


VGC News

No. 155 - Spring 2019



Feature Article 
Brienne le Château – 1978

We Remember 
Vittorio Bonomi

Rally Fun 
Down-under

and much, much more...



PIN BOARD

The VGC welcomes the following new members :

5754	Mark Latham	UK	5766	Stale Lien	Norway
5755	Matthew Stickland	UK	5767	Damian Le Roux	UK
5756	David Fawcett	USA	5768	Martin Howitt	UK
5757	Roger Targett	UK	5769	David Rhys-Jones	UK
5758	Dave Clarke	UK	5770	Christopher Yakubek	USA
5759	Ross Morriss	UK	5771	Jacek Dudzik	UK
5760	Vincent Lebrun	Belgium	5772	Steve Codd	UK
5761	Martin Day	UK	5773	Charles Mc Callin	UK
5762	Rob Moffat	Australia	5774	Richard Roth	UK
5763	Steph Smith	UK	5775	Robert Stevens	UK
5764	Bas van Beek	Netherlands	5776	David Pickles	Australia
5765	Jürgen-Hinrich Findorff	Germany			

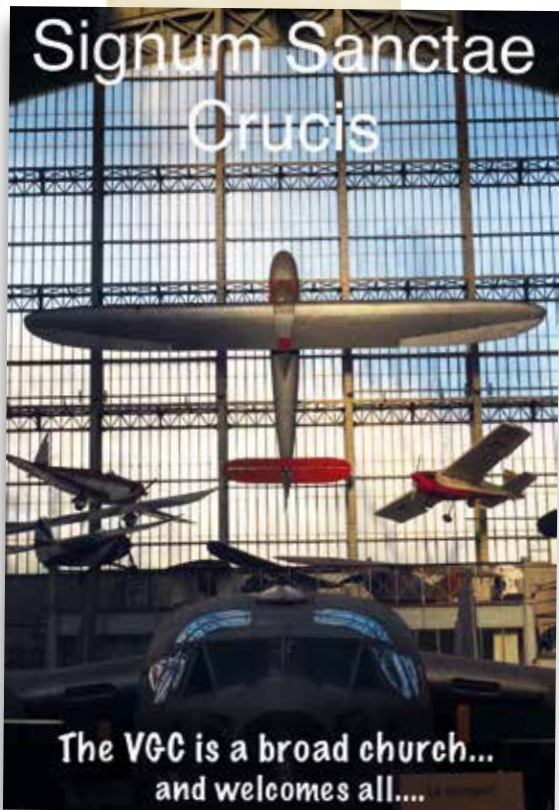


Photo: Bruce Stephenson



The Pullen girls getting to grips with the GHC's T31. "Look Lia, we are not going anywhere, not until you sit down and belt up!" (Back seat is 7-year-old Freya, front seat 3-year-old Lia).
Photo: Gary Pullen



"There's a whole new world up there Marvin! Welcome to toy-town"... 6-year-old Marvin Janssen is given that special first-flight with dad, Erwin, in the driving seat.
Photo: Erwin Janssen

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



<http://www.vintagegliderclub.org>

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

VGC News is published by:

The Vintage Glider Club Ltd
8 Hamilton Road, Church Crookham, Fleet, Hampshire, GU52 6AS
England

Copy deadline for the next issue:
1st June 2019

Please submit material to VGC News

Editor:

editor@vgc-news.com

Bruce Stephenson
Napier House, 201 Bridge End Rd,
Grantham, Lincolnshire NG31 7HA
England

Design by:

Rosa Platz, Cologne - Germany

Published by:

Equip Werbung & Verlag GmbH,
Bonn, Germany

Front cover: A friend to all many within the VGC, Firmin Henard enjoys a spell of flying in Pierre Pochet's lovely Ka6E at Stendal.

Photo: Robert Verhegghen

Rear Cover: Alex Gilles snapped this evocative shot at 3200m in wave over his hometown of Gaggenau, in the Black Forest.

Photo: Alexander Gilles



find us here

Pin Board	2
Contents	3
Officers of the VGC	4
Board News	5
President's Corner	
Editor's Comment	
Chairman's Report	
Club News	7
Your club needs you	
10 years of AERO	
Upcoming Events	10
UK Rally round-up	
International Rally Update	
2019/2020 Rally Calendar	
Rally Reports	13
Vintage Gliders Australia	
Vintage Kiwi 2019, Taupo	
We Remember – Vittorio Bonomi	17
Feature Article – Brienne le Château, 1978	22
Reader's Album – Brienne le Château, 1978	24
Spatz restoration	27
News from around the world	29
Model News	36
First Flight of a Kranich	
Champing at the bit ...	
Letters to the Editor	38
Obituary	42
Derek Piggott	
For Sale	46
VGC Sales	47

The views expressed and the contents of all material, in this magazine are the opinion of the author(s) and may not necessarily reflect those of the Vintage Glider Club Committee or the Vintage Glider Club membership.

No responsibility is accepted by the Vintage Glider Club Committee or its Membership, for any safety related (or any other) technical advice, transmitted in the magazine or any document issued by, or on behalf of, the Vintage Glider Club. No responsibility is accepted by the Vintage Glider Club or its Membership, for any adverts placed in the magazine by individuals or commercial entities.

Except as otherwise permitted under 'copyright, design and Patents act', 1998, this publication may only be reproduced, stored or transmitted in any form, or by any means, with the prior permission in writing of the publisher.

No. 155 - Spring 2019



We Remember –
Vittorio Bonomi

Page 17



Feature Article –
Brienne le Château, 1978

Page 22



Reader's Album –
Brienne le Château, 1978

Page 24



Spatz restoration

Page 27

OFFICERS OF THE VGC

President



ANDREW JARVIS
(Board member)
e-mail:
president@vintagegliderclub.org

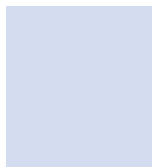
VICE-PRESIDENTS



PETER OCKER
e-mail:
vpD@vintagegliderclub.org



MARTIJN HOOGENBOSCH
NETHERLANDS
e-mail:
vpNL@vintagegliderclub.org



UK
CURRENTLY VACANT

CHAIRMAN



CHRISTINE WHITTAKER
e-mail:
chairman@vintagegliderclub.org

International Council

ALAN PATCHING - AUSTRALIA
22 Eyre Street, Balwyn Victoria 3103, Australia
email: calbpatc@netspace.net.au

FIRMIN HENRARD - BELGIUM
Rue de Porcheresse, B-5361 Mohiville Hamois, Belgium
email: henrard.firmin@gmail.com

JOSEF MEZERA - CZECH REPUBLIC
email: potk.josef@post.cz

NIELS EBBE GJOERUP - DENMARK
Seglen 69, DK-8800 Viborg, Denmark
email: negjoerup@mail.dk

