a result, the Simferopol factory was far from ready for serial production, which without him, could not be started. The main difference between the BrO-9 (C) and the previous prototypes was an increased wingspan of 7cm and a reduction of 5cm in cord. There was also a longer taper to the outer section of the wing (BrO-9 A and B - 2.13 m; BrO-9 C - 2.62 m). Also the new wings had plywood (on top surface only) glued between the front and rear spars, replacing the earlier diagonal supports. There were also changes

to the construction of the nacelle and tail-boom, as well as the shape and area of the keel.



BrO-9A



BrO-9B



BrO-9C

During tests of the BrO-9 (B) in Simferopol, the DOSAAF Test-Commission requested that the landing-wheel be positioned further back from the centre of gravity, as the glider was nose-heavy and required excessive elevator control to lift it off the ground during launching. The test-committee suffered some embarrassment when their abbreviated tow-hook was installed on the BrO-9 (C), resulting in the early release of the bungee rope during launching.

On the 6-18th of February 1953 the comparison flight-tests of the BrO-9 (C) and the A-1 took place at Simferopol Aviatechnical Club airfield. They made 8 flights in total, launching with 18mm diameter bungee rope, 35m in length. They later performed 25 flights with a Dobachov winch (the rear wheel of a motorcycle rotating rollers and a rope pulling the glider). With the bungee-rope the gliders were launched to a height of 5 m, and on the winch, up to 40m.

The test-report stated that BrO-9 (C) had the best glide speed at 55 km/h, a turning speed 60 km/h, and minimum-sink speed of 1 m/sec. The tests highlighted the advantage of BrO-9 (C) over the A-1 in almost all aspects; faster assembly times, and it was more agile, with a better glide-ratio. It was able to do 360° turn from a height of 40m, and still have up to 10m in altitude at the end of the manoeuvre. Meanwhile the A-1, from the same height, was only able to carry out a 180° turn.

The order for BrO-9 production was signed in November 1953 by the DOSAAF Organising Committee of Aircraft Preparation. The Chairman of the Board of the Aviation Sports Board, Colonel Braunstein and Chief Engineer of the Engineering Aviation Authority, Col. engineer. Mr. Gonchar, noted that the BrO-9 was suitable for initial training, using both bungee and winch. It was the planned replacement of the A-1 in all gliding squads and stations, technical sporting clubs, and aero clubs. It was recommended to gradually replace the A-1's by producing small series of 20-25 gliders. Orders were also issued to further assess the BrO-9's suitability for training in the field and monitor its performance.

In spring 1953, in the laboratory of static-loading at the Kazan Institute of Aviation, a BrO-9 (C) was tested to destruction and it was found that the wings failed at 150% load; in other words, they were 1.5 times stronger than required by the standards. In the magazine 'Krylia rodiny' (Aeroflight) in an article titled 'Suitable gliders for the DOSAAF' (by V. Simonov and B. Cheremtev), they took the opportunity to publicly make fun of the excessive strength of



Getting ready for test-flights in Simferopol, Russia 1953

the BrO-9, stating: 'the single-seat primary glider the BrO-9, is designed for flights up to only 10-20m height, but it is twice as strong as a 25-seat passenger plane.' (Krylia Rodin, No. 1, 1955, p.11). This unfair jeer was based only on paper and designed to humiliate the designer.

The DOSAAF Chief Engineer did not pay attention to this criticism however, because he perfectly understood that by cutting off 2-3 kg of wood from BrO-9 wing spars, struts and the main frame (reducing structure strength to 100%) would not significantly improve the glider and would not serve to save much money. This saving of 2-3 kg in weight was irrelevant, especially as the gliders were often stored under the open air on the USSR airfields and with significant structure reserves, summed up the comments, that only a fool would reduce this margin.

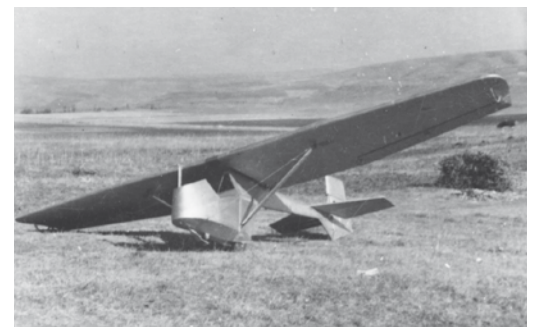
Motorised BrO-9 simulator project

Oskinis designed a motorised self-propelled version of the BrO-9 to prevent the glider from being damaged whilst inexperienced cadets carried out their first launches. On the 7th of June, 1953, a sketch of the project was sent to Moscow. The proposed motorised version was to have an inter-changeable nacelle structure that utilised a motorcycle engine mounted to the unit, and turning the landing wheel, would help to accelerate the glider to 45 km/h. At this speed the controls were effective enough to allow the student to get a basic understanding of the controls. After the student progressed, the motorised nacelle was then to be replaced with a conventional nacelle and the student then could progress onto more conventional forms of launching. The cost of engine and cabin was about 2000 roubles in total, however the DOSAAF bosses did not adopt the project.

Simferopol serial production of the BrO-9

In August 1953 the serial production of BrO-9 (C) gliders began. This began with a small series and progress initially was quite a slow process. It is clear from B. Boikov's (DOSAAF) letter to Oskinis, which was dated October 1954, where Boikov states that only 30 BrO-9's were produced. There were a number of construction defects and some weaker structural points which resulted in the reinforcement of the wing tips, the base of rudder pedals, rudder cable fittings, fuselage to strut fittings, and the tail skid. DOSAAF commanders threatened Oskinis that if the defects were not sorted out forthwith, that they would return instead to A-1 production. Supplies of landing-wheels was poor, and for some time had completely dried up, so instead Oskinis was ordered to design a suitable skid, but it was not widely used.

Subsequently, the manufacturing defects were corrected and supplies were eventually sorted, and from August 1954, BrO-9 serial production proceeded at a rapid pace with roughly 4 gliders coming off the production-line every 6 working days. Until the end of 1955 (and the end of BrO-9 serial production), 320 BrO-9 gliders were manufactured at the Simferopol workshops.

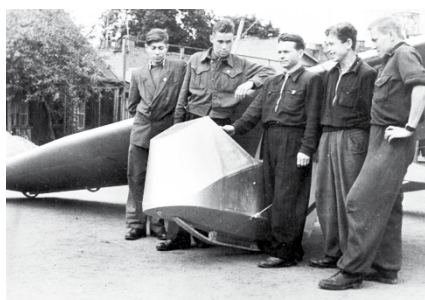


BrO-9C one of the first glider from serial production in Simferopol

Although Oskinis tried to avoid it, the BrO-9's serial production at the Simferopol workshop was stopped by his new project, the BrO-11 Primary glider. The DOSAAF leadership decided that the BrO-11 would be produced instead of the BrO-9, despite Oskinis trying to convince them that the BrO-11 was designed as a very basic-trainer, whilst the BrO-9 could also meet these same basic roles, with the added advantage of being suitable for more advanced tasks; such as flying on slopes or thermals. Furthermore, he pointed out, that being relatively cheap to produce, the BrO-9 could ensure a massive gliding movement within the USSR as it was possible to produce 4-5 thousand BrO-9's from the funds which were allocated for the 800 two-seater KAI-12 'Primorec' series production in 1957-60. In 1956-58, one of the workshops of the Ministry of Aviation Industry (MAP), produced about 70 MAK-15 trainers which was only three points better in glide-ratio, but about three times more expensive than the BrO-9.

Construction of the BrO-9 in Lithuanian gliding squads

When pilots from Kaunas began to demonstrate what could be achieved in gliding, it served to inspire young men in other Lithuanian cities who also wanted to fly. After the 'frozen period' between 1949-1951, when gliding was forbidden, the first bunch of enthusiasts got together at Šiauliai. They built P. Motiekaitis' training glider, the Moti-2, which saw constant use during 1952. For the next season, youths at Šiauliai decided to construct a BrO-9, which had similar glide-ratio, but was much cheaper, easier and quicker to produce (and if broken, faster to repair). By the autumn of 1953, the BrO-9 (C) glider was built, and without a nacelle, and utilising a landing-skid, was flight-tested and then used for several summers thereafter.



Designer, Bronius Oskinis (in the centre of picture) and some of the Lithuanian BrO-9 builders. From the left: A.Jonusas, D.Kucinskas, A.Arbačiauskas and J.Kuzminskas



V.Drupas (cockpit) readies a BrO9 C for take-off in Kulautuva 1956

In 1953 the group from Kaunas flew only with three gliders; a self-made BrO-10, and an M-1 and an M-2. The BrO-9 (B) which they had, was taken to Moscow in September 1952 and never came back. In 1954, at the Kaunas Polytechnic Institute, whilst students were making repairs to the BrO-10, Oskinis meanwhile constructed the new BrO-11. At the same time, Z. Brazauskas, head of the Young Technicians Station, built a BrO-9 (C) which was later successfully flown in Kulautuva. The only serial-production BrO-9(C) the Kaunas pilots received, came from Moscow as late as 1956. Also in 1956, Vladas Kengsaila, who was founder of gliding squad in Šilutė, and was flying a BrO-11, aspired to fly higher. Therefore, in 1957 after receiving BrO-9(C) drawings from Oskinis, Kengsaila, constructed a copy with a slightly different nacelle.

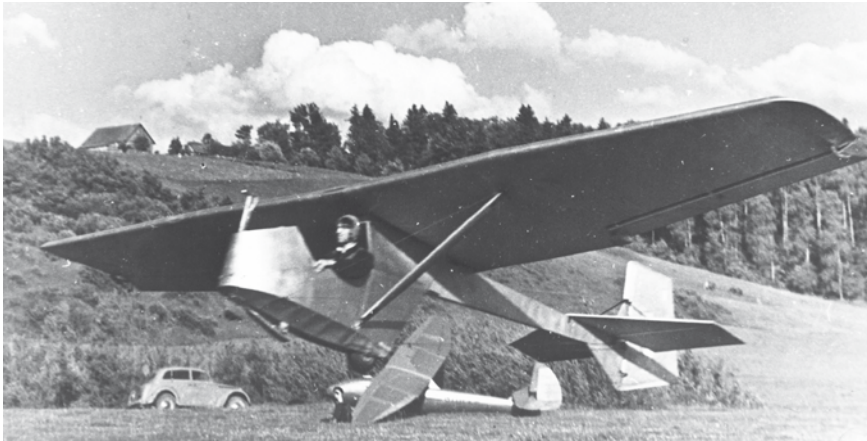
BrO-9 Operation

Although the BrO-9 was the work of a Lithuanian, Moscow's DOSAAF assigned only a few serial production gliders to Lithuania. Generous delivery of gliding stock to Lithuania from Moscow began much later when the Lithuanians became aware of the necessity to 'pamper' Moscow bosses somewhat. The distribution of serial BrO-9's clearly showed that Lithuania was seen as a negligible cornerstone of the Soviet Union by the Moscow leaders. It was only until later, and only because of Oskinis, and other Lithuanian enthusiasts' efforts, that this attitude dramatically changed. In those days the typical lifetime of a wooden glider was only 2 years. Those who knew how much work and money were put into a glider, this was incomprehensible. But they had to obey and eventually they had to get used to this excessive Soviet waste-

fulness. Some critics (who had previously operated the A-1) used to say that the BrO-9(C) was less suitable for training, as it was faster and more sensitive (Moscow designers tried to emphasise this, although the difference was only about 30%). More advanced gliding instructors and pilots were very appreciative that the BrO-9(C), which was launched by Dabachov winch's, were able to 'box' the circuit around the airfield, or fly on a slope. When the clubs got the BrO-11's, all BrO-9(C) gliders were 'written off'. Some more intrepid pilots who expected a similar performance, tried to do the same with the BrO-11 as the BrO-9(C), with the result being that the BrO-11 fell far short. (B. Sheremetev found 'unique' objection to the BrO-11 in his book, stating: 'poor performance provokes frequent violations in flying instruction by using unauthorised towing equipment'). Thus, according to a gliders useful lifetime, by 1958 all BrO-9's had been destroyed throughout the Soviet Union, with none surviving apart from one example, which operated with the Panevėžys Gliding club, who were still using their BrO-9 in the 1960s.

In Lithuania the BrO-9 era lasted at least 8 years. Greater success with the glider came after J. Balciunas built a winch in 1955. On the 22nd of July, 1956, at Kulautuva, Oskinis was one of the first to thermal with a BrO-9 and reached the height of 600m. Later on another pilot, A. Arbačiauskas, managed to climb to 900m. A couple of months later on the slope in Kulautuva, Oskinis flew for a duration of 6h, 2min. In the summer of 1957, A. Jonušas, A. Japertas, R. Kavaliauskas, and others at the Vepriai airfield, carried out several soaring flights with the BrO-9 under cumulus clouds. Since 1955, pilots from Kaunas began to carry out sim-

BrO-9



A BrO-9C constructed by members from Kaunas, flying at Kulautuva in 1954



Hauling a BrO-9 up to the launch point. Location unknown



The BrO-9 proved effective in both ridge and thermal flying

ple acrobatic manoeuvres with the BrO-9, including spinning, wing-overs, and loops (often carried out from a winch height of just 200-300 m!).