GORAN BRUUN - FINLAND
email: bruun.goran@gmail.com

DR. JOACHIM JESKA - GERMANY
Lieneschweg 79a, 49076 Osnabrück, Germany
email: jojeska@web.de

VINCENZO PEDRIELLI - ITALIA
Via Tintoretto, 7 - 20033 Desio
email: vincenzopedrielli@gmail.com
www.vincenzopedrielli.it

Board



ANTTI JOUPPE
VGC SECRETARY
e-mail:
secretary@vintagegliderclub.org



SUE BROOKE
VGC TREASURER
e-mail:
treasurer@vintagegliderclub.org



WALTHER HOEKSTRA
VGC MEMBERSHIP SECRETARY
e-mail:
memsec@vintagegliderclub.org



MARTIJN HOOGENBOSCH
VGC INTERNATIONAL
RALLY SECRETARY
email:
rallysecretary@vintagegliderclub.org



WOLFGANG ULRICH
PUBLIC RELATIONS
e-mail:
pr@vintagegliderclub.org



KLAUS SCHICKLING
(Board member)
e-mail:
klausschickling@vintagegliderclub.org



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

IAN DUNKLEY - NEW ZEALAND
email: ian_dunkley@extra.co.nz

JOZEF OTT - SLOVAKIA
Panska Dolina 2, Nitra, Slovakia, SK94901
email: Jozef.ott@zoznam.sk

JÜRIG WEISS - SWITZERLAND
Bodenackerstrasse 7, 5525 Fischbach-Göslikon, Switzerland
email: juerg.weiss@computer.org

Bill Batesole - USA Representative
email: bill.batesole@aol.com

Non-Board Positions



The Board is assisted by :
DAVID WEEKES - VGC SALES
e-mail:
sales@vintagegliderclub.org



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



JAN FORSTER
EGU REPRESENTATIVE.
email:
egu@vintagegliderclub.org



FRANCIS HUMBLET
COORDINATOR
VGC HISTORIC GROUP
e-mail:
historic@vintagegliderclub.org



DAVID WILLIAMS
ARCHIVIST
email:
archivist@vintagegliderclub.org



IAN PATINGALE
TECHNICAL OFFICER
e-mail:
technicalofficer@vintagegliderclub.org



BRUCE STEPHENSON
EDITOR
email: editor@vgc-news.com



KLAUS FEY
PUBLISHER
Sprottauer Str. 52,
53117 Bonn, Germany
TEL. +49.228.96699011
FAX +49.228.96699012
email: fey@eqip.de

Andrew Jarvis - VGC President

From the President's Corner



February's bleak month was enlivened by the arrival of VGC News 154- and what a fabulous issue it was- a record 66 pages too.

Every issue of 'the News' brings some surprise articles, such as Editor Bruce's account of the remarkable black American designer/pilot, Neal W. Loving . The endless racism he endured was truly shameful; but despite losing both legs at the age of 28 when his own-design glider crashed, Neal still went on flying and designing. (I couldn't help noticing how tidy his

workshop was, too!) Thank you, Bruce: this was inspiring, and now I've just received my own copy of Neal's book through that amazing internet resource, Abebooks.

Another aviation giant, because he was much more than a glider pilot, whom we now remember is Derek Piggott. I am delighted that Terence Henderson has written a wonderfully personal reminiscence of this great and generous man (page 43). When I was making my first-ever cross-country flight in 1995, I encountered a beautiful green glider near Lasham, which literally 'left me standing'. (I was in Oly 460, number 463). Years later, I learned that this was none other than Derek Piggott, in the Edgely EA-9 Optimist glider prototype.

I always enjoy Owen Anderson's reports from Ireland. I met Owen in January 2018, having spotted his ASK-14 project in the For Sale section of News 151. I was on the Easyjet to Belfast two days later; the flight costs about the same as taking the train from Sussex to London. Owen is another amazing guy; how he crams so much into every day astounds me. Owen and I shared real hopes that that great bird, the Short Nimbus, could somehow be returned to flight. For the next few years though, there's a better chance of seeing a pterodactyl flying! In mid-February, I decided to re-visit Husbands Bosworth, mainly to review arrangements for the Rendezvous. It was a 360 mile round-trip, but it was well worthwhile, as you'll find in Rally News. At Hus Bos, a glorious spontaneous get-together developed; there were (in no particular order), Keith Nurcombe, of whom more later; Tony Lintott, currently in charge of the Rendezvous; Peter and Joyce Andrews; John Randall of Long Mynd fame; and lastly, that remarkable VGC founder member, Ron Davidson.

Keith is an amazing person. With his wife Claire (then his fiancée), Keith hitch-hiked the length of South-East Africa in 1972. Incredibly, Claire carried on to Afghanistan. Keith is one of very few people still alive who were present at the historic founding of the VGC at Husbands Bosworth, in 1973. Then, in 1990, he made a remarkable flight in a Slingsby Tutor. The flight was

a downwind dash from Husbands Bosworth, with a declared goal of Anglesey (that's the island part of North Wales.) Keith had to land at the Menai Straits- just on the mainland, so he regards his goal flight as a failure, although at 203km, surely it must be the longest flight ever made in a Tutor? Now, I happen to be the 'custodian' of a Slingsby Tutor (DQD), which I am refurbishing at a shamefully slow rate. On returning home, I opened the beautifully kept logbook, and there at the front are the names of the previous owners, including none other than- Keith Nurcombe!

Well, there is only one way forward now-re-cover those wings, and get the Tutor finished in time for the 2020 Long Mynd National Rally. Why don't we resume the long-forgotten sport of the Downwind Dash! Now here would be a real adventure, a mass downwind dash, preferably from bungee launch, and preferably in open cockpits; with the 300km Mynd to Great Yarmouth as the tantalising goal. After all, we now have every technical advantage: mobile phones, GPS in glider and car, better roads and cars. Things which those 'magnificent men', and women, of yesteryear never dreamed.

Did some spoilsport say we are all 30 years older? Nonsense, VGC folk don't get older! But you might well say we are all old anyway. I do keep thinking about that chronic problem of how can we ever attract enough youngsters into vintage gliding, of all things? The Royal Aero Club offers bursaries of £750, and although it's controversial territory, I think we could consider something similar. And where will the money come from? That's easy- just pop down to the solicitors and add the VGC to your will- I have. Be generous- dogs' homes don't need the money.

Lastly, changing both subject and language, ici, un cri de coeur! Somehow we must re-activate our few remaining French members. I think we are all at least part-time Francophiles. Remember, we aviators speak French every time we fly: le fuselage, l' aileron, er, le cockpit! How I loved my V-tailed Breguet Fauvette, now expertly cared for, and flown by, Jurgen Doppelbauer. We would all enjoy another French rally, so maybe a brave organiser will step forward on the other side of La Manche? Also, of course, there will be an empty chair at the International Council Meeting at Tibenham.... Come on, you sons of Bleriot, we all miss you!

Enough lofty aspirations from me, so please read on for real gliding adventures in another great issue of our unique magazine.

**Andrew Jarvis
VGC President**

Christine Whittaker - Chairman

Chairman's Report



At the time of writing this, a cold and rather windy February day, I am sure CofA's are all underway and some already done in preparation for the new flying season. For those in warmer climates, I hope you are enjoying a good soaring season already and I look forward to reading about your meetings and rallies in a future VGC News.

For myself I will not only be retiring as Chairman at the next AGM but also stepping down from the Board as well. After several years on the Board mostly as Secretary, and of course the last two as Chairman, I feel it is time to hand over to someone else. Klaus Schickling, who many of you know, has said that he is willing to stand for the position of Chairman at the next AGM.

Sue Brooke, our Treasurer, will also be retiring from the Board at this year's AGM. Sue has done a fantastic job as Treasurer. Sue will carry on doing the day-to-day bookkeeping until a new person comes forward to take over the role. See page 7 for more information about the role.

We are always looking for new Board members. If you are interested but are not sure what is involved or what you can bring to the Board then speak to a Board member and ask those questions.

Recently I emailed the UK members advising them of the nomination of Mark Wills for the role of Vice President for the UK. All the replies I received were very positive to this nomination. I was expecting quite a few 'bounced back' emails but to my surprise there were only a few. If you think that we may not have your current email address then please let, Walther Hoekstra, our Membership Secretary know. We will only send you emails relating to the Vintage Glider Club.

The VGC has had a presence at Aero, Friedrichshafen, for many years. This year is the 10th Anniversary of the VGC exhibiting there. Gere and his team of dedicated helpers work really hard to bring an interesting array of gliders to the exhibition. This year the display will be in the foyer, therefore many people will be passing by the Gö-1 Wolf, Gö-3 Minimoa, Gö-4, as well as a 1:2 scale model of the Moazagottl, which is on loan by the Zahn family, as they enter. The stand will also include other exhibits connected to Wolf Hirth; for example Hirth's little caravan known as Hellmut, his motorcycle, plus many other items.

I am looking forward to going back to Sutton Bank for our National UK rally in May and also our International Rally at Tibenham.

It was with great pleasure that we received an email from Sylvia and Bob van Aalst announcing the birth of their first grandson. Congratulations to Sandra and Jim on the birth of their son, Soren. On my penultimate address - may your thermals be many.

Christine Whittaker, Chairman

Liebe Mitglieder,

Während ich diesen Beitrag schreibe, an einem kalten und ziemlich windigen Februartag, bin ich sicher, dass die Nachprüfungen in Vorbereitung auf die neue Flugsaison bereits im Gange oder abgeschlossen sind. Für diejenigen in wärmeren Klimazonen hoffe ich, dass sie bereits jetzt eine gute Segelflugsaison genießen und freue mich darauf, in einer zukünftigen VGC-News über deren Meetings und Rallies zu lesen.

Ich selbst werde auf der nächsten Hauptversammlung nicht nur als Vorsitzende in den Ruhestand gehen, sondern auch aus dem Vorstand ausscheiden. Nach mehreren Jahren im Vorstand, meist als Schriftführerin, und natürlich in den letzten beiden Jahren als Vorsitzende, ist es nach meiner Meinung an der Zeit, an jemand anderen zu übergeben. Klaus Schickling, den viele von Euch kennen, hat sich bereit erklärt, für das Amt des Vorsitzenden bei der nächsten Hauptversammlung zu kandidieren. Sue Brooke, unsere Schatzmeisterin, wird ebenfalls auf der diesjährigen Hauptversammlung aus dem Vorstand ausscheiden. Sue hat als Schatzmeisterin fantastische Arbeit geleistet. Sue wird die tägliche Buchhaltung weiterführen, bis ein neues Mitglied dieses Amt übernimmt. Weitere Informationen über die Anforderungen an diese Tätigkeit findet Ihr auf der Seite 7.

Wir sind immer auf der Suche nach neuen Vorstandsmitgliedern. Wer interessiert ist aber nicht weiß, was dort zu tun ist oder was Ihr in den Vorstand einbringen könnt, spricht am besten mit einem Vorstandsmitglied und stellt ihm diese Fragen. Kürzlich habe ich den britischen Mitgliedern eine E-Mail geschickt, in der ich sie über die Ernennung von Mark Wills als Vizepräsidenten

für Großbritannien informiert habe. Alle Antworten, die ich erhalten habe, waren sehr positiv auf diese Nominierung. Ich hatte einige "nicht zustellbare" E-Mails erwartet, aber zu meiner Überraschung gab es nur wenige. Wenn Ihr der Meinung sind, dass wir Eure aktuelle E-Mail-Adresse nicht haben, dann lasst es uns bitte wissen und schickt sie an Walther Hoekstra, unseren Mitgliedersekretär. Wir senden Euch nur E-Mails über den Vintage Glider Club.

In diesem Jahr feierte der VGC das 10-jährige Jubiläum seines Standes bei der AERO. Gere und sein Team von engagierten Helfern arbeiten sehr hart daran, immer wieder eine interessante Auswahl an Segelflugzeugen dort zur Ausstellung zu bringen. In diesem Jahr befand sich der Stand im Foyer West, so dass besonders viele Besucher zur Ausstellung kamen. Die Exponate waren der Gö-1 Wolf, die Gö-3 Minimoa, die Gö-4 sowie ein 1:2-Modell des Moazagottl, das von der Familie Zahn zur Verfügung gestellt wurde. Auf dem Stand hatte Wolf Hirths Sohn Hellmut außerdem Exponate aus dem Umfeld seines Vaters ausgestellt, hierunter Wolf Hirths kleiner Wohnwagen, sein Motorrad, und viele andere Gegenstände.

Ich freue mich darauf, in Sutton Bank an unserer National UK-Rallye im Mai und an der Internationale Rallye in Tibenham teilzunehmen. Mit großer Freude erhielten wir eine E-Mail von Sylvia und Bob van Aalst, in der sie die Geburt ihres ersten Enkels ankündigten. Herzlichen Glückwunsch an Sandra und Jim zur Geburt ihres Sohnes Soren. In meinem vorletzten Grußwort an dieser Stelle wünsche ich Euch allen jede Menge Thermik!

Christine Whittaker, Vorsitzende

Bruce Stephenson - Editor

Editor's Comment



Editor's Ramblings

Hello all,

Yesterday I witnessed something special.