BrO-9 Rivals

As it was mentioned earlier, in 1948 Oskinis sent his entry for the BrO-9 to Moscow for the training-glider contest and received reply that he was too late. The results of this competition were not publicly published, even by 1953 when a competition for a two-seat sailplane was announced. We already know that the standards were so low, it was too shameful to publish. How strange then that in 1952, within the whole of the Soviet Union, the BrO-9 did not have any competitors (unlike in Lithuania!). The same year, A. Kuzmickas, built his M-2 in Kaunas Polytechnic Institute, and in Šiauliai, P. Motiekaitis, also built a Moti-2. Although the last two examples belonged to the Intermediate class of the training gliders, the BrO-9 surpassed both of these gliders, not only in cost, but also performance and strength, and with the same glide-ratio. In the same class we can add R.Béksta's RB-11 glider, which didn't make its first flight until 1960. Of course such gliders like, A. Kuzmickas' KPI-3 'Gintaras' (1955), or the Russian MAK-15, which was produced only in small series in 1956,

were only marginally better than the BrO-9, but albeit more expensive, and from different price categories. In 1957 the all-metal KAI-11, with the same glide-angle as the BrO-9, soon emerged a complete fiasco as an initial training glider (after inevitable damage, repairs were difficult, if not possible).

The BrO-9's contribution and DOSAAF's approach to the designer

Bronius Oškinis hoped for remuneration after he created a much needed glider for the whole of the Soviet Union. As with any mortal, he was not an exception. Firstly money was necessary to compensate for lost time without family, when all his free time and money was expended on gliders. These funds were also vital for the new sailplane projects, so therefore Oskinis was ex-

pecting a fair salary. He was shocked when DOSAAF Generals paid only basic project expenses! There are copies of the letters which were sent to Moscow bosses in the Oskinis' archives, which are kept at the Lithuanian Aviation Museum. Here Russian authorities' excuses are recorded, stating that they had no funds to pay for royalties for the glider construction projects which had been put into serial production. In fact DOSAAF funds should have been allocated for the encouragement of new prototypes and for awards in contests aimed at creating new gliders. But in truth, those salaries were only available for DOSAAF's 'familiar designers' like B. Seremetev, M. Kuzakov, N. Fadev, A. Pyecuch, and V. Abaramov, who were capable in only in criticising Oskinis' constructions, rather than creating better designs themselves.

This negative principle, to some extent, did work out. It offered goods at a cheaper price with the initiative coming from the designer. Oskinis proposed new designs and later undertook serial production himself. Nevertheless, several times he was engaged in trips of a thousand kilometres; Kaunas-Moscow-Simferopol and the authorities took advantage of it. When DOSAAF received the prototype BrO-9 (B), they did not return or paid for it (despite being made by Oskinis himself). From his DOSAAF pay-outs he even purchased a new serial BrO-9 (C), the impoverished designer was now even financing DOSAAF! The indifference to a man who clearly deserved so much more recognition to Soviet Union gliding, clearly demonstrated the perversity of DOSAAF bureaucrats. In April 1956, as a result of writing disconsolate letters, Oskinis finally received 3000 roubles compensation for the BrO-9 (B), equal to only one-and-a-half month's salary of the head-manager of the Simferopol workshop! Oskinis never received any payments for the BrO-9 (C) serial production. For inexperienced enthusiasts and gliding clubs (and knowing their modest financial means of acquiring materials), especially during 1952-1960 period, the BrO-9 proved to be a simple and brilliantly designed glider. It was definitely one of the world's cheapest training gliders, which with its performance, was more than just a Primary.

All photos:

via Benvenutas Ivanauskas



Lithuanian glider pilots gather around the dependable BrO-9C

Bruce Stephenson

Palaces of Justice.

The gliding exploits of Neal Vernon Loving.



*I guess I have a history of people
telling me what I can't do.
- So far they are all wrong.*

Neal V. Loving

*Neal Loving in later years proudly stands before one
of his later designs, the WR-2.*

August 28 1963, American history was about to be made and was to change the course of one the country's darkest deeds in its civil rights. Born out of the accumulation of years of hardships and suffering, of lives lost and of a river of tears; tears that had come to represent the anguish of those that didn't even have that most basic of rights of a Constitution that is referred to as 'We the People' and that of Liberty.

As he began in his low melodious tone, he referred to 'the bad cheque' that had been handed, in his words, to the 'American negro'. As his momentum slowly began to build, he passionately laid out his charges of an uncaring nation ruled by a policy of white supremacy. As this remarkable speech came to its climax, a more urgent tone began to build as if the very years of anguish itself were erupting in a torrent of poignant passion as black and white stood arm-in-arm, united for a freer, more just world in the ongoing battle of American Civil-Rights. It was at this very point that the young gospel singer, Mahalia Jackson, urged our orator to capture the moment and inadvertently take a few simple words that would later go down in infamy as one of the most defining moments in American history; 'tell them about the dream Martin, tell them about the dream'...

A dream indeed. A dream that was to be another world away at the time of one almost-

And yet from this irrepressible groundswell came an unstoppable tidal wave. With it came one of America's most defining moments in its relative modern history as a young and skilled orator became the focal point that encapsulated the hearts and raw emotions of millions who had stood against all those years of suffering. With his wavering, melodic tone, few

forgotten American flying enthusiast, Neal Loving. Loving was different however, for against all the odds this young black enthusiast was to endure all of the privations of the restrictions of racial injustice's, and later, physical handicaps. Whilst Dr King's dream was beginning to materialise on that fateful day in August 1963, for Neal Loving, 1930's America was in reality, another world away from Dr King's, 'palaces of justice.'

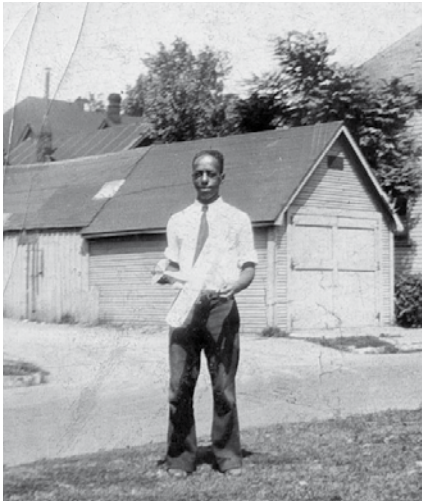
Born in Detroit, Michigan, on the 4th February 1916, Neal Vernon Loving was very much of a generation that had been handed a dud cheque indeed. With racial discrimination as a way of life, Loving's roots were of a proud black parentage that had to contend with deprivations of a racial system that limited both the scope and opportunities for all blacks in the USA. Against the odds, they largely overcame these barriers and both his parents were to enjoy the satisfaction of qualifying as professionals, which was to have a huge effect on the young Loving.

other public speakers since Winston Churchill and John F Kennedy had had the ability to stir the deepest emotions and inspire. But as this young orator began his fateful speech, it is perhaps amazing today to think that this was in fact the first time many ordinary Americans would hear a complete speech on American radio, or TV, by this vibrant young Reverent from Montgomery, Alabama.



Neal Loving parents, Alma and Hardin Clay Loving, in the summer of 1938 (Neal's father died a year later).

WE REMEMBER



A young Neal Loving with one of his early models

The first seeds of aviation sewn for the young 10-year-old came in 1926 when a silver and blue D.H. 4 bi-plane appeared overhead the Loving household, stirring something deep within this young mind, and an arduous, but determined career, was about to be launched.

Often taking refuge in the Detroit Library, soon every book on aircraft had been devoured by this quick and intelligent mind, and soon he was progressing to building models, channelling all his precious pocket money in order to do so. But it came with the unified cry of all those around him, that blacks had no place in aviation, and indeed, aviation had no place for blacks.

Even the act of getting to an airport was a bittersweet experience for the young Loving, as he often had to save the bus fare in order to travel to the nearest field for aviation displays and was invariably the only black face in a sea of white, which was to have its obvious drawbacks, as Neal was to later recall in his excellent book, *Loving's Love*: 'As I walked down the rows of displayed aircraft it became clear to me that a 13-year-old black kid in clean, but shabby clothes, wasn't considered a likely prospect by aircraft salesmen. Ignoring me they handed out colourful and informative brochures, many of which were discarded by often disinterested air-show attendees. I followed right behind them, picking up their discarded brochures from the floor before they were stepped on'...dreams it seemed, were not confined to the cages of society's racial expectations!

Saving for all his worth, the young Loving took his first aeroplane ride in May of 1930, a rather apprehensive, but thoroughly uplifting enterprise, with the experience further cementing Loving's future, as Neal later reminisced during a taped interview: 'I was

14-years-old when I saved up \$3. There's 2 seats in front, pilot sits in the back, and it's an open cockpit airplane. So we started up the engine and my fright knew no bounds. Noisy, vibration, but the minute the wheels left the ground, all of a sudden, that vibration that you're feeling, with the wheels rolling across the ground; -all of a sudden it stops, and there you are in flight!' ...

But this was the period of abject hardships, as America withered under the full effects of its worst depression in its then history. His father, having been forced to give up his practice of optometry and with the family's financial situation hitting a new low, was forced to turn to eking out a living in plumbing and carpentry.

In January 1931, Loving entered the Cass Technical High School in Loving's home city of Detroit. With this sprawling block-long facility, Cass offered a wide variety of courses, of which Loving soon had entered auto/aero department. Offering two aero courses, these were only held in the senior year however and only served to add to his immediate problems. Loving was barely able to afford the paper supplies, let alone the required text books, which saw Loving turning to friends to borrow books.

If getting into Cass had been one issue, getting onto the aero courses proved an even bigger hurdle as yet again the ever-present routine of racial prejudice stood in his way, as again Loving takes up the story: '*The department head A.D. Althouse, sent a note through to my home-room teacher asking me to see him in his office. Such a summons usually indicated serious trouble, but I could not think of what I might have done to warrant this request.*



George E. Tabraham, pilot, mechanic, educator and Principle of Aero Mechanics High School, Detroit. Tabraham was to be a true life-long friend and mentor to Loving.

Trying to keep my fears under control, I went to his office at the appointed time. He was very pleasant and said that his only reason for wanting to see me was that he had just been informed there was a black student in the aero department. In his official capacity as my advisor, he wanted me to know there were no employment opportunities for me in aviation. He suggested I transfer to the auto department where my skills could be used to make a living among my own people.

Undeterred, I asked if I could remain in the aero department. He gave his permission without much enthusiasm, but I left his office with a sense of relief and happiness.'

Not everyone in the white community was so openly supportive to segregation however. Running the aero course was a nonsense ex-WW1 veteran pilot, George Tabraham. Tabraham was a fair-minded liberal who saw potential in the individual, regardless of colour and nurtured any keen interest in aviation. The aircraft mechanic's course was to prove to be the defining highlight of the young Loving's high school days and it was during this time that a rather strange black salesman was to walk through the door to his father's then optometry office, pedalling what the salesman termed as 'Airplane brand Sausages'. When challenged about the name, the salesman told Loving senior that he was President of the Ace Flying Club, an all-black organisation dedicated to teaching blacks to fly and the money raised from sausage sales would go towards buying an aeroplane.

This soon saw Loving joining their ranks, where he was to establish a life-long friendship with a fellow member, a young black woman by the name of Earsly Taylor. Having purchased an Alexander Eaglerock aircraft in need of attention, the now 17-year-old Loving was soon recruited to oversee the modification of a set of non-original wings. During an absence of illness, work on the wings were rushed in Loving's absence, with disastrous results, leading to the tragic death of the salesman and his wife, thus bringing an end to the whole sorry venture. Graduating from High school in January 1934, Loving continued to work under Tabraham (free of charge) which would count towards his aircraft mechanics licence. With the magazine, *Popular Mechanics*, in its heyday during the mid-30's, plans for ground-based aircraft trainers for children were often published. This saw the inspiration for Loving to build his own design in the summer of 1934. Using plywood from old packing crates and an old single-cylinder air compressor, which he attempted to

WE REMEMBER



Loving's first 'big' project, the 'Imagination Machine,' Ground Trainer, built in 1935.



The NLG-1 glider under construction.

convert to a gasoline engine, he set about designing his own trainer. Despite being unsuccessful to get the engine to run however, Loving was later invited to display his handiwork at the annual all-American Airshow at the Detroit City Airport.

With the apparent success and interest in his simple ground trainer, Loving was now more determined than ever to learn to fly, however with little money at his disposal, decided to embark on designing and building a full-sized training glider.

With preliminary design work commencing in the fall of 1935, and since space was at a premium in the basement of his family home, Loving approached his design with the wing in three sections; a six foot centre section, with two twelve foot outer sections. With an all-wood construction and to keep costs down, white pine was utilised as it was cheaper than spruce. To further reduce costs (and weight), simple wire bracing was used to transfer the flight loads into the wing. The fuselage had a semi-enclosed cockpit. Another cost-cutting measure was unbleached muslin for the fabric. With the basic design down on paper and material costs reduced to a minimum, now all that faced Loving was the daunting task of raising enough funds in which to actually build his glider!

Being black and despite being skilled and educated, sadly Loving was soon to learn that job opportunities were almost non-existent. But with the help of the far-sighted Franklin Roosevelt federal-funded job schemes, the Works Progress Administration (WPA) was to give Loving some reprieve. Applying for a teaching position in model aircraft design and construction, WPA officials made it clear that blacks would only be engaged in manual labour. Because the position offered a higher salary

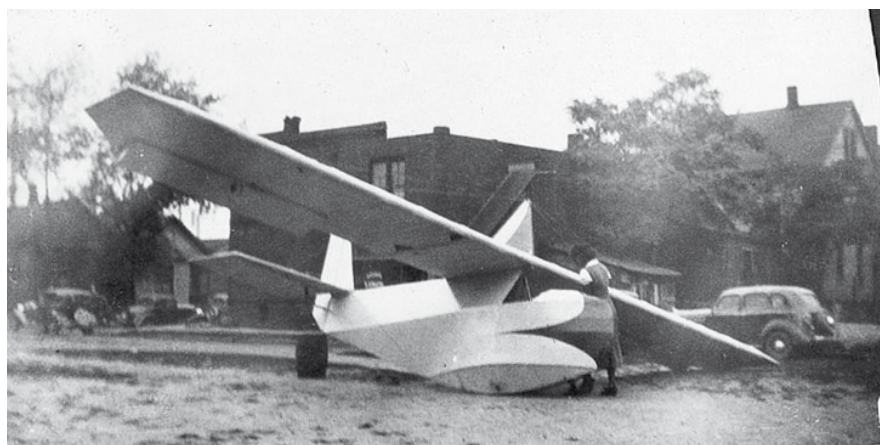
than an unskilled position and was something that he felt would be highly enjoyable, undaunted Loving decided to fight back. He contacted an attorney, and with help from a civil-rights leader, saw the WPA decision being overturned, but not before predominantly black classes were arranged for his new appointment!

With a salary of the princely sum of \$85 a month, 75% went straight to his mother. As she often reminded him, this had been the first regular money she had received to help run the household for years. Now with regular work, Loving found that he could now save a small amount as attention once again turned to his glider project, the NLG-1. The NLG-1 was designed along the lines of a Primary glider with an enclosed cockpit and of wood and fabric. Working in all his spare time down on the basement, Loving's Cass-Tech skills came into play, as Loving takes up the story: *'It took months of patient, and sometimes frustrating effort to fabricate the steel fittings, build the thirty-two wing ribs, construct, assemble and cover*

all major components with fabric and then apply dope to waterproof the fabric and shrink it so it was tight.'

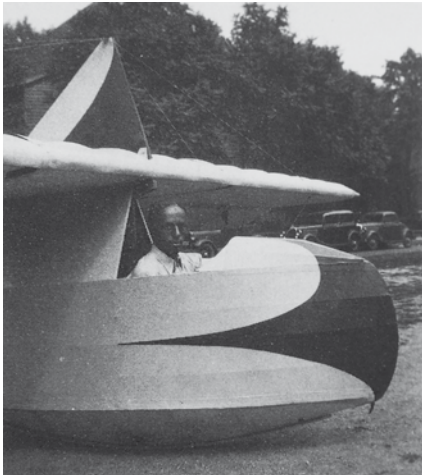
With the glider now ready for final assembly, the components were then extracted from the family basement and assembled at the back of a friends house a block away, where, as Loving recalled: *'I had the thrill to sit in the cockpit of his own aeroplane for the first time.'* But Loving's joy was short-lived however, when he discovered that the ailerons were rigged back to front! Not wishing to remove large patches of fabric, it was several days before a solution was found.

With the completion of the NLG-1, an application was made to the Bureau of Air Commerce for a registration number, and was assigned NX15750. A short time later the glider was displayed for a week at the YMCA Boys Work Department at the St Antoine branch. With assurances that the glider would be protected from over-enthusiastic hands with the appointment of a full-time assigned person to protect the glider (who did not materialise), the resulting meddling



The newly completed NLG-1 with its assigned registration of NX15750, looking very trim in its cream and brown stripe on the nose..

WE REMEMBER



The NLG-1 in 1936, Rose Garden, Detroit: 'I had the thrill to sit in the cockpit of his own aeroplane for the first time.' Neal proudly sitting in his creation, just before its untimely end in 1937.



Earsley Taylor enhances the clean lines of Loving's second glider design, the S-1 (1943).

and mishandling of hundreds of hyperactive ignorant young boys soon rendered the glider beyond economic repair!

It was around this time that Loving managed to find a local flight instructor open-minded enough to take on a black student at Erin Airport, some 12 miles from Detroit. With money still precariously hard to come by, Loving soloed on the 20th April, 1939 and continued his training as money permitted. With nearly 12 hours solo time under his belt, Erin Airport was sold to a wealthy family and with it came the traditional restrictions being imposed by the new owner, thus excluding black students.

During the summer of 1939, Loving's fortunes were to change for the better. He had met a kind and generous man called Ward Stone, who in Loving's words, owned a small glider company but was a losing venture because he loved people and airplanes more than profit. Well aware of Loving's meagre financial means, Stone offered to sell Loving

a second-hand primary training glider for \$150. Not having enough money of his own, Loving organised a flying group through the St Antoine YMCA and soon they had raised enough for a down-payment, taking proud possession of their very first glider.

Transporting the glider a short time later to a large vacant field on the outskirts of Detroit, rigging of the glider got underway. But again disaster was to strike, this time in the form of a developing thunder-storm. Hurrying to dismantle the glider before the storm hit them, a bolt of lightning struck the ground nearby at which point one of the boys claimed to have felt an electrical shock. Loving ordered the boys away from the glider and a short time later, watched on helplessly from the shelter of their vehicle as strong winds picked the glider up and smashed it onto its back. Ward Stone, the gentleman he was, never asked them to finish their payments for the now wreckage.

With his second glider disaster even before they had got off the ground now behind him, Loving soon started work on his second glider design, the Wayne S-1 in his YMCA classroom. Smaller than his previous design, the Wayne S-1 was a Utility class glider with a wingspan of 25ft, and when completed, weighed in at 160lbs. The landing gear was a single wheel and was finished with an upper fuselage and horizontal tail in a fetching blue colour, whilst the lower fuselage and rudder was finished in yellow. With assistance from his students, and his previous building experience, the S-1 was built in record time, and was finished in bright yellow and blue, just before his WPA contract came to an end in the spring of 1940.

Temporarily storing the glider, Loving then

went job-hunting once again, however to increase his employment chances, enrolled on a six-month engineering drafting course, during which time he completed a set of drawings for the S-1 to aircraft factory standards. With the usual racial prejudices still very much around, doors of employment remained firmly slammed shut until learning of yet another federally funded job program, the National Youth Administration (NYA). With his application filed, a few days later fate was to smile upon Loving, when his old mentor, George Tabraham wrote to Loving asking to meet him at the newly opened Aero Mechanics High School in Detroit. Unknown to Loving, Tabraham, who was the newly-appointed Principle, had spotted Loving's application and amended it from Drafting to Aero Mechanics, a change that soon saw Loving back teaching in the aero world. But it was not without the usual racial objections of those on the interview Board in which the ever-liberal and open-minded Tabraham was quick to quell.

With his new position now secure, the S-1 was finally flown for the first time on the 23rd of July, 1941. Sporting the newly allocated registration of NX27775, the S-1 was loaded onto a trailer, and Loving and his friend, Bill Hampton, headed for Stinson Field, on the outskirts of Detroit. With a 150ft length of rope played out across the ground, Loving takes up the story: *'The glider had a jaunty look as it sat on its single wheel with one wing-tip resting on the ground and the other pointed toward the beckoning sky. The wind was light so I decided to have Bill tow me up and down the runway, with and against the prevailing wind. My plan was to start at 10mph and increase the tow speed of each run at 5mph increments.*



Students of the St Antoine YMCA glider group.

WE REMEMBER



The pretty lines of the yellow and blue S-1 in flight.



Earsly Taylor working on the tail-plane of the M-2 in their rented Detroit premises.

After a thorough pre-flight inspection, I hooked up the rope and started my first tow. Other than poor lateral control at low speeds, the initial ground tests went smoothly. After several of these runs, Bill came over with my goggles and suggested that I put them on. When I told him I didn't think I needed them yet, he angrily stomped off, muttering loud enough for me to hear, "If you didn't want the damn goggles you should have left them at home!"

On the next tow, NX27775 took to the air-much to my surprise, for I did not realise that on this run I was heading into an increasing wind. The control responses were completely normal so I started a shallow climb. Suddenly I was totally blind! I had not noticed the dust layer rising from the dry ground behind the car during the ground tows, since I had remained well below it. But now I was in the middle of the dust layer and unable to see. As I panicked, my mother's words before I left home came instantly to mind; "Neal, don't go out and hurt yourself now that you have such a good job with the Board of Education." Instinctively easing the stick gently forward to lower the nose

and still blinded, I pulled the release knob, allowing the tow-rope to drop away. With no further control inputs from me the glider touched down smoothly and rolled to a stop. Bill rushed out to congratulate me on my successful first test-flight and a perfect landing. I was elated but I had to tell him; "I take credit for the take-off but God alone made the landing." I sheepishly asked for my goggles, which I wore for the next two flights.'

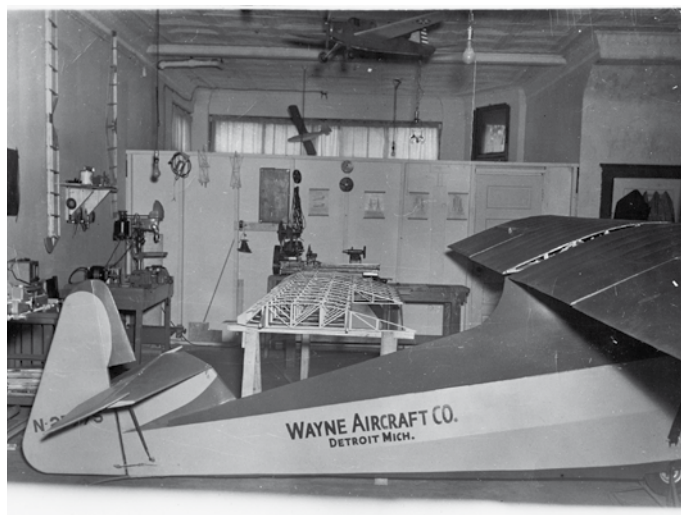
Loving then moved his gliding activities to Triangle Airport, which was exclusively a glider field. It was here that the glider was blown over onto its back and severely damaged with the glider returning to the YMCA for extensive repairs before the S-1 was again ready to fly. In June 1941 (just months before the attack on Pearl Harbour), Loving received a telegram from the Army Air Force requesting that his glider be inspected prior to compulsory purchase by the Army. Loving was quick to inform that NX27775 would be quite unsuitable for military requirements, he offered to construct a larger machine more suitable for military and civilian training. After discussing the

matter with his close friend, Earsly Taylor, they quickly formed a joint-partnership to form the Wayne Aircraft Company (named after the county), renting a large, empty store in downtown Detroit.

With Loving starting on the design of a new, improved S-1, the M-2. Earsly's brother, Rudy, joined the team undertaking most of the shop-work elements of construction, including the fabrication of the jigs and small parts. Determined to make a success of the venture, glossy brochures were produced and advertisements were placed in the then leading aviation magazine, Air Trails. Progress however was slow. This was in no small part due to the fact that all involved had their primary jobs dictating how much spare time was available for construction, for by this time Pearl Harbour had been attacked, thus curtailing all private flying. The war was to quickly and dramatically change Loving's teaching role, with emphasis quickly changing from the teaching skills of the young unemployed, to large numbers of adults and women now being trained for the war effort.



The Wayne Glider Company, open for business! The cover for a sales brochure from the 1940's.



The wing of the M-2 taking shape. In the foreground are the clean lines of the S-1.

WE REMEMBER

With construction of the M-2 still underway, Loving was to give a demonstration for War Bonds at the Adrian Airport, Adrian, Michigan on the 16th of July 1944. The day before the demonstrations, Loving took the S-1 out to Wings Airport, Utica, Michigan, carrying out some eight flights to renew his skills from his last glider flight in November 1941. The next day, a sizable crowd had assembled at Adrian as he initially began assembling the glider in front of an enthusiastic crowd. Ensuring that the spectators had a good view of his flights, he began his take-off run directly in front of the crowd line. Utilising a 400 foot tow-rope, in no time the glider had achieved a safe height in which to execute a 180-degree turn as Loving once again takes up the story: *'The audience enthusiastically applauded my performance. I suspect there was an element of surprise with my prevailing flight of the general public was that without engine power an airplane would fall out of the sky like a brick. NX27775 landed as light as a feather.'*

Two weeks later, in what should have been a routine CAP training mission at Wings Airport, disaster struck again on his 46th glider flight, however this time with life-changing results for Loving. Having unwisely spent the entire previous night working on the glider, Loving's judgement had been seriously impaired by his fatigued state. Having foregone the advice of inspecting the condition of the field before starting flying, Loving compounded his problems as he was to record in later years. Climbing into the cockpit, he had failed to correctly set the wind-vane airspeed indicator, which as a result, was now over-reading by some 10mph as Loving takes up the story: *'The morning air was cool and my yellow and blue creation, the S-1, climbed like a proverbial 'homesick angel' after take-off. Soon*

the tell-tale aerodynamic burble shaking the glider indicated that maximum attainable altitude had been reached. Pulling the tow-rope release knob, I soared away in the smooth morning air, enjoying the special beauty of silent flight. This brief exhilaration ended as I entered a gentle 180-degree turn to the left in preparation for my final approach. The lowered wing blocked sight of the runway until a major portion of the turn had been completed. When the runway came into view it was evident the crosswind had pushed me well to the right of the centreline. This meant a loss of precious altitude during the extra turn required to line up with the runway.

In my haste, I decided to land in the area adjacent to the runway which I had neglected to [previously] inspect. Turning on final approach I saw the graded area in front of me had a ridge of dirt piled about two feet high, making it dangerously unsuitable for landing. My airspeed indicator indicated a normal 35mph (which was actually only 25mph), so I increased my bank angle to get back to the runway. As the necessary control pressures were applied, the glider stalled and immediately entered a left tailspin (sic). The earth whirled furiously around as I plunged almost vertically toward the ground. My gentle, obedient little glider had turned against me like a family pet suddenly gone wild.'

Affecting the initial recovery, Loving managed to level the wings, before the glider struck the ground at an angle of around 45 degrees, severely injuring Loving. Hospitalised, Loving's condition was initially critical, suffering from head and serious leg injuries. Hospitalised for some 6 months, Loving had undergone numerous operations but had eventually pulled through, albeit with the loss of his legs. To add to Loving's

despair, during his lengthy hospital stay, his fiancée broke off their engagement, but more tragically, his mother passed away (his father having previously passed away in 1938), marking a truly low point to this remarkable young man's life.