Only the day before I had rigged my Mucha for the first time since July last year and actually flew it. Yes, incredible as it seems in my wilderness years of bringing up family and rebuilding of houses, I actually committed to aviation for a

couple of short, but enjoyable, soaring flights of around half an hour each. The following day, and with lifted spirits (I am always a much nicer 'being' after a gliding fix), the sun still shone, hardly a cloud in the sky, and a light breeze; the perfect day for a bit of spring cleaning around the house! All was well for a change in my world. Late afternoon had found me outside clearing up the last of the winter's efforts, not to mention remaining detritus from yet another of my house-build projects, which had resulted in yet another trip to the local dump. It was just as I was basking in the glory of the first sight of freshly cut grass and an uncharacteristically tidy back yard when I heard it.

From low down came an urgent honking sound. Looking up, my eyes met with a wonderful, but rare event that happens around this time of year, as two large Brent geese hove into view not 50 feet above my head. Their urgent, excited honks were matched by strong beating wing strokes as they refined their final approach to an exact spot just beyond my back boundary hedge. I felt a surge of excitement shoot through my body for I knew that these graceful animals were on the start of their long, but special pilgrimage to who knows where, only to make the return trip in mid-autumn and alight on a tiny man-made pond just on the other side of our hedge. A pond so small, it is hardly much bigger than a proverbial puddle. As an aviator who plies his living from flying long distances, I felt a fleeting comradeship with the en-route challenges these birds encounter. For a second, my mind likened them to another forgotten age before we, mankind, conquered nature and tamed her. For that split, magical second, these two graceful birds took on a persona of the flying boat age, like two graceful Empire boats plying the east-coast of Africa, the romance was not the destination, but the journey itself....

It did of course mark something else. It marked where I had start-

ed this editorial off, the flying season that is almost upon us and the many adventures it holds in stock for many of us lucky flyers, who like our feathered friends, venture beyond the horizons. But before I get down to the more urgent business of the magazine, may I firstly extend our appologies for the late delivery of Issue 154. This was down to a variety of reasons but hope that the finished product was worth the wait! It was worth noting that we had a lot of positive feedback on the Loving article, many of our American readers were aware of Neal Lovings powered aviation exploits, but few had heard of his early gliding exploits in his early years of his career. Thank you to all those that took the time to send us your words of encouragement.

Meanwhile within these pages, we have decided to run an article on the VGC International Rally in Brienne, France, in 1978. Brienne was a fondly remembered rally, and as such, it is worth revisiting. I will be trailing this to gauge the reaction from readers. If successful, I will look at running other similar articles of older Rallies past, providing we can source some nice photographs of any Rally that stood out for members and that took place more than 20 years ago. So if you have a collection of photos and fond memories of the Rally that you would like to share, please contact us.

Whilst on the subject of articles and material, the more eagle-eyed amongst you may have noticed that to date we have never featured a Brit in 'We Remember'. This is an omission that I would like to rectify but we need your help. If you have a British unsung hero that you think worthy of highlighting, why not get fingers to keypad and tell us.

On a sadder note, I have just been informed of the passing of yet another of our founding members, Ron Davidson. Ron was fondly remembered both here and in NZ, which he often visited instructing with various gliding clubs out there. He was briefly for a few flights, my instructor, and was better known within the VGC as the owner of 'the other Petrel', which was later sold to America. May I extend my condolences to Ron's family and friends and we will be covering Ron's life in Issue 156.

Well that's about it from me for this issue folks, here's to a happy flying season and happy landings...

Bruce

Sue Brookes

Your club needs you ...

Dear Members,

I am writing to you to let you know that I will be stepping down from the Board at the next AGM. This means we are looking for a new Treasurer, so if there is a current UK member who wants to take on this role, kindly step forward!

The role does require bookkeeping/accountancy knowledge and does require someone who is PC literate (our day-to-day accounts are held on a cloud accounting platform).

I would estimate 5-6 hours per month, keeping up to date with the day-to-day transactions, preparing reports for the quarterly Board Meetings and preparing the year-end accounts for the Members, with submissions to Companies House and HMRC.

I have enjoyed my time on the Board but feel it is time for someone new to take over. That said I will not abandon the club and will continue to do the day-to-day bookkeeping until we get our new person on board.

Joachim Jeska

Seit 10 Jahren auf der AERO



Die Ausstellung zur Erinnerung an Wolf Hirth erwies sich als Publikumsmagnet
The diverse display of Hirth memorabilia proved a huge hit.



Hellmut Hirth und Joachim Jeska tragen mit ihrem historischen Outfit zur besonderen Atmosphäre der Ausstellung bei.
Joachim Jeska (L) and Hellmut Hirth make a wonderful addition to the atmosphere of VGC AERO 2019!

Was für ein Empfang! Wer in diesem Jahr auf die Luftfahrtmesse „AERO“ in Friedrichshafen kam, der musste nicht lange nach dem VGC-Stand suchen, sondern stolperte vom Haupteingang geradewegs mitten hinein. Es war dem souveränen Organisator Gere Tischler gelungen, mit der Messeleitung auszuhandeln, dass wir unsere Schmuckstücke im Foyer West zeigen konnten. Wunderbar! Gö 1 Wolf, Gö 3 Minimoa, Gö 4 und Moazagotl (Modell 1:2) zauberten den Besuchern gleich zu Beginn ein breites Lächeln ins Gesicht. Und schnell war für jeden klar, was bzw. wer hier im Fokus stand: Wolf Hirth. Aber wer nun denkt, wir hätten das Foyer lediglich mit vier historischen Segelflugzeugen bestückt, der irrt gewaltig. Zu sehen waren nämlich auch andere Objekte, in die Wolf Hirth oder sein Bruder involviert waren: ein Wohnwagen, ein Rennmotorrad und Lehnstühle. Dazu hatten Wolf Hirths Sohn Hellmut und das Fliegende Museum Hahnweide allerlei andere Gegenstände aus den 1930er Jahren mitgebracht, und wir konnten eine sehr gemütliche Atmosphäre herstellen. Zu allem Überfluss gab es frisch gebrühten Kaffee vom historischen Café-Mobil. Und dieses Konzept ging grandios auf. Der Stand war ständig gut besucht, viele Menschen hielten sich lange auf und kamen mit uns sowie untereinander ins Gespräch. Für die 20 ehrenamtlichen Helferinnen und Helfer aus unserem Club war das freilich eine Herkulesaufgabe, weil wir permanent gefordert waren. Aber es hat natürlich auch viel Spaß gemacht und lief „Hand in Hand“.

Höhepunkt war zweifellos der Jubiläumsabend, zu dem wir auch die Messeleitung eingeladen hatten – und dieses Organisations-Team der AERO rund um Roland Bosch kam vollständig. Eine Laudatio mit Dank an die Messe, an Gere Tischler und alle „Helferlein“ hielt ich als deutscher Sprecher des VGC, worauf das Buffet eröffnet wurde. Als alle sich gestärkt hatten, nahm Frederic Fischer am Flügel Platz, und Beat Galliker schnappte sich das Mikrofon. In professioneller Manier trugen sie – wie schon beim Annual Dinner 2018 in der Schweiz – die von Frederic komponierte Segelflug-Symphonie vor. Die Töne flogen nur so dahin im großen Foyer der Messe und erreichten die Herzen der Zuhörenden, die mitgenommen wurden auf den „Gewitterflug“. Der Applaus brandete zu recht auf, und der Abend klang mit vielen Fachgesprächen langsam aus.