This incident was to mark the last forays into Loving's gliding activities, however his aviation career was far from over. Against the odds, Loving stuck resolutely to his dreams and during the period he focused heavily in powered aviation and was to later establish himself as one of the leading African-American influences in American aviation. In 1941 he, along with Earsly Taylor, had purchased a Waco biplane. Post his hospitalisation, in 1946, both Taylor and Loving established the Wayne School of Aeronautics at Detroit City Airport, teaching returning Black war-veterans to fly. It was during this period Loving was to undertake one of his most famous self-build designs; a little pretty inverted gull-wing midget racer to meet the newly introduced racing specifications designed around a standard 85hp Continental engine. With a racing calendar sponsored by the Goodyear company, Loving's little WR-1, or as it was to be later better known as 'Loving's Love', received high acclaim and is today a permanent exhibit in the EAA museum.

With the closure of the Wayne School of Aeronautics in 1956, Loving enrolled in the Wayne State University as an engineering student and in 1961, at the age of 45, graduated as the oldest full-time engineering student in the university's history at that time. This quickly saw Loving secure a permanent position at the Flight Dynamics Laboratory, Wright Patterson Air Force Base, Dayton, Ohio, working as a Project Engineer on the High Altitude Clear Air Turbulence (HICAT) project.



Convalescing after his accident in the S-2 at St. Joseph Hospital, Mt Clemens, Michigan in August 1944.

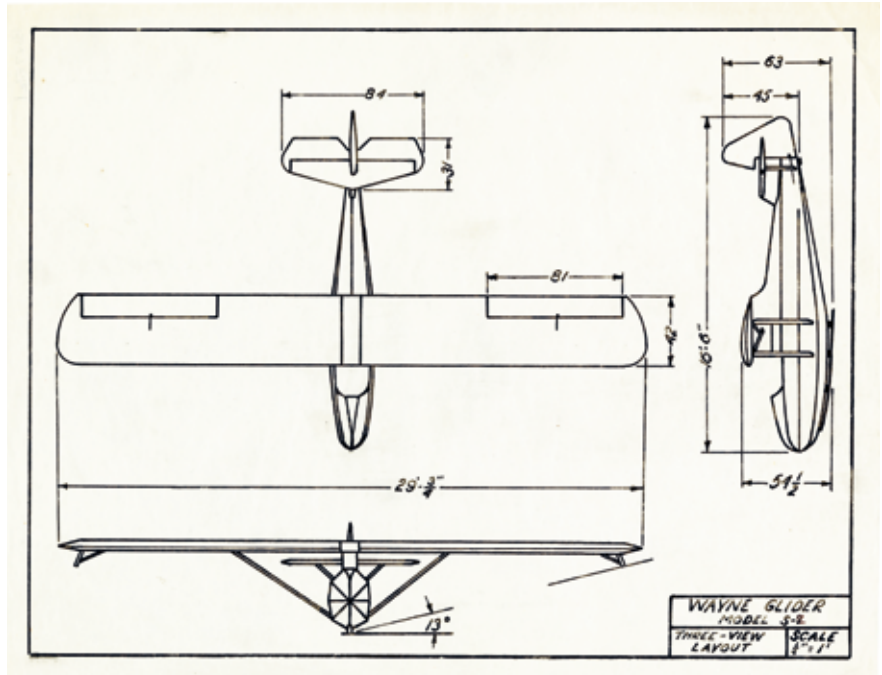


Loving's two loves. Clare Therese Barnett (who later married Loving) sits on the wing of the 'Love' at Palisadoes Airport, Kingston, Jamaica in May 1954.

WE REMEMBER

During this period, Loving established himself as a leading proponent in HICAT research and later worked on research into structural techniques of aircraft construction. During his incredible career, Loving received numerous awards and commendations and remained faithful to his first love of light aviation. Loving went on to design two more light aircraft, both which centred on a practical roadable aircraft designed to be towed by car to and from an airport, the WR-2 and WR-3. Retiring from Air Force service in 1982, Loving continued to be closely involved in flying until losing his FAA medical in 1992. Neal Loving's remarkable life was to come to an end on the 19th December, 1998 at the age of 82.

The Wayne Glider, model S-2. The S-2 was basically the same design as the S-1 but with a larger 29.1ft wingspan and an enlarged cockpit. This was to be a production version aimed for both civilian and military markets.



Specifications

	NLG-1 (NX15750)	S-1 (NX27775)		NLG-1 (NX15750)	S-1 (NX27775)	
Wing Span-	30ft	25.2ft	Weight			
Length-	20.5ft	16.6ft		Empty Wt-	260lbs	160lbs
Wing Area-	148sq ft	87sq ft	Gross Wt-	410lbs	295lbs	
Wing Cord-	5ft	3.5ft	Performance (Calculated)			
Aspect Ratio-	6.0	7.12		Min Sink-	32mph	30.5mph
Wing Loading-	2.8lbs/sq ft	3.4lbs/sq ft		Max Glide Ratio-	38.5mph	34.6mph
Aerofoil Section-	Goettingen 387	Goettingen 387		Stall Speed-	28mph	25mph
				Glide Ratio-	---	15:1

All photos: Courtesy of **Special Collections and Archives, Wright State University**

All sources: Loving's Love by Neal V. Loving (1994)
Dayton Engineers Club live interview recording



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FEATURE ARTICLE – THE S. AMBROGIO



Contact:
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Vincenzo Pedrielli

The S. Ambrogio

In the history of silent flight, there have been many Italian characters who have made a significant contribution to the development of gliding in Italy. One of these characters is certainly Gian Luigi Della Torre.

Born in Motta Visconti, near Milan, June 28th 1918, he began to take an interest in gliding at a very young age, so much so, that at the age of just 19, he designed and built his first glider, the S. Ambrogio.

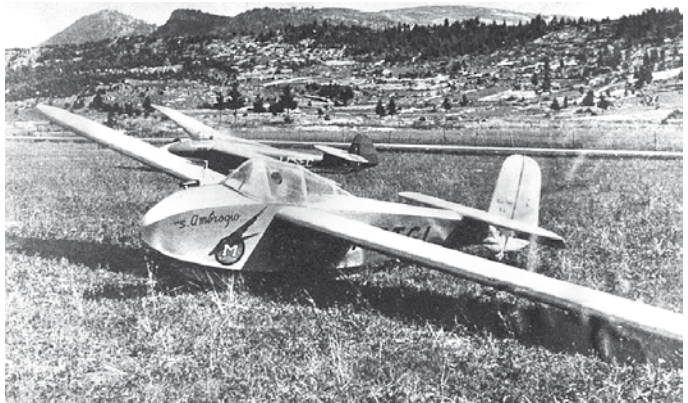
The name S. Ambrogio, came from the Patron Saint of Milan and was chosen by Della Torre for his little glider with just 10 meters of wingspan. Designed and construction starting in 1937, Della Torre set the goal to build a simple, glider, cheap, and easy to

assemble glider, with good flight characteristics (this goal was in common with many other designers of gliders like, Hawley Bowlus with his Baby-Albatross and Adriano Mantelli's Parma of only 65kg). Most of these objectives were brilliantly achieved, except for a non-optimal longitudinal arm due to the short length of the fuselage. Overall however, the S. Ambrogio revealed itself as an excellent glider for flight-training, slope and limited cross-country. Thanks to its short-wingspan, it was able to fully exploit smaller thermals, and due its diminutive size, could safely land in very small fields with less risk of damage.

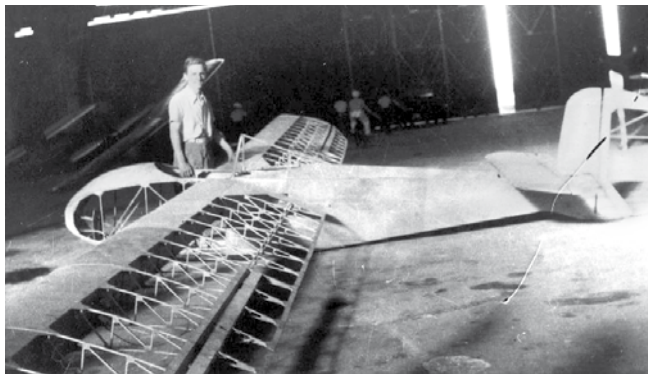
sion immediately judged that the S. Ambrogio as too small and unsuitable to be towed by a motorised aircraft. On this basis they excluded the glider from the competition. Adriano Mantelli, a good friend of Della Torre, then a well-known test-pilot, carried out his own aero-towed launch of the glider. This proved beyond doubt that the S. Ambrogio was perfectly safe and that the Technical Commission had made a big mistake.

Thus, it was not only that the S. Ambrogio was re-admitted to participate in the rally, but also received a prize for its overall good handling and performance characteristics. Technically they rated the S. Ambrogio as being in the same class as other gliders attending the rally, particularly the little Italian CAT 20 (a copy of the Hütter 17 which was produced under licence).

Looking at the technical aspects of S. Ambrogio, the glider was fitted with a single spar, parallel constant-cord wing, with rounded tips. The wings were shoulder-mounted and held in place by four conical pins and two cylindrical pins. The fuselage, with a hexagonal section, was entirely covered in plywood. The main structure around the cockpit and main-frame was particularly robust, whilst the wing-fixings (clearly visible behind the pilot's shoulders), al-



Asiago 1939 during the 2nd National Glider Meeting with the S. Ambrogio. Next to the S. Ambrogio is a Bonomi BS28 Alcione.



The S. Ambrogio in an advanced phase of its construction with Gian Luigi Della Torre himself.



An early photo of the S. Ambrogio in Asiago in 1938 (note that the nose-art has not yet been applied), in the company of a CAT 20 (I-CATT).



Della Torre (left), and Adriano Mantelli (centre), stand before the S. Ambrogio

FEATURE ARTICLE – THE S. AMBROGIO



Two monks bless the glider sometime after the 1st National Gliding Meeting in August 1938



Della Torre sent this picture, along with this written dedication, to a friend

Asiago, August 1939 during the Italian 2nd National Glider meet with Gian Luigi Della Torre on the left and an un-known friend on the right.

lowed easy assembly and disassembly of the glider.

The tail-plane was similar in structure to that of the wing and was simply fixed to the fuselage with three bolts. A rubber sprung-skid formed the main landing apparatus, along with a small steel shoe with a shock absorber rubber beneath the rudder, absorbing any shocks on landing. Operation of the controls was via conventional cables and pulleys. Since the S. Ambrogio had substantially the appearance of a big model aircraft, a group of aeromodelists asked Della Torre to publish some technical drawings that would allow

them to build their own scale-model version of the glider.

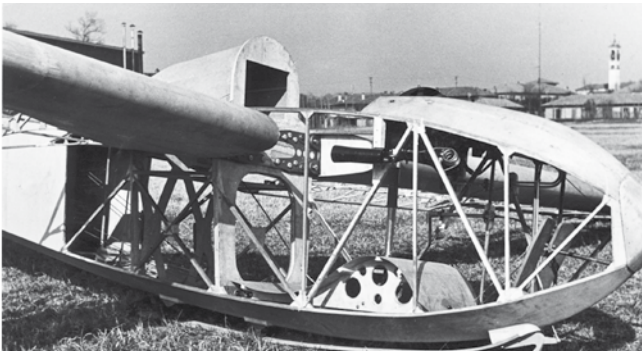
The S. Ambrogio also took part in the 1939 August 2nd National Gliding Meeting at Asiago. Between 1939 and 1940 Gian Luigi Della Torre published in the journal, 'L'Aquilone,' a series of articles in which he described the project and construction of the S. Ambrogio. The articles were so detailed, that some people decided to build a 1:1 scale replica. Photographic evidence shows us that there were at least three other examples of the S. Ambrogio's built. One of these was made in Bergamo by Mr Mantelli (not related to Adriano Mantelli), in the Taliedo workshops

and was registered as I-MANT. Another was built in the workshops of SIAI Marchetti in Vergiate, with a group of friends led by Plinio Rovesti and was registered as I-PLIN.

There is also photos of a third replica, I-ADRI built by a model club in Rovigo, of which we have few details of.



Unfortunately none of the S. Ambrogio's survive today and the author would be very grateful if anyone has any further information on any of the gliders featured here. Fortunately, as can be seen by the attached drawing, the original drawings of the S. Ambrogio still exist and the many photographs testify its existence. I would like to conclude that Gian Luigi Della Torre expressed his passion for gliding by not only designing and the building of the S. Ambrogio, but was also a keen collector of 'gliding stamps' from all over the world.



Della Torre published every detail of the project which allowed others to construct the glider, including this example in Vergiate



The same replica as the previous photo. This was the S. Ambrogio that was built in the SIAI Marchetti workshops in Vergiate and later registered as I-PLIN.



I-PLIN in its finished state

FEATURE ARTICLE – THE S. AMBROGIO



Another self-built version was I-MANT, pictured here as it appeared shortly after completion



I-ADRI built by a model club in Rovigo. Date and location unknown. (Any further information on this glider would be most welcome).



I-MANT with Bergamo model club members in 1967. The glider was gifted to the Gruppo Aeromodellistico Falchi Bergamo by the gliding section of the local Aero Club in Bergamo after having to make space and having no use for it. Stripped of its instruments, the model club used the glider for static display, together with the group's models. The glider eventually fell into disrepair and was later destroyed.

Photo: Gruppo Aeromodellistico Falchi Bergamo

Postscript:

After serving as a Pilot-Officer in the Italian Air Force, in 1947 Della Torre graduated in aeronautical engineering at the Milan Polytechnic. His thesis was dedicated to the development of the S. Ambrogio equipped with a Macchi MB-2 engine. After working for 10 years at General Electric, in 1969 Della Torre joined the Italian company, Air Macchi, and during that period, supervised the extension works at the Venegono airport, still in operation today.

Shortly after retiring from the Air Macchi, Gian Luigi Della Torre died at only 68-years-old. Despite Della Torre's name being linked to numerous important events that have made his pre-eminent professional career, gliding fans will only remember him mainly for his little S. Ambrogio.

Unless otherwise stated, all photos via Vincenzo Pedrielli

To view an interesting video featuring the S. Ambrogio at Asiago, go to youtube search and type in: 'Asiago - Italy Gliding' Ed

Drawings of the S. Ambrogio. With the striking similarities and with almost identical dimensions to the Hutter 17, Della Torre clearly drew inspiration the diminutive Hutter.

Alante DTGL „S. Ambrogio II”
SISTEMA COSTRUTTIVO

S. Ambrogio general characteristics			
Wing span	10,26 m	Wing loading	17,5 kg/m ²
Length	4,65 m	Empty weight	90 kg
Wing area	9,60 m ²	Total weight	165 kg
Aspect ratio	11	Best glide ratio	20:1

FROM AROUND THE WORLD

Belgium



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Bob's new toy, 'Titi', a 1966 Ka6 CR, D-5188.

A new Ka6 for Temploux

Firmin Henrard has asked me to forward some news and pictures about my new toy, a Ka6 CR cabriolet (or torpedo), recently acquired in Germany and now flying in Temploux (EBNM), here in Belgium. On 2 June 2018, Vincent Lebrun (member of CAP VV and the Faucheurs de Marguerites) and myself acquired the Ka6 CR, D-5188, from the Luftsportverein Hünsborn e.V. in Wenden (Hünsborn is to the east of Köln, near Siegen).

The Ka6 can be configured as a 'cabriolet' or with a normal closed canopy. It was manufactured by Segelflugzeug Paul Siebert, in Münster in 1966 with the serial number, 6467/SI, for the Luftsportverein Ferndorf e.V (former name of the club, who in 2016, merged with other local clubs to create 'Flugplatzgemeinschaft Hünsborn'). It has flown about 2600 flights with 2150 hours to the end of May 2018.

We have baptised it 'Titi' for obvious reasons, which is also the name for the popular cartoon character, 'Tweetee' and we have put the appropriate stickers on nose! We had to wait for papers from LBA as we kept the original German registration. The first flight was in Temploux on the 4th of August, piloted by Vincent.

I am also co-owner of an ASK 13, D-3438, which was at Stendal. It is a former PL66 from the Belgian Air cadets, which I purchased in October of 2004.

Bob Verhegghen

All photos: Bob Verhegghen



Our colourful ASK-13 lit up the skies over Stendal

One happy camper; Vincent Lebrun tries 'Titi' on for size.

Netherlands



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A new Foundation seeks brighter skies

Good news from the Netherlands. The newly founded Daedalus Foundation was announced to the Dutch vintage glider community during the annual VHZ Ascension weekend national rally in May. This foundation is run by vintage glider

pilots and owners, who are responsible for the safekeeping of the former collection of Raymond van Loosbroek. Raymond secured a large number of gliders and some gliding-related vehicles over the years, which he donated to the Aviodrome museum in Lelystad in 2003, with the specific agreement that the gliders should be flown and/or displayed publicly by suitably qualified individuals. Some of Raymond's gliders have since been restored and returned to the air, with others loaned out to smaller museums and the rest in safe storage off-site. A change of management, following the bankruptcy of the Aviodrome museum, has meant

that over the past few years the airworthy aircraft from the collection operated by third-parties had become an insurance liability for the new company now running the Aviodrome. After lengthy negotiations, the Aviodrome decided to honour the wish of the donor (Raymond) to return his former collection to him. Subsequently the aircraft were brought into the safe care of the Daedalus Foundation, meaning that the aircraft are now free of bureaucratic hassle, and complicated third party liability issues, and can now be continued to be flown, restored, and displayed. For reference, a full list of gliders and equipment:



FROM AROUND THE WORLD

Glider	Status (F) = Flying (R) = Under Restoration (S) = Static
1947 Fokker-built Grunau Baby IIb, PH-152 (R)	Under restoration at Oss
1947 Fokker-built Grunau Baby IIb, PH-153 (S)	On display at the Luchtvaart- & Oorlogs Museum, Texel (it has been flown briefly some years ago)
1951 Slingsby T.30A Prefect, PH-193 (F)	Restored and flying at Venlo
1952 Slingsby T.34A Sky, PH-203 (F)	Restored and flying at Lemelerveld
1952 Slingsby T.34A, Sky (former PH-232) (R)	Awaiting major restoration at Deelen. (This is the former Philip Wills Sky)
1953 Göppingen Gö.4 III, PH-211 (F)	In excellent condition and currently stored at Deelen. Will be returned to airworthy status soon.
1955 Slingsby T.41 Skylark IIb, PH-227 and PH-231 (R)	Awaiting restoration in Brabant.
1955 Rhönlerche II, PH-237 (R)	Awaiting restoration in Brabant.
1956 Slingsby T.43 Skylark IIIC, PH-249 (R)	Awaiting restoration in Brabant.
1955 Rhönlerche II, PH-242 (S)	Rebuilt with a set of Belgian wings, displayed at Winterswijk
1965 Sagitta 013, PH-319 (F)	Based at Terlet.
1947 Fokker-built Gö.4 II (R)	Under long-term restoration in Oss. (suffers extensive glue failure)
1958 Bensen Gyroglider, PH-257 (S)	In storage at Brabant
Equipment	
1940's two-drum winch on a Ford Canada truck	Stored at Gilze-Rijen AFB.

Prefect flies again!

More good news is that the 1951 Slingsby Prefect, PH-193, finally flew again on the 1st of September after a full restoration and an extensive rebuild of the cockpit/nose section following damage some years ago. The Venlo crew had finished this aircraft in summer 2017, but it had been caught up in formalities, insurance issues, and paperwork procedures ever since. Now that these issues have been resolved, it finally took to the air. The aircraft was awarded the VHZ restoration trophy 2017 for the outstanding quality of the work done. Out of a batch of 8 Prefects imported in 1951, this the fifth flying Prefect in the Netherlands. Two others were written off early in their careers. The eighth example lives in the UK. A pretty good survival rate for these hard-worked aircraft!



Johan van Dijk gets ready for the first post-restoration flight. Photo: Wiek Schoenmakers

M.100S flies again

Another first is the news that the British Aeronautica-RIO built M.100S that has been under restoration for five years in Nistelrode, has flown for the first time this August. Under its new registration, PH-1605, it is the third M.100S restored by Dick Ottevanger. The other two have since found their way to Switzerland and Lithuania, where they are still flying.

1979, the by then somewhat tired aircraft was exported to England and flew under a BGA-registration for several years. Sjoerd Dijkstra and Hans Dijkstra brought it to the Netherlands over a decade ago and decided to carry out a full restoration. They intended to register the aircraft in the Netherlands, but the difficulties posed by the Dutch CAA made them reconsider that option and is now flying under the Belgian flag. A lovely glider and a very welcome addition to the vintage glider scene.

completion and ready for its first post-restoration flight, is the K8b, PH-1497, from 1962. This had extensive surgery done to the wing ribs at Lemelerveld following Kaurit glue failure. It is now all good to go once more. Weighing revealed it lost 450 grams of weight following the repair and overhaul of both wings.

Passing on the baton

Finally, news of our recent and highly popular Dutch wood working courses held over two weekends in October at Hilversum. The Vereniging Historische Zweefvliegtuigen (VHZ) run course attracted twelve participants, who gath-

Home straight for a K8

Yet another Dutch restoration is nearing

Nord 2000

Yet another first, this time a 1947 Nord 2000, OO-ZHS, which made its first post-restoration flight on September 17, during the VHZ Autumn rally at Asperden (Germany). The aircraft was meticulously restored by Sjoerd Dijkstra, Hans Dijkstra and Johan Kieckens at Woensdrecht (in the Netherlands), over a six-year period. Initially flown by numerous clubs up until



The newly restored Nord 2000 at Asperden on its way to the launch site for its first post-restoration flight. Photo: Martijn Hoogenbosch.



The recent Dutch wood-working course; it's always good to pass on knowledge to new generations! Photo: via Eric Munk

FROM AROUND THE WORLD



Jan Förster explaining the intricacies of plywood repairs to participants, while subtly promoting an apparent sponsor of the workshop, Coca Cola. Photo: via Eric Munk

ered to learn the basics of wood and fabric repairs under the guidance of six experienced engineers. One of them even brought a K8B with him to have a survey done, with the possibility of restoring it back to airworthiness. Some minor issues were found, but the aircraft was in an overall good shape and is likely to see air under its wings again in 2019. Other 'one-off' repairs were practiced on sections of written-off gliders that allowed for the establishment of a learning curve for each repair.

Participants ranged from both the Dutch and Belgian vintage glider scene, and from the Dutch home-built scene. Overall a great four days used for sharing knowledge, skills, and know-how, as well as having a good time together. For those VGC members interested in establishing a similar course in other countries, the VHZ is prepared to share its knowledge and theoretical course power-point formats.

Eric Munk

Ireland



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about the possibility of even purchasing it as a project. The UAS might be able to get the glider under 'loan', but this means they invest all the money on getting it museum standard (I estimate around 12k). There is nothing legally stopping the museum who owns it, seizing the glider back without notice at any time of their choosing! Quite a bizarre arrangement, but not surprising at what goes on in my wee backward-thinking country, and to be honest, has left me quite deflated about the whole affair.

Another project that I am undertaking in the next few years is a complete refurbishment of a Schleicher Ask-16 from Trim, in County Meath. I had the pleasure of a couple of hours in it in July and it's a magnificent machine. I think it can be classed as vintage now, as its 50 years old, with the original covering is still on the airframe!

My ASK14 saga looks like it's coming to an end, as Andrew Jarvis, our illustrious President, has decided to buy it. It now has a canopy, and along with a winch hook, will soon be fitted. It's a lovely machine and has an interesting history. It was bought new by the BGA and flown by their top brass for about a year. It gets a mention in Ann Welch's book, 'Happy to Fly', so it's quite famous! In 1969 it was sold to an owner in Ireland and has remained here ever since. It is now deregistered from the Irish Aviation Authority and will revert to its original registration, G-AWVV. Andrew will certainly have a lovely toy to play with!

The Irish T21 is being worked on at the moment after being side-lined for 2 years and I am finally getting to finish off this magnificent beast. I believe it will stay at Bellarena. Still on the 21 front, this winter I have two T21's coming over from the mainland [Britain] for refurbishment and I'm super excited about working on my favourite glider (actually that makes 3 in one year!).

Owen Anderson

All photos: Owen Anderson

Reward and frustration

I want to start with a query from one of our VGC members regarding the glass-cloth covered the D-box of the Ka6 CR I was working on. When I took delivery of the glider prior to a full refurbishment, I noticed that the D-box was completely finished in light glass-cloth and then painted. As some of the glass-cloth was peeling off, I had to completely strip the lot off both wings and I replaced the cloth before I recovered it again with the lightweight ceconite 104. So if anyone was thinking that I 'invented' this method, then they are wrong as it was already on there. I wasn't keen on replacing it, as it was only an aesthetic improvement. The glider is now finished and awaiting its test-flight soon.

I have been extremely busy this past summer in the workshop in Ulster. Apart from the aforementioned Ka6 CR, I have been

busy working on my Kirby Kite, BGA271. I have the tail-plane almost finished and I am sourcing metal for the metalwork parts. The Kite may have to take a back seat however, as I have at least a years' worth of work ahead of me.

The Queens University Ask-13 is now in the process of getting painted and will soon be out with a new livery of crimson, red, and cream, and I hope it will be the prettiest 13 around.

The Short Nimbus saga continues. Last September I had a meeting, along with the Ulster Aviation Society (UAS) members, at Long Kesh. To cut a long story short, it was a disaster! The two administrators, who are in charge of that side of things, basically ruled anyone out from ever owning the Nimbus, constantly declaring policy, policy, policy, when I questioned them



The first finishing coats go on the wings of the Ask-13.



Andrew Jarvis' new toy is a step closer.

FROM AROUND THE WORLD

Poland



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A flowering of Vintage Polish beauties

Hello fellow enthusiasts! I have been very quiet of late with no reports from Poland, so it's time to give you some updates on vintage gliders activity here.

In the last few years there has been a growing collection of rare gliders based in Wroclaw city in the South-West part of the country. Mr Bartek Kot, one of our extremely active people in the Wroclaw Polish VGC scene, has finally completed his long-term project to restore one of the most popular and famous Polish designs from the past; an SZD Mucha 100, SP-1742. All the work was carried out in the Aero Club of Mielec city, where Pawel Swierczynski is providing a wonderful service restoring and carrying out maintenance, of what is more interesting to us here, vintage gliders, often restored from a very bad condition.

Not only is there a growing number of vintage gliders that have been renovated but there are also a number awaiting renovation in the near future. These will be a major topic for the next edition of VGC News. As you can see by the results of this exiting project, the Mucha is now looking new and ready for take off!



Mucha, SP 1745, looking better than new after its restoration. Photo: Bartek Kot

It was with this same glider that the happy owner took part in the local Vintage Glider meeting in Czarna Góra, Litwinka. Czarna Góra is one of Poland's legendary and historic gliding places. Located in the south of Poland in the mountains near Nowy Targ, it is of course, the home of the now famous Nowy Targ Aero Club. The meeting took place on September 28-30 to celebrate the 95th Anniversary of the first glider flights there [see full report on page 19 Ed]. This was also the location of the first Polish glider competitions, carried out between August the 30th and September the 13th, 1923.

Bartek also has in his collection what is a very rare glider today, an SZD-10 Czapla (Heron), which is a two-seat glider that was used for basic training in Polish aero clubs. Designed in the mid-50's, by the mid of 80's it was almost unknown in Europe (it was, however, exported to Turkey and Finland). The Bocian was far more

well-known, but nevertheless the Czapla also has an interesting history and is an extremely pleasant glider to fly. Currently it is in the early stages of restoration as can be seen from the attached pictures of progress on the wings and fuselage.