Der Schlußtag war wie immer der Tag mit den meisten Besuchern, insgesamt waren mehr als 32.000 Menschen auf dem Messegelände (ein Rekord), wir registrierten auf unserem Stand 28 Nationalitäten – wahrlich ein internationales Treffen. Spannend waren die Reaktionen der Besucher. Manch einer dachte wehmütig an seinen ersten Start im Grunau Baby (und verwechselte den Gö 1 Wolf mit dem Baby) oder an Thermikflüge mit der Minimoa. Andere staunten über die hohe Fertigungskunst unserer Holzflugzeuge und freuten sich darüber, dass man im Eingangsbereich der Messe mit der Luftfahrtgeschichte empfangen wurde, so dass die Entwicklung bis hin zu den heutigen Superorchideen (nebenan in Halle A1) sehr deutlich wurde. Sieben neue Mitglieder konnten wir direkt in den VGC aufnehmen, fünf deutsche sowie einen Polen und einen Australier. Und auch unsere Merchandising-Produkte sowie die Kalender von Alex Gilles fanden guten Absatz – rundum eine sehr erfolgreiche AERO. Bleibt zum Schluss noch herzlich „Danke“ zu sagen an Gere Tischler und die 20 „Helferlein“ sowie die Freunde vom Fliegenden Museum Hahnweide, die auch beim Aufrüsten und Abrüsten der Flugzeuge tatkräftig anpackten. Ich bin gespannt, was die nächste AERO bringt, sie findet vom 1.-4. April 2020 statt. Nur soviel: Der Weg nach Friedrichshafen lohnt sich auf jeden Fall!



Die Feier zum 10jährigen Jubiläum. Von links nach rechts: Hellmut Hirth, Roland Bosch (Projektleiter der AERO), Gere Tischler und Joachim Jeska am Mikrofon. *The 10th anniversary evening. L-R: Hellmut Hirth, Roland Bosch (head of Aero), Gere Tischler, and Joachim Jeska on the microphone.*



Gut gelaunt präsentiert Bert Kluitenberg aus den Niederlanden seine Fliegerkappe mit "Oranje" Accessoir. Happiness is Bert Kluitenberg (from Holland) in a flying helmet and sporting a patriotic 'orange' poppy!



Das Rennereignis! Joachim und Petra Jeska auf der sehr seltenen C1924 Hirth-Rennmaschine. Hellmuth Hirth gründete 1920 die Firma Hellmuth Hirth Versuchsbau, später Leichtmetallwerke GmbH und schließlich Elektronmetall GmbH, die Leichtmetallmotorenteile und auch Flugmotorenteile herstellte. Racing off to the event! Joachim and Petra Jeska try out the ultra-rare c1924 Hirth-Rennmaschine. (Hellmuth Hirth founded the company in 1920 as Hellmuth Hirth Versuchsbau, renamed Leichtmetall-Werke GmbH and finally Elektronmetall GmbH as a manufacturer of light alloy engine components, including parts for aircraft engines).

10 years of AERO

What a reception! Those who visited 'AERO' in Friedrichshafen this year did not have to try hard to find the VGC stand, but instead, stumbled upon it straight away in the main entrance. Long-term organiser, Gere Tischler, had used his magic to negotiate with trade fair management to display our jewels in the entrance to western foyer... wonderful!

Right from the word go the Gö 1 Wolf, Gö 3 Minimoa, Gö 4 and Moazagot! (1:2 scale model) conjured many a wide smile with visitors. It quickly became clear to everyone, who or what, was the focus here; Wolf Hirth. Those that might think that we simply gathered four historic gliders however, would very be very much mistaken. There were also other wonderful exhibits which involved Wolf Hirth and his engineering brother, Hellmut, including a beautifully crafted caravan, a Hirth racing motorcycle, and even some armchair furniture! Wolf Hirth's son, also named Hellmut, and the Hahnweide Flying Museum, had provided all kinds of other items from the 1930s as well, enabling us to create a very cozy, and period atmosphere. To top it all there was freshly brewed coffee from the historic Café-Mobil. The entire display proved a huge success with the stand being well-attended, many of whom lingered and engaged in much conversation.

This was a Herculean task for the 20 volunteers from our club, one in which constantly challenged us, but of course went hand-in-hand with the enjoyment we got from the reaction of our visitors. The highlight was undoubtedly the 10th anniversary evening, to which we had also invited the AERO exhibition management; which was made complete with also the presence of the Head of AERO, Roland Bosch and his team. On behalf of the VGC I gave a short speech of gratitude and honor to the staff of AERO, and not least to Gere Tischler and the 'helpers', whereupon the buffet was declared opened. After everyone feeling replete from the buffet, Frederic Fischer installed himself in front of a grand-piano, whilst Beat Galliker took up the microphone. Replicating the professional performance they gave at the VGC Annual Dinner 2018 in Switzerland, Frederic's gliding symphony simply soared around the big foyer, capturing the hearts of the listeners, who were swept away with 'Flight in a Thunderstorm'. Applause erupted throughout the hall, with a perfect evening rounded off in expert discussion.

The final day was, as always, the day in which most visitors (a record 32,000!) visited the fairground. We registered 28 nationalities visiting our stand alone; testimony to a truly international meeting. Excitement, to reminisce, were common reactions of many visitors, with some wistfully recalling of their first faltering launches in Grunau Baby's (who many mistook the Gö 1 Wolf for), or of romantic thermals in a Minimoa. Others were amazed at the craftsmanship of our sleek wooden creations and appreciated the reminder of the history and the role our sport played in modern gliding as they entered the main entrance area in pursuit of the latest designs and innovations.

This year's event saw seven new members join the VGC, five from Germany, in addition to one new member from Poland and one from Australia. Our merchandising products, in addition to Alex Gilles calendars, sold very well all adding up to a very successful AERO. Last, but not least, we would like to say a huge thank you to Gere Tischler and the 20 'helpers' not to mention friends of the Hahnweide Flying Museum, who also worked so hard in displaying the aircraft. I am curious as to what the next AERO will bring, which is scheduled to take place from the 1st - 4th April, 2020.

One thing is for sure, the path to Friedrichshafen is definitely worth it!

All photos: Alexander Gilles



Frederic Fischer (Klavier) und Beat Galliker (Erzähler) präsentierten meisterlich aus der Segelflugsymphonie den Satz "Gewitterflug" Frederic Fischer (piano) and Beat Galliker give a masterful performance of 'flight in a thunderstorm.'