There are also two more projects in pipeline; an SZD 25 LIS and an SZD 21 Kobus acrobatic vintage glider, so through Bartek, we should be able to keep you informed of progress of these new projects. Some more news closer to home here in Torun! Another legend is back in air, an SZD 32 Foka 5 (SP 2626), which was successfully restored by Michal and Bartek, is back in the air after 30 years of being in storage at the back of hangar here in the Torun aero club. It gives a lot of pleasure for quite a few pilots here in Torun, thanks to the relatively good performance of this 50-year-old wooden high-performance glider in comparison to today's more modern ships.

For all those awaiting more information on the SZD Jaskola that is based here in Torun, I would like inform you that we intend to free it from the hangar next season. So, if you have chance to visit us, you will soon have the possibility to see or fly this Polish legend!

Grzegorz Kazuro

Restoration work on the Czapla is under way. Photo: Bartek Kot



The Foka awaiting its next flight. Photo: Grzegorz Kazuro



FROM AROUND THE WORLD

Switzerland



Swiss Correspondent
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Moswey 3, HB-376, of Marius Fink (which he restored for his daughter), soars into the stunning panorama of Lake of Neuchâtel. Photo: Kurt Stapfer



Silvia Polla (on the nose of the glider) guides his unique ULF-1 (Ultra-Leicht-Flugzeug, designed 1976 by H. Neumann / D. Reich) to the launch-point. Photo: Kurt Stapfer

Swiss Bungee event springs back into action!

Bungee event at Mauborget on 30 June 2018

After the retirement of Willi and Andreas Fahrni, the Oldtimer Segelflugvereinigung Schweiz (OSV) will no longer organise bungee start events. The OSV handed over its well-proven bungee cord to the Stiftung Segel-Flug-Geschichte (SSFG). Thomas Fessler, Marius Fink, and Pierre Alain Ruff-

ieux, invited all interested pilots to this first bungee event now organised under the SSFG at Mauborget on the weekend of 30 June – 1 July 2018. Pierre Alain Ruffieux had discovered this perfect location over the lake of Neuchâtel in 1999.

For the very first time in a Swiss bungee event, two guests from Germany took part. Frank Walz, and Fridolin Sturm, enjoyed the Swiss sky in their own K8B with an open cockpit, taking in the lovely countryside around the shores of the Lake of Neuchâtel. Both managed flights of over one hour airborne.

There were a total of ten pilots, who shared six gliders, so four gliders had to be returned to the launch point after their first flights. In charge of the launches were Marius Fink and Thomas Fessler. Pilots present were: Christoph Niedermann, Frank Walz, Thomas Fessler, Silvio Polla, Fritz Zbinden,

Daniel Steffen, Philippe Ritter, Fridolin Sturm, Urs Schildknecht and Marius Fink. Gliders attending the event: L-Spatz 55 HB-255, K8B D-1011, Spalinger S 19 HB-225, Moswey 3 HB-376, Moswey 3 HB-485 and ULF-1 (Ultra-Leicht-Flugzeug from 1977, designed by Heiner Neumann and Dieter Reich).

It needs at least 16 people (in German disrespectfully called Gummihunde (bungee dogs), at the bungee cord for a safe launch. Unfortunately there were not enough Gummihunde's present on the Sunday. Pierre André Walther turned to plan-B however; interested pilots were invited to transport their gliders to Courtelary to join in on the operations of two local gliding clubs based there. Courtelary is a wonderful airfield in the Jura and Frank Walz from Germany especially enjoyed this lovely small airfield in the French speaking part of Switzerland.



The real heroes of the event! Sixteen helpers were needed to ensure full stretch and a safe launch. Photo: Kurt Stapfer



Spyr 5a (HB-509), is towed aloft by a Robin DR 300 into an inviting sky over the quaint little valley of Courtelary in the Swiss Jura. Photo: Daniel Steffen

FROM AROUND THE WORLD

National Meeting at Courtelary 17th – 19th August 2018

The long-term weather forecast was perfect. Then the forecast changed, so saw some pilots deciding not bring their trailers to Courtelary. In the end however, all three days proved more or less soarable. The following gliders were present: Grunau Baby, Spalinger S 15k, Moswey 3, Spyr 5a, Ka 2, Ka 4, Ka 6BR, K 7, K 8B and an Mü 13d. Thanks must be made to Pierre André Walther who organised and managed the Rally in such an agreeable way. Courtelary

is a lovely airfield, so we were astonished to hear that the two local Clubs based there, have few student pilots.

Daniel Steffen

All photos: Owen Anderson



Ka-4 Rhönlerche II HB-1245 of the Segel-Flug-Stiftung at Courtelary airfield. Photo: Daniel Steffen

UK



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Panoramic view of the big day!

From strength to strength

With winter closing in on us here at Lasham, here is the latest news update from the Gliding Heritage Centre:-
Firstly, comes news of our big day back in August that I had previously reported upon in Issue 153 of VGC News. A large crowd gathered on Saturday the 25th of August, to witness Sir John Allison (formerly Air Chief Marshall Sir John Allison), who gave a wonderful speech before officially declaring H2 (Hangar 2) open by cutting the ribbon. The weather proved to be gorgeous, further enhanced by the lovely sight of many of our gliders on display in the meadow, plus the stunning backdrop of five suitably vintage Tiger Moths that

had flown in, along with a Chipmunk. Without doubt however, the absolute star was the De Havilland Rapide, which had also flown in for the event. Along with the GHC's vintage gliders, it was truly quite a sight and a memorable day!
Nature abhors free space, and it is no dif-

ferent for aircraft hangars, or indeed any building that is not fully occupied. Since its opening, Hangar 2 now seems full to the gunnels with new gliders that have appeared on site. We have had several new arrivals, including the Slingsby T30A Prefect prototype that has been donated



Sir John Allison officially opens H2. Left to right: Mark Wills, Julian Ben David, Geoff Moore, Sir John and Tony Newbery.



Fireworks that evening to celebrate... gliding style!

FROM AROUND THE WORLD



The prototype Slingsby Prefect nestles in its new home of Hangar 2

by John Hopkins. This beautiful glider has a very interesting provenance, besides being the prototype, it was also the first civilian registered glider in the Netherlands after World War 2, bearing the registration, PH-1. Since its return to the UK, it has been restored to display its G-reg and indeed shows many detail differences from its sister Prefect in the collection.

We must also thank Pete Purdey for the kind donation of his Zuvogel 3. We have all been watching Daniel Chidley have great success in our annual Vintage Task Week with his, so I think we'll all be looking forward to flying Pete's Zugvogel and giving Daniel some stiff competition.

At a more terrestrial level, we have always been looking for better ways to transport our visitors to the hangar, and thanks to Lemmy Tanner, the GHC is now the proud owner of his old Ford Galaxy people carrier. This vehicle is in excellent condition, though now retired from the open road. It has enough space within it to transport several visitors at a time and has been em-

blazoned with GHC logos, giving a more professional impression when taking visitors to the hangar. We must also thank Gordon Macdonald for the donation of his Hyundai SUV that will make an excellent tow out vehicle.

Mentioning Daniel earlier reminds me that we had another fantastic Vintage Task Week. This ran during the first week of September and we lost only one day due to bad weather. This year we attracted visitors from as far as Nene Valley Gliding Club, and more locally, Ringmer. Our visitors brought with them an array of gliders, including an L-Spatz, K2, Oly 2b and a Skylark 4. A total of 40 pilots competed in 20 different types of gliders. The event is really taking off and seems to grow every year. Lemmy Tanner won the David Innes Rose Bowl as the overall winner in his K8, with John Young coming second in his L-Spatz, taking the Gary Pullen trophy. Best flight of the week was 202.6k, by Daniel Chidley in his Zuvogel, winning for him, the Keith Green memorial plate. The Geoffrey Ste-

phenson trophy was won by Alan Baker for the best flight in a GHC glider, with 102.3k in our Oly 463.

We should also mention Alan for landing out at Rivar Hill in the Beast. A winch launch to fly back was not feasible and aerotows are not permitted at that site, resulting in a derig, and road retrieve. We learned that day why the Beast got its name and we urge Alan that if he must land out at Rivar Hill in the Beast again, can he please land it in the field next door that is not covered by the aerotow ban.

As mentioned earlier, Hangar 2 is now fulfilling its role within the Heritage Centre and is providing us with much needed extra space. However, we are still using the workshop of the Lasham Vintage Glider Club and it is placing a great strain on a facility that is very much in demand. We know that this situation cannot continue and we are now making design studies for our own workshop.

The new building will have to be built to the latest workshop standards and will not only function as a workshop, but also provide a safe accessible viewing area for members of the public to see us at work. Because it is a place of work, it will also have to be built to the standards required for human occupation.

We know this is not going to be an inexpensive endeavour and we are planning a new appeal which we will have launched on our website and facebook page by the time you read this.

As this is the last update from the Gliding Heritage Centre for 2018, we wish you all a very happy and prosperous New Year and we hope to see you in 2019.

All the best.

Paul Haliday



Lemmy Tanner (left) receives the David Innes Rose Bowl from the irrepressible Gary Pullen. Lemmy was the overall winner of the Lasham Vintage Task Week 2018 event in his K8.



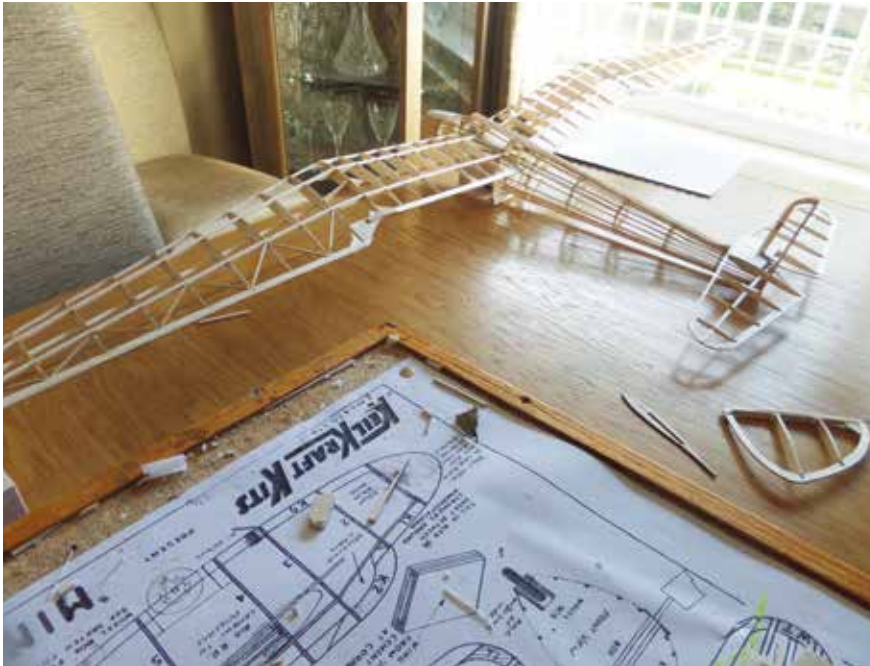
It were him Gov... Derek Copeland (on the right) gives no quarter to Alan Baker (left) for landing 'The Beast' at Rivar Hill. Guy Smith (rear) is looking suitably despondent at the thought of what was to come!

MODEL NEWS

Andrew Jarvis

Why not bring a Minimoa to Tibenham?

A unique VGC Minimoa model competition!



Small enough to be built even on the dining room table! Photo: Andrew Jarvis

Here's a nice way to spend the winter evenings! Many British members will remember the Keil Kraft kit to build a 50-inch Minimoa, with knock-off

wings. The 1953 catalogue described its performance as 'outstanding', but 'tricky' might have been more accurate. I think this was a very significant kit, as

for many of us youngsters, this was the first revelation that gull-winged 'vintage' gliders even existed! There is now a superb replica kit, with very nice laser cut parts, marketed by the Vintage Model Company (VMC). With agreement of the Tibenham International Rally organisers, we are going to run a Minimoa competition one evening, with just this VMC model.

The rules are yet to be decided, but we'll put details on the Tibenham website (www.norfolkgldingclub.com). The makers are very enthusiastic about it, and are generously offering VGC members a special price of £30 for the kit (a reduction from almost £40). Postage is extra.

You'll easily find contact details on the Web (www.vintagemodelcompany.com); where you can tell them your VGC membership number for the special reduction in price. The model builds quickly and cleanly with superglue. I managed, with due diligence, to build it on the dining table. If you want to fit radio control equipment, Chris Williams recommends the Hobbyking website (www.hobbyking.com), where you'll find micro-servos from under £3.

How times have changed!

Vincenzo Pedrielli

9th Vintage Glider Model Meeting in Annicco



- 1: The launch point line up made for a colourful setting.
- 2: The superb Habicht built by Giuseppe Izzicupo. Equally spectacular was this magnificent Rhonbussard, masterfully built by Guillermo Di Gennaro, both in a scale of 1:2.5.

MODEL NEWS



The elegantly dressed pilot really made the Flamingo stand out.



Giorgio Rovelli's mighty Teichfuss Turbine looked simply stunning in the air.

Annicco, a small village in the Cremona province, again hosted the 9th Vintage Glider Model Meeting on 23 September, and organised by G.A.C. (Gruppo Aeromodellistico Cremonese). Led by their active President, Marco Pattoni, there are many model glider meetings that take place all over Italy, but this GAC organised event is probably one of the best, as it is exclusively for vintage glider models. It's a kind of VGC Rally in miniature.

Naturally some model builders take inspiration for their projects from the full-size gliders participating in vintage glider rallies in many parts of the world. In fact some of the models are perfect reproductions of the full size ones. It is also important that the pilot in the cockpit looks like the owner/pilot, complete with glasses, hat, and seat belts. The level of accuracy is increasing year upon year and it is difficult to say which was the best model of the meet.