Stop press ... Ron Davidson

It is with great sorrow that we announce the death of Ron Davidson who passed away on Saturday 6th April. Ron was one of the VGC's founding members present at Husbands Bosworth in 1973 and was a life-long member of the VGC. Ron was a great friend to everyone he met, and well known both in

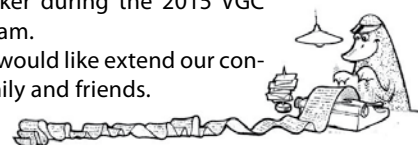
the UK and New Zealand where he frequently travelled to for gliding. He will be sorely missed. We ask all those that knew Ron to write to us here at VGC News of their memories of Ron, as we will run a tribute to him in Issue 156.

Stop press ... Mike Bird

We regret to report the very sad news that Mike Bird has passed away. Following a long period of poor health, Mike died peacefully at his home with family present. Many VGC News readers will remember Mike, aka 'Platypus', who for many years, wrote a regular column in S&G

magazine and gave a thoroughly entertaining speech as guest speaker during the 2015 VGC Annual Dinner at Lasham.

We all here at the VGC would like extend our condolences to Mike's family and friends.



Andrew Jarvis

UK Rally round-up

I do hope your tow car or perhaps campervan is in good shape, as there is some serious hill-climbing ahead!

When you read this, the UK National Rally (May 24th-31st) at Sutton Bank will probably be just around the corner, and, whatever the weather brings, I'm sure a 'good time will be had by all', due to the unflinching hospitality of our host, Phil Lazenby, and the great team at Yorkshire GC. If by any chance you haven't ever been up to Sutton Bank, well, don't miss this opportunity!

A few weeks later, Mike Armstrong invites you back to Camphill for another very lively week (Friday 21- Saturday 29 June), and who knows, some wave climbs ...

In July, the well-established Long Mynd Wood Week takes place, and as our International Rally Secretary, Martijn Hoogenbosh reports, this is now OFFICIALLY a VGC rally. The timing of this year's Wood Week is perfect with the dates of 13th-20th July. Thus, the Wood Week leaves the Sunday free for the 100-mile drive to Hus Bos; the route mostly being motorway.

The Rendezvous itself has lots to recommend it. Hus Bos, of course, is the birthplace of the VGC. The area is also a birthplace of British gliding, as our own pioneer, Percy Pilcher, flew, and died, at nearby Stanford Hall.

The host Club, now named the Gliding Centre, has a really superb infrastructure and they are well used to handling a lot of visiting gliders and crews. We are hoping for some visiting aircraft from the Vintage Aeroplane Club. You may remember the VAC's dynamic head, Steve Slater, was a delightful guest-speaker at our 2017 Annual Dinner. He is also the 'custodian' of a Grunau Baby.

Friday the 26th of July sees us en-route to Tibenham, the largest privately-owned aerodrome in the UK. This will be the third International Rally there, and I know the organising team, led by Norman Clowes, have got everything in hand. Lofty Russell is working

hard to muster four Minimoa's for the great event, which would I believe, be the first of such quartet since 1976. And don't forget the model Minimoa competition, there is still just time to build one! Now, if you've followed Martijn and me so far, you'll see that we have a unique 'conjunction' of five great historic English gliding sites lined up. I felt that such a special event should not pass without ceremony and I am going to present a special 'Big Five' award to anyone who manages to attend all five rallies. In the event of a tie, the award will be decided on the basis of hurdles overcome, such as land-outs, breakdowns, 3-minute flights, etc. Height gained and distance flown won't count!

Now, I must again mention that unique British institution- the Shuttleworth Collection. Situated about 50 miles north of London, where VGC legend, Graham Saw, keeps vintage gliding in the public eye. We are planning to take Parham's T21 for a return visit on Sunday the 7th of July for the Military Display. The T21 looked glorious being looped by Richard Crockett last year but there will be loads more to see of course. I've just learned of a further Shuttleworth event on 4th August, which marks the 90th Anniversary of the founding of the BGA, and the VGC are also invited to participate. A very busy time for us, but the Shuttleworth events provide a rare chance for the general public to see the beauty of vintage gliders in flight.

In the closing weeks of an exciting season, here's a brand-new mini-rally at the Channel Gliding Club, very close to Dover. The date is the weekend of 7-8 September. We've never visited this club before; I rather wanted to call it the Brexit Rally, but have thought better of it! How about Channel View Rally?

As ever, our resident gliding legend, Mr Saw, rounds off a great gliding season with his long-established Whispering Wardrobes Rally, on the late summer weekend of September 21-22, at Booker.

UPCOMING EVENTS

Martijn Hoogenbosch

International Rally Update

13/07/2019-20/07/2019 VGC pre rendezvous /Wood Week 2019
 22/07/2019-25/07/2019 VGC Rendezvous 2019
 27/07/2019-03/08/2019 47th VGC International Rally 2019

Long Mynd
 Husbands Bosworth, UK
 Tibbenham, UK

Dear club members,

We are set to have another great flying season. On the VGC website, and writing in this issue from Andrew Jarvis, you can find a lot of vintage glider events. Everywhere in the world, the various vintage glider clubs are again active in organising events. It's enough to make you want to join them all but there are too many to mention, let alone participate in! This year we are going to the UK for the VGC Rendezvous and International Rallies, with the guest clubs busy doing their utmost to make it a great event.

The websites for the Rally at Tibbenham (www.norfolkglidingclub.com) and the Rendezvous at Husbands Bosworth (www.theglidingcentre.co.uk), are open to register. Please try to register as soon as possible, then that way the clubs will know what they need to plan for in their organisation.

The organising clubs would also appreciate it if our members sent a description of the gliders attending, along with a photo when registering to both Hus Bos and Tibbenham. In addition to gliding, the clubs are also busy with organising of the social events and we also have to think about the International Evening.

It was a little disappointing to learn that the Rendezvous at Hus-Bos was to clash with the last weekend of the UK 18m/20m National competition. This means that the Rendezvous will not open until Monday the 22nd July and will end on Friday the 26th, with the International at Tibbenham due to start the next day.

By a lucky coincidence, the Wood Week immediately precedes the Rendezvous, and John Randall, representative for Long Mynd was present at a meeting. Now we can inform members, partly due to Andrew, that the Wood Week at the Long Mynd has been declared as a VGC pre-rendezvous rally. So despite the slightly shortened Rendezvous, we think that the visitors will have everything they could wish for. We propose to officially close the Wood Week on Saturday the 20th to allow time for people to travel to Hus Bos for the start of the Rendezvous. We hope to meet you again this year at one of our hugely enjoyable VGC events.

Kind regards,

Martijn Hoogenbosch (VGC International Rally Secretary)

And finally, here is a note from Norman Clowes, organising committee of the 2019 VGC Int Rally at Tibbenham.



The Norfolk Gliding Club is preparing for the return of the VGC International Rally. We have spent the winter months getting the infrastructure in place and building the team. Most of us were involved with the previous events, which hold great memories of the variety of gliders and the nationalities attending.