Scale typically ranges from one-fourth and one-third, with some even in larger sizes such as 1:2,5 scale. There was a superb Habicht in this scale built by Giuseppe Izzicupo, as well as a magnificent Rhonbussard, masterfully built by Guillermo Di Gennaro. Highly noted was the Orlik II of Massimo Maroni, reproducing the sailplane which took part in the Olympic design competition in 1939. Alternatively what can one say of the pilot in the cockpit of the Flamingo, built and flown by Lenardon Radiuovi?

It was good to see some Italian designed models, such as the Turbine of Teichfuss, and built by Giorgio Rovelli, not to mention the Gheppio, designed by Gianfranco Rotondi, and built by Marco Bossi. From the Politecnico of Milano there was a CVV6 Canguro built by Alessio Muro. In total there were 40 vintage glider models and six model tow-planes.

Thirty pilots, and another 35 crew and visitors were also there to share a tasty

seafood meal, all watered down with fine Italian wine. This offered a nice break to the flying activity to allow friends to discuss new projects and advances in modelling techniques.

The METEO [weather forecasts] could not have been any better. Uninterrupted sunshine the whole day, with lot of thermals. Almost two hundred tows were carried out and flights were made in perfect safety until 6pm, when everybody disassembled their models in preparation in making for home.

We want congratulate Marco Pattoni for having organised another enjoyable and successful meeting. See you in September 2019 for the 10th Vintage Model Glider meeting, as always, in Annicco. Don't miss it!

All photos Vincenzo Pedrielli



A Polish pre-war classic high performance machine, the mighty PWS101



Another Polish classic in the form of Massimo Maroni's Orlik II, complete with the Olympic symbol.

MODEL NEWS

Chris Williams

An update from the Williams workshop



1: The little Wolf is a delight in the air!
 2: The finished Petrel sporting an all-red colour scheme.
 3: You can never have enough Petrels!

All photos: Chris Williams

Although we enjoyed a very nice summer in 2018, the weather was not so kind to our scale events, many of which had to be cancelled. So, although it's not yet officially the building season, I must perforce reflect on events within my own workshop. Due to the unstoppable advancement of the years, my thoughts have turned to the challenge of making smaller gliders fly acceptably. This is not an easy task given

that the smaller the model, the higher the wing loading and the more unfavourable the Reynolds number becomes. The little 1/7th scale Wolf continues to amaze with its excellent low speed behaviour and ability to fly in all weathers. Therefore the ante was upped a little and a 1/5th scale version was produced. This, thanks to those very large ailerons, has proved to be very aerobatic, just like the smaller 1/7th version.

Yet this year's piece-de-résistance turned out to be a 1/5th scale version of the iconic Slingsby Type 13 Petrel. Using the wing construction method that I pioneered with my smaller models, I was able to make the gull wings in one piece with no gull joint. The result was a very light pair of wings indeed but the fuselage was not so light, being ply covered in the traditional way. Once the wings were married to the fuselage, the result was a Petrel model that was delightful to fly and with no discernable vices. In the pursuit of lightness however, the wings had to be film covered, so I was unable to copy Mr Saw's beautiful livery, so instead it became an all-red affair. (It wouldn't have made any difference anyway, as I had fitted the all-moving tailplane!)

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LETTERS TO THE EDITOR

Raul Blacksten

Dear Bruce,

I was recently very surprised when Christine Whittaker informed me that the VGC Board had very kindly gifted me a complimentary one year membership to the VGC. It seems that my humble efforts with issue 151 did not fall flat like I feared. I was glad to help you out and I never anticipated any reward. Yet, going into it flat-footed, it was a daunting challenge and a

lot more work than when I edited another vintage glider magazine, Bungee Cord. Technology now does what I used to do by hand, and at times the technology was confusing (I did finally figure it out, I think). I don't know how Bruce, Klaus, and Britta do it 3 times a year. Thank you Bruce Stephenson for having taken the risk that I would not ruin eve-

rything (and thank you for not telling me what I did ruin). I especially want to thank Christine and the VGC Board for their very kind gift. By the way Bruce, next time I'm moving and not leaving no forwarding address). Wishing you green air.

Raul Blacksten

Steve Simon

Dangers of Mixing Marriage and Soaring

Hi Bruce,

No, not the usual; that has been discussed a million times. I am speaking about wearing your wedding ring on the field. I know, it happened to me.

I was wingman on a Schweitzer 2-22 and as it was taking off and I realised that my wedding ring was caught under a loose rivet. Just before I would stumble and bring the plane into a ground spin, I gave it a tremendous jerk.

Results: plane took off unharmed, the ring broke but not before cutting my finger to the bone. Only in retrospect did I figure out that it was an omen.

One year later I was no longer married...

Steve Simon

Annual Dinner Thanks

International Rally Best Achievement Trophy

Constanze Brun

Dear Christine,

Thank you so much for your nice e-Mail. I just can't tell how proud I am receiving this trophy. It is a great honour and I'm not only happy about the longest time flight I've ever made but also that it is honoured by others.

It was a marvellous time in Stendal and I needed some time afterwards to get back to normal life. It was overwhelming for me for so much kindness, appreciation, and also interest in my repair work, combined with so many kind and honest offers for help, if needed. This club did really the best job for me, as it showed me that there

can be other ways in enjoying gliding and gliders than that I knew from my club; always faster, more kilometres. Flights under 300 km aren't recognised at all, and if I rig my Ka6 I just get pitiful views that I have to take that old and slow plane...

So when I stumbled upon my first VGC-meeting, which was the Rendezvous in Wilsche some years ago, I was so stunned to learn just how it could be so different and how well that fitted for me. I think, if I had not found you, I probably would have stopped flying.

Concerning the dinner, well, I would love

to meet you all, (talking to you all you all makes me feel so fine) and I would love to get the trophy from your hands, but it is not just around the corner for me. Also it is not the cheapest place to be (although it is a wonderful piece of landscape there...). So I really do hope that you can understand that I'll save the money to get to the rally next year in England and save the time to get our Minimoa ready for the sky again; we have nearly finished the fuselage and rudder overhaul and will get it to the workshop to varnish it very soon.

Constanze Brun

LETTERS TO THE EDITOR

2018 Skywriters Award

Raul Blacksten

Dear Christine,

I would like to thank all of those who voted for me and I would also like to thank the entire VGC for this award. Alas, I cannot be there to thank you in person but although I am physically home in Los Angeles, I am in Switzerland in spirit.

Of course, no award is necessary. The reception that I received in Hungary last year made everything worthwhile, even if it has made it difficult to find hats that fit ever since.

I do not write for awards. I write because for the past 30-odd years, I have been compelled to write. My old Bungee Cord editorial by-line was "Clio's Whispers" because Clio, the muse of history, sits on my shoulder whispering in my ear. Sometimes she yells.

Lately, I also write because that slave driver, Bruce Stephenson, is always demanding something new from me. Oy vey!

I would like you all to know that it has been

my pleasure to write for you, the members of the VGC, over the past 20-odd years. It was also a great honour to guest edit the VGC News Rally issue last year. Over the years I have worked with Chris Wills, Margaret Shrimpton, and this new kid with pleasure. I only hope that you never get tired of me or that I ever disappoint you. Again, I want to thank you all for this very nice award.

Raul Blacksten

OBITUARY

Farewell to a respected fellow member Ted Hull (1929-2018)

With the passing of Ted Hull, we have lost one of the foremost exponents of flying vintage and historic gliders at Dunstable. He will always be associated with his beloved Kite 1, the Primrose Kite, which older members will remember well.

However, the Kite was just one of a number of gliders which he owned. There was a Swedish Weihe, which went the way of many Swedish examples (glue failure) and subsequently there was a series of other machines which he restored or maintained to a high standard.

Ted was a valuable mentor in all matters relating to vintage gliders, to this writer among others. He was a founder member of the Vintage Glider Club, having attended the first meeting of vintage gliders at Husbands Bosworth in May 1973. At around this time he was also an initial member in the Minimoa syndicate at Dunstable.

His regular job in publicity at the Department of Transport doubtless ensured that he was well-qualified to write 'Take Up Slack', his



Ted and his lovely Kite 1. Photo: Chris Wills collection

fascinating history of the London Gliding Club, 1930-2000.

After a brief dalliance with a share in a Standard Cirrus (too modern, 'not quite what I was looking for') he restored a Schleicher Rhönbussard to its original configuration. This glider remained in a syndicate at Dunstable until it was sold on and is now in the USA.

Ted then operated the immaculate, and rare, yellow Moswey 4 for a number of years before repatriating it to Switzerland. Similarly, he flew the V-tailed Breguet Fauvette before that in turn went home to new owners in France.

After collecting a K-6e from a club in Germany and selling it on (much too modern), he finally went back to a very small helping of glass with the little Mechta Me7, which he christened 'The Sperm'. Its small dimensions and consequent modest weight made it easy to operate for a slightly-built gentleman of advancing years and, with typical generosity, he allowed a number of other people to fly it.

Francis Russell, London Gliding Club

Farewell Teddy-boy

It was in the 1970's when I first introduced myself to Ted, or 'Teddy Boy', as I later called him. He was parked outside the clubhouse at Dunstable in his Mk 1 Ford Escort camper van. There was a, 'Sunday evening after a good day' stillness in the air and Ted had the roof up, and was tinkering inside it.

I was a rookie pilot and earlier had seen the Kite 1 soaring the hill. It was the first time I had ever seen a fabric covered gull-winged glider hovering like a dragonfly inspecting a riverside plant. I was fascinated, and had to track the owner down. I knocked on the side of the camper, and when Ted cranked his head around the open rear door. I thought it was Ian Carmichael, the actor. Ted bore a striking resemblance to him and instead of 'Teddy Boy', Ted's nickname almost became Wooster for the next forty years after the character played by Carmichael in the TV series, Jeeves and Wooster. I established my interest in the Kite.

The Escort was soon changed for an Austin Ambulance, which Ted named 'The Kranken Vagon.' After he rolled it green; it blended in quite well on the glider-trailer rack, with fine views of Ivinghoe Beacon when the back doors were open. It was while having tea in the Kranken Vagon one afternoon that I ended up with a half-share in the Kite and membership of the VGC thrown in!

It was during one of our many tea and crumpet sessions in the Kranken Vagon that I learned that Ted had lived in the next road from me in the then leafy suburb of Palmers Green, North London until the 1950's. During the war he remembers a bomb bouncing past his house on a parachute!! He then moved to Cock Fosters just a few miles away.

Ted was a civil servant working in the government's advertising department. One of Ted's claims to fame was that he was responsible for bringing 'The Green Cross Man' to our TV screens, and other safety films of the day. One can only imagine the contrast between commuting to London, compared with the bliss of gliding at Dunstable, and so it was that Ted hardly missed a weekend, summer or winter. He was truly a dedicated man.

In his early gliding days, Ted was a keen and proficient cross-country pilot. His trailer, towed by a VW Beetle, was sponsored by Ovaltine, with the company's logo painted in large letters on both sides. Apparently sponsorship was quite common in the 50's [it was a successful BGA initiative. Ed]. Ted achieved a gold, and I believe a diamond added to that, mostly achieved in a skylark.

Ted's most memorable gliders, in no particular order, was the Moswey 4, Kite 1, Rhonbussard, and the Scud 3. The Rhonbussard was a machine that Ted enjoyed once he was in it, but he did not fly it often, as it was rather painful to rig! He was very fond of the Moswey for its ease of operation, and superior build quality, particularly the metal fittings that he often proudly spoke about, 'as being built like a Swiss watch.' I used to call it 'The Swatch', much



Haddenham 2005. Ted in his immaculate Scud 3 with Laurie Woodage on the wing. (Ted and Laurie are sadly missed members of both the London Gliding Club and the VGC). Photo: David Weekes

to his annoyance! Along with the Kite, the Moswey was one of his most travelled gliders, attending many rally's at home and with our VGC family abroad.

Soon after I bought into the Kite, we decided to straighten the trailing edge as it had become scalloped over the years. We put the Kite in the member's workshop to begin work, and Ted decided to make the roof more waterproof by painting the roof with a black gloopy substance, while I was in the building. The substance

found its way through the gaps in the roof, onto my head, much to Ted's amusement!

It was at around this time that I tried to get Ted to marry one of my sisters. I chose the most feisty of the three. It's a good job Ted declined, as she ended up having at least three husbands before she packed it in as a bad job!!

Back in the workshop, work was progressing, and we soon had a fine pair of trailing edges. When it came to covering the fuselage, Ted decided that the orthodox covering material was too expensive, so bought a roll of poly-cotton from a market trader. The problem was, the trader only had material with roses printed on it in the quantity we required, and so it was that the Kite fuselage was covered with a rose patterned fabric. He told the many startled visitors to the workshop, that it was going to stay like that, some actually believed that one! Of course it was soon painted in primrose....

The Kite's first outing in its pretty new clothes was to a celebration that we were invited to at what was left of Croydon Airport, due to the fact that our Kite was once owned by Amy Johnson. Just before going, Ted discovered that there were two Kites around at that time. Unfortunately for us, it was the other one that Amy had flown. With a chuckle, Ted said, 'let's not disappoint them, no one is going to know.' So we ended up enjoying an expenses-paid day out with Amy's Kite at Croydon; as impostors! While all this was going on, Ted decided to buy a similar Austin to the Kranken Vagon for spares from a scrap-yard some miles away. He asked if I would go with him to drive his car back. When we got to the scrap yard, there was Ted's acquisition looking like its best days were some way behind it. After a while, with several squirts of some easy-start and jump leads it exploded into life like a blunderbuss, with smoke to match. While following Ted back to the club, I noticed that the van had no brake lights, sloppy steering (judging by the way it was wandering over the road), and poor brakes. Most curiously of all, it appeared that the scrapyard van had the same registration plate as the Kranken Vagon!