We are looking forward to seeing you all again.

Our website is where you can register and book camping along with reading about the history of our site. We will shortly be putting up a page with local accommodation and pubs and restaurants.

We will be offering aero-tows and winch launches. The winches are both equipped with Dyneema; gone are the days of steel cables.

Catering and bar facilities will be available in the clubhouse. Our shower and toilet block has been completely renovated this year and looks marvellous. The camp site is being rolled and the pitches will be marked out nearer the time. As you can see we will have free t-shirts available for all registered pilots and there will also be trailer stickers available featuring the rally logo.

The club is looking forward to welcoming back old friends and looking forward to making new ones. Norfolk is a lovely county and Norwich a fine city to explore on the occasional non-flying day.

Start the trip by registering at:

www.norfolkglidingclub.com/vgc-international-rally

See you all in July!

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	26th 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	47th 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	Münster, Germany
11/10/2019 – 13/10/2019	Hood River 2nd 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	48th VGC International Rally 2020	Achmer, Germany

RALLY REPORTS



Correspondent:
David Goldsmith
Contact:
Aus@vgc-news.com

David Goldsmith

Australia

Vintage Gliders Australia

Bordertown 6-12 Jan 2019

The 2019 Vintage Gliders Australia annual rally in January continued the tradition of great fun with stimulating flying of gliders of yesteryear. Good weather conditions prevailed and the Bordertown Gliding Club again proved excellent hosts. No flying days were lost and the refurbished and re-engined double-drum winch operation accentuated efficiency and economy. The spacious clubhouse catered well for the visitors, with most meals being cooked up by multi-talented members in the club kitchen, lead by JR Marshall. Retired professional meteorologist, Peter Bannister, gave daily forecasts and expanded our knowledge of the art of accurate forecasting.

With most visitors arriving on the Saturday afternoon, a pub meal in town was called for. Early Sunday saw most out on the field rigging and lining up for winch revalidations. A light southerly breeze assisted and there were some soaring flights to about 5,000 feet. Peter Raphael in the bright-red Cherokee logged 125 km during three and a half hours airborne.

The pleasant weather continued for the whole week, with light winds from the south, slowly shifting to the west late in the week. This kept the temperature much below the extremes recorded



Another highly enjoyable Bordertown Rally!

across South Australia the previous and the following week. Most flights operated from 4,000 to 7,000 feet, with 10,000 feet available to the east by Friday. Every day of the rally was flyable, however only two pilots braved a stiff south-wester on the final Saturday.

Present at the rally was a good range of Vintage and classic, with JR Marshall's Olympia, Peter Raphael's Cherokee, two ES-60 Boomerangs, one belonging to Mike Renahan, the other to David Howse,

along with Dave and Jenne Goldsmith's Ka6E. The club's Twin Astir and Puchacz were kept busy, including training, revalidation, and mutual flights.

Once again a large number of impressive glider models were a feature. Many flights were demonstrated, some to great altitude and one never to be seen again! A wonderful model of the Yellow Witch looked very realistic on aerotow launches.

On Thursday morning a bus tour group



All eyes are on the models! Peter Raphael's lovely Cherokee sits on as a 1:1 example...



Colin Collyer's built this beautiful model of the Olympia, the 'Yellow Witch'

RALLY REPORTS



The only thing that separates the men from the boys? Peter Raphael is testimony that the beauty of boyhood dreams never die



Jenne Goldsmith (Ka6E) and Peter Raphael (Cherokee II) on the launch point

of Bordertown Seniors was very impressed by all the model and gliding activities. The Vintage Gliders Australia Annual General Meeting was held on Thursday evening, chaired by VGA President JR Marshall. Issues of interest to VGA members were discussed. The vintage glider GFA airworthiness concession application is now coordinated by JR Marshall for vintage gliders flying 20 days or less per year, the annual rally counting as one day. The Annual Dinner and Patching Address took place on Saturday evening, with many accolades for the Bordertown members who did a brilliant job to manage and cater for the Rally. Awards presented were the League 2 award to Peter Raphael for his 125 km flight in the

Cherokee, the Renmark Trophy to Jenne Goldsmith for the longest distance flight of the Rally, 242 km, in the Ka6E and also Jenne was awarded the Geoff Gifford trophy for the longest distance flight between rallies of 459 km, also in the Ka6E. Each year Gary Crowley organises a speaker to deliver the Patching address, and this year Captain Brian Surtees from the DCA/CASA Flying Unit gave a fascinating insight into the development and expansion of the unit's in-flight testing of nav aids dating back to the days of following railway lines up to the sophisticated nav aids of today. The unit expanded to be responsible for testing of much of South-East Asia, Australia, New Zealand and the Southern Pacific ocean, however later developments and ground-based monitoring techniques

have reduced operations in recent times. Our thanks go to Brian for a fascinating insight into the flying unit assisting to maintain a high standard of aviation safety. Once again the enthusiasm of those attending the Rally carried the day, with good flying and camaraderie ensuring a great time was had by all.

Photos: George Buzuleac and Dave Goldsmith



Regular English visitor, Ged Terry, with the Yellow Witch

CRISPIN SPEERS and Partners Limited St Clare House, 30-33 Minories, London EC3N 1PE	
	Tel: 020 7977 5700 Official (UK) Vintage Glider Club Insurance Scheme
Various types of coverages are available for Vintage Glider Club UK members. For competitive premiums matched with experience and reliability, please contact Graham Roberts, David Bacon or Darren Bournier	
Direct Line - 020 7977 5698 Fax - 020 7702 9276	email: cspaviation@cspsinsurance.com www.cspsinsurance.com



RALLY REPORTS



Roger Brown

New Zealand

Correspondent:
Roger Brown
Contact:
Newzealand@vgc-news.com

Vintage Kiwi 2019, Taupo



A lovely bunch of friends, a lovely location, and some lovely weather; let the fun begin!

Fifteen sailplanes supported the 'Taupo 2019' Vintage Kiwi Rally. There were a number of Libelles both standard and open, a Briegleb BG12 – 16, Standard Cirrus, DG101, Test 14 – Bonus m, a self-launching Russia AC5 m, Standard Jantar, ASW15, Slingsby 17mtr. Dart, a KA6br and several KA6e's. A very good range of both Vintage and Classic sailplanes. The weather was generally fine and hot, but with what was a confused mixture of wind, thermals, wave, and with some

[at times] ridge lift all thrown together, resulting in no consistent winner. However, it was soarable but such challenging conditions are nothing new for these Vintage Kiwi 'veterans' with every one enjoying these highly variable 'non textbook' types of flying. Kevin Clark led the pack by clocking up some 20 hrs over the six days flown. If you persevere, you can get the rewards it would seem. The rest of the team were not far away from Kevin's efforts however, with every one achieving some good flying hours,

with one member saying it was the most amount of flying he had achieved at a rally yet, which was a very good result overall. Late afternoon starts seem to be the order of the day dictated by the conditions, which allowed plenty of time to drive into Taupo and 'check out' what the shops of cause had to offer. This also allowed for plenty of discussion time back at the airfield in putting the 'gliding world to rights,' as you do as you wait for the conditions to settle.