One of Ted's memorable flights in the Rhonbussard occurred when I had arranged for the Kite and Rhonbussard to take part in an air show at Old Warden. Display licences were not required for gliders in the late 70's! I started the display in the Kite, and by the time I had landed, Ted was airborne. After a graceful dem-

OBITUARY

onstration, Ted decided to end with a down-wind beat up. He had barely enough energy to convert the speed to height for the 180-turn to land. It looked quite spectacular, and judging by the crowds appreciation, they clearly did not realise that this amount of entertainment was unintentional! Ted's words on hopping out of the cockpit; 'I shan't be doing that again!'

Before we leave Kite stories, a further example of Ted's 'Just William' sense of humour is worth mentioning. In the early 80's Ted sold a share in the Rhonbuzzard to a member, one Martin Harris. A good reliable chap. One evening in the bar, Martin, Ted and I were having a drink, and a dispute broke out between Martin and I as to whether the Kite could out-perform the Rhonbussard in a thermal. After much haranguing between Martin and myself, to no conclusion, Ted chimed in by saying that we should settle our difference with a duel.

The next morning the Kite and the Rhonbussard took off to meet in the air. We soon caught sight of each other, and with a box of six eggs each on our laps we found ourselves engaged in combat, circling ever tighter for an advantage.

It's quite amazing how far in front of the target one has to throw an egg to score a hit. Six eggs were not enough to get used to firing accurate leading shots, so with ammunition exhausted, we landed to be greeted by Ted who was laughing out aloud at the sight of his two syndicate partners duelling in his gliders!

Ted's final glider was the Scud 3, which he dearly loved to fly for it's amazing thermalling performance and ease of rigging. Its last outing in Ted's ownership was at the International at Tibenham, just a few years ago. It was there that Bruce thought of buying it,

but alas he could not quite fit in it, as he is a tall man, which was a pity, as it could not have ended up in better hands.

Largely Ted behaved himself in gliders, although there was one occasion I remember Ted being reprimanded by the CFI of the club we were visiting, for creating a shower of sparks on landing. Ted had under cooked it and ended up using a section of perimeter tarmac. The sparks and noise of someone sharpening an axe on a grindstone came to mind when the metal skid protector came in contact with the tarmac. No damage!

Ted's interests also included horse riding, until an accident that damaged his arm. It was something that he never fully recovered from. Photography, particularly wildlife, and converting vintage gliding films into CD's, which he continued to occupy himself with when he moved into his warden-assisted complex in Hertfordshire.

Soon after moving to Hertfordshire, Ted decided to entertain himself with flying radio-controlled model helicopters in the entrance hall of his block. He eventually managed to get himself banned from flying by the warden, as there were complaints from residents who had to duck the whirring blades of Ted's contraptions as they were trying to exit the building.

It has been my pleasure to share just a few stories about Ted as he joins the many great vintage men and women that have thermalled away from our dwindling family.

Where ever you are, have fun Teddy Boy!

Rex Moorey

POETS CORNER

In affectionate memory of Ted Hull...

Sky Fever

Geoff Robinson. Royal Aircraft Establishment (RAE) gliding club

I must to up to the skies again, to the white clouds and the grey,
And all I ask is a high launch, and the chance to 'get away';



And the wing's surge, and the wind's song, and the quiet clouds' drifting,
And a heat-haze on the land's face, and the warm air's lifting
I must go up to the skies again, for the call to soar and glide,
Is a free call, and a clear call, that may not be denied;

And all I ask is a sunlit day, and the bright height's gaining,
'Neath the 'new-cu' that towers above, and it's lift maintaining
I must go up to the skies again, to the peace of silent flight,
To the gull's way, and the hawk's way, and the free wings' delight;

And all I ask is a friendly joke with a laughing fellow rover,
And a large beer, and a deep sleep, when the long flights over....

Photo: Jim Sprandel

Segelflugzeugbau in der DDR

Frank-Dieter Lemke

Flieger leben mehr als viele andere von ihren Erlebnissen, die sie nur selten und auch dann kaum vollständig mit anderen teilen können. Das ist eine Tatsache, die dem Autor Frank-Dieter Lemke schnell bewusst wurde, und auch der Grund dafür, dass er bereits in jungen Jahren seiner fliegerischen Laufbahn, angeregt und begleitet durch Johannes Höntsch, einem Guru der DDR-Segelflugtechnik, sich der kleinen, aber interessanten Geschichte des Segelflugzeugbaus in der DDR zuwandte. Bereits als Schüler und junger Volkskorrespondent einer Tageszeitung in Eisenhüttenstadt spürte er historischen Ereignissen nach, sprach mit Beteiligten, fotografierte, und all dies lief viele Jahre lang darauf hinaus, gemeinsam mit Konstrukteuren, Flugzeugbauern und Piloten ein Stück Historie wieder aufleben zu lassen, die schlichtweg in Vergessenheit zu geraten drohte.

Breit gespannt ist der Boden, den der Autor schlägt. Er schreibt von den ersten Segelflügen in Kamenz am Hutberg im Jahre 1945, also kurz nach dem Zweiten Weltkrieg, unter der Obhut der Sowjetarmee, den wenigen Gleit- und Segelflugzeugen, die in der sowjetischen Besatzungszone den Krieg überstanden hatten, bis hin zum Mut einzelner, unter schwierigen Bedingungen selbst Segelflugzeuge zu bauen. Der industrielle Segelflugzeugbau begann schließlich mit dem Nachbau des einfachen und robusten Schulgleiters SG 38, des weltweit berühmten einsitzigen Schulflugzeuges Grunau Baby und des Leistungssegelflugzeuges DFS Meise, auf der die Piloten aus allen teilnehmenden Ländern die Olympischen Spiele 1940 in Helsinki bestreiten wollten. Sie fielen jedoch dem Zweiten Weltkrieg zum Opfer. Revue passieren lässt der Autor die Geschichte des VEB NAGEMA Schmiedeburg, VEB Lokomotiv- und Waggonbau (LOWA) Gotha und VEB Apparatebau Lommatzsch. Hier, in diesen drei Betrieben, entstanden in großer Zahl nicht nur die Nachbauten, sondern auch neue Segelflugzeuge, von denen die meisten viele Jahre lang in der DDR und auch im Ausland Furore machten.



ISBN: 978-3-95966-303-8



Weit mehr noch in Vergessenheit geraten sind Themen wie Arno Vogel und seine Schwingenflügler oder die leider nicht von Erfolg gekrönten zahlreichen Aktivitäten an der Technischen Hochschule Dresden. In guter Erinnerung wiederum bei vielen älteren Segelfliegern sind die Lehrgänge zur Ausbildung von Technikern an der Zentralen Entwicklungs- und Reparaturbasis der Gesellschaft für Sport und Technik in Schönehangen, wovon noch heute der Segelflug insbesondere in den ost-deutschen Ländern profitiert. Ebenso betrachtet der Autor scheinbare, aber für das Segelfliegen immens wichtige Randgebiete wie die Entwicklung industriell gefertigter Schlepp- und Seil-Rückholwinden sowie Segelflugzeug-Transportanhänger in der DDR. Seine Arbeit schließt der Autor mit einem Vergleich der Flugzeuge der Konkurrenz in Europa und dem einzigen Weltrekordversuch in der DDR ab, der dennoch ein sensationeller Flug war.

Diese umfangreiche Werk zeigt auf 218 Seiten mehr als 500 Fotos und Illustrationen. Es kann entweder beim Rockstuhl Verlag für 49,95 € bestellt werden oder aber direkt beim Autor Frank-Dieter Lemke über fd.lemke@gmx.de. Durch die Direktbestellung erhält der Autor eine höhere Provision und somit mehr Anerkennung für seine bemerkenswerte historische Arbeit.

Segelflugzeugbau in der DDR

Frank-Dieter Lemke

Airmen live and experience more than many. This is a fact that author, Frank-Dieter Lemke, quickly became aware of. In his early days of flying he was inspired and encouraged by Johannes Höntsch, a guru of GDR gliding techniques and devoted to the history of glider construction in the GDR. As a pupil, and young Volkskorrespondent of a newspaper in Eisenhüttenstadt, Lemke has traced historical events, talked to the manufacturers, designers and pilots, as well as amassing an extensive collection photographs, reviving a piece of history that simply should not be forgotten.

With a wide range of history to choose from, Lemke covers the first gliding flights shortly after the 2nd World War in Kamenz am Hutberg in 1945. With the few remaining gliders that had survived in the Soviet occupation zone, to the first steps of DDR industrial glider construction with the production of

the simple, and robust, SG 38 glider, the world-famous Grunau Baby single-seat training glider, and the DFS Meise high-performance glider.

The author goes on to review the history of VEB NAGEMA, Schmiedeberg, VEB Locomotive and Waggon construction (LOWA), Gotha, and VEB Apparatus engineering, Lommatzsch. Here, in these three factories, not only copies, but also new gliders were created in large numbers, many of which caused a sensation in the GDR and abroad for many years.

There are also the forgotten stories, such as Arno Vogel, and his Schwingenflügler (swing-wing), and the numerous other activities at the Dresden University of Technology. Drawing upon the memories of many older glider pilots at the Central Development and Repair Base, of the Society for Sport and Technology, in Schönhagen, Lemke charts how East German gliding developed, in which gliding still benefits today.

Similarly the author covers more peripheral areas, such as the development of industrially manufactured winches, and glider transport trailers within the GDR. The work concludes with a comparison of GDR gliders with the competition in other parts of Europe, along with the only world record attempt in the GDR, which was nevertheless, a sensational flight.

Unfortunately only available in German text, this extensive work features more than 500 photos and illustrations, across 218 pages. It can be ordered through the publishing house, Rockstuhl for 49.95 €, or preferably, it can be ordered directly from the author, Frank-Dieter Lemke, at: fd.lemke@gmx.de (The author receives a higher commission for his hard work in bringing this fascinating history to you when ordering direct).

YOUNGTIMERS – Vintage Glider Pilots

Author/Photographer: David Hall

Between the years of 2012 and 2015, VGC member (and occasional VGC News contributor), David Hall, photographed 'vintage' pilots with his 'vintage' camera at various airfields and VGC Rallies, which has resulted in a book of VGC friends and fellow pilots. A must for the coffee table or enthusiast's bookshelf, it is a visual history of some of the characters that have been key to ce-

menting the unique character of what is today's club.

Beautifully presented, it introduces David's behind-the-shutter skills; highlighting each subject's character in a thoughtful and relaxed manner.

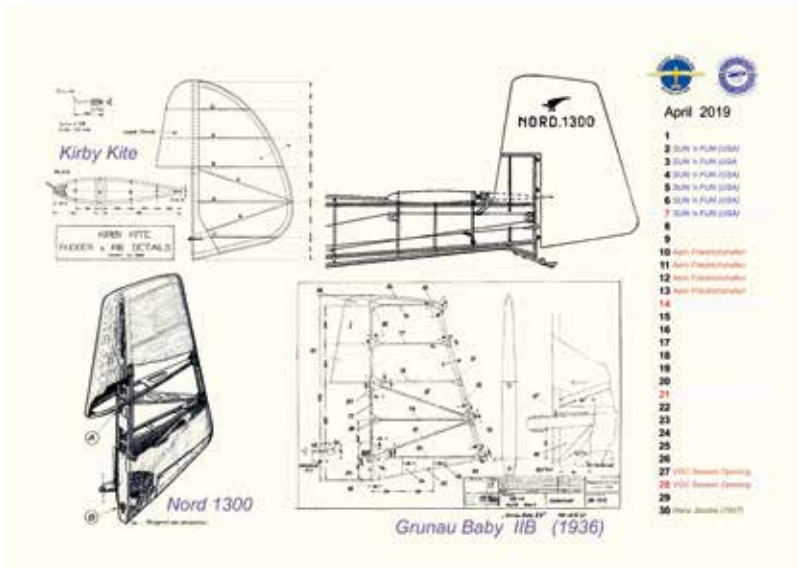
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ISBN 9781388266660

BOOK NOOK

2019 Vintage Workshop Calendar Now on Sale!



ISBN 9781388266660

From our Workshop Flyer Correspondent, Neal Pfeiffer, comes the 2019 Vintage Workshop Calendar. In conjunction with our sister club, the VSA, this year's theme is detailed drawings of different glider rudders from the 1930's. Constructed from working drawings of some of the most beautiful gliders ever made, each month features an action-packed dairy of dates of Vintage events across both sides of the Atlantic. The good news is that commercial copies are available in both Europe and in America. Here in Europe, you can place your order for a stunning A3 size copy through Equip Books (www.equip.de) The price, including postage (international), is 20€. All profits go to the VSA and VGC archives. Alternatively, for those on the other side of the pond, you can order through the VSA website (www.vintagesailplane.org) So what are you waiting for, why not order your calendar today!

FOR SALE

For Sale

ELFE S4 HB-1169 R2



Having built this glider in the years between 1973-1976, I made the first flight with it in June 1976.

Since then, it's had 1043 flights and 2815 hours in the air. Due to age, I am giving up flying, so I am reluctantly putting this beautiful glider up for sale. It is fitted and comes with:

Equipment: Sage variometer, LX8080 with remote control, radio Becker AR6201, ELT EBC102A

Additional equipment: parachute, EDS oxygene system, SPOT, wing wheel and tow bar, Clouddancer cover, closed trailer.

Asking price, including the additional equipment: **€12'000.**

For further information, please contact: Hansklaus Rummler: h.rummler@sunrise.ch

For Sale

Slingsby Skylark 4



Based at Crowland since 1987 with various owners. In need of some tidying up but is being readied over winter for a new CofA. Could be yours in time for the rally in Tibenham.

Interested parties, please contact: Mick Burridge.

Email: Mick.Burridge@chestnuthomes.co.uk

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



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Photo: Jim Sprandel