Two overseas travellers from the UK arrived whilst visiting family in NZ, taking the opportunity to have a bit of 'look see' on how our NZ Vintage Kiwi Rally's operate here in the colonies. They are both involved with the organisation of the next Vintage Rally in the UK later this year. They both had a couple of flights in the Taupo ASK21 and were somewhat taken by surprise by the magnificent views that Taupo and the volcanic plateau offers. Something that we, might just take for granted perhaps. (Yes we are spoilt in this country one has to say). Vintage Kiwi member Peter Layne become the most current landing-out pilot within the V.K group, having been 'dumped' onto the ground by these rather, at times, very confused conditions. Flying the Taupo ASK21 with an instructor, a small rotor-cloud that had sat quite happily a mile or so just up



Even the next door neighbour got into the act!



Pre-flying the Pawnee Tug

RALLY REPORTS



The ill-fated K8



Gorgeous Libelle!

wind, decided to change frequency and re-establish itself just over the airfield, giving the circuit area a 'real going over,' just as they started their own circuit. The end result, a rather incredible safe precautionary out-landing in a small triangular shaped paddock right next to the field, but nevertheless, a very good story to tell.

A group of scale modellers, headed by Bill De Renzy, of Matamata, also flew their incredible scale model sailplanes as part of the Vintage Kiwi camp. They had a great couple of days flying these amazing large-scale models. Believe it or not, they would aero-tow launch behind one of two scale model Pawnee tow planes.

Sadly they lost an immaculate model KA8 due to a control server locking up. Because of its large size it truly had a haunting look as it spiralled from height into the ground. Would it get rebuilt? Of course. That is what modellers do.

The Vintage Kiwi rally ran through to the Friday, which is when some of the upcoming Club Class Nationals and the M.S.C. Contest competitors were starting to arrive. One of those early arrivals was the current World Gliding Champion, Sebastian Kawa from Poland, who is touring parts of NZ. Some of the Vintage Kiwi team got to personally meet him, (remind me not to wash my hand after surviving a reasonable firm hand shake

from him). A real nice and genuine person one has to say and a real privilege meeting him.

Friday was the best day with everyone stretching their flying legs with flights to Arapuni, and Atiamuri dams, the Broadlands high country, and to various points up the valley towards Reparoa. There were of course, some very hilarious moments to the rally. However what happens on camp, stays on camp as they say, tempting as it is. It's the old story of... you just had to be there!

Our many thanks to Tom Anderson, and Taupo CFI, Bill Kendall and their team for hosting another very successful Vintage Kiwi outing.

All photos via Roger Brown



A fine gathering indeed!

WE REMEMBER

Vincenzo Pedrielli

Vittorio Bonomi: 1891-1956



Vittorio Bonomi onboard what is believed to be an early Farman aeroplane.

Vittorio Bonomi was born in Milan on the 4th of November 1891 to Angelo and Mari Anna Castagnini. At the time his father was one of the wealthiest building contractors in Milan, so Vittorio grew up in comfort. Fourth of six brothers, he abandoned his academic studies to qualify as an accountant. His real interest however was in flying, the subject that had gripped the public's imagination at the start of the Twentieth Century. In 1910 he began taking flying lessons, but these were quickly curtailed by his father who was against flying and had different plans for his son. Whilst prevented from flying, Vittorio devoted himself to building model gliders. When Vittorio came of age, he restarted his flying lessons again in 1914.

During World War I, he became a fighter pilot and was later declared unfit for further military service due to wounds suffered in various flying accidents. He was discharged from military service in September 1919, having flown more than 100 missions.

His war experience proved very important for his future activities. He, along with another Italian, Ugo Abate, designed a touring aeroplane. Named the 'Aeroberlina', it was built in the Visco workshops in Somma Lombardo (North-West of Milan).



Vittorio Bonomi, a WW1 aviator.

After this project Vittorio devoted himself to gliding and watched its development in Germany with great interest. Italian gliding had sowed its first real seeds as a sport with the gliding competition at Asiago in 1924, which saw the attendance of a German team headed by Oscar Ursinus. After this event, gliding became very popular in Italy and many gliding schools were started all over the country. One of the most significant gliding schools was at Pavullo, which had been founded by Frederic Teichfuss in 1927.

Vittorio believed that gliding was the best way to attract young people into the world of flying at a reasonable cost. Based on this conviction, in 1930 he set up the company, Aeronautica Bonomi, initially in Erba, located in the north of Milan in the Province of Como, and later moving a short distance to Cantù.

In 1931 Vittorio employed the Italian engineer, Camillo Silva. This later proved to be a very fruitful alliance for both Vittorio and Camillo. With Camillo principally as head designer, many aeroplanes and gliders were developed during their cooperation. All-in-all over 20 different types of gliders, including two motor gliders, were designed and built. The total production capacity at that time was over 30 gliders a month, enough to sat-

isfy the needs of many of the aero clubs in Italy and even saw some exported abroad.

Camillo Silva's first projects at Aeronautica Bonomi, were based upon simple primary gliders with open cockpits. The most successful was the BS17, Allievo Cantù (Cantù Student), which was sold to many gliding schools and was suitable for winch launching and training pilots for qualification to their 'B' badge in preparation to the 'C' badge.

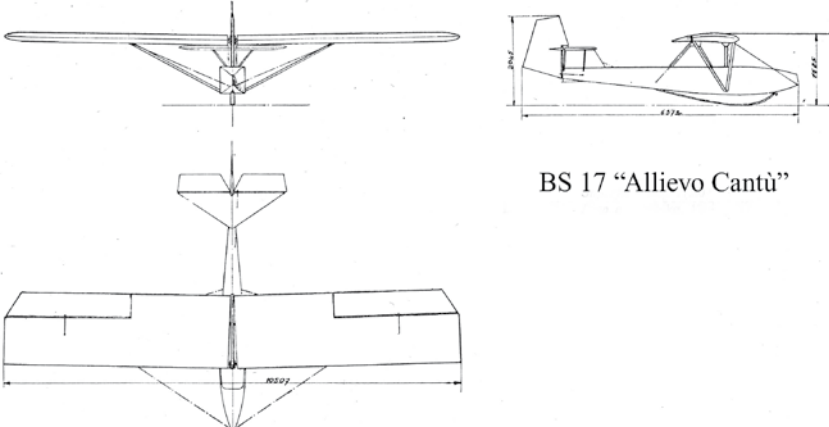


Camillo Silva, a successful partnership

WE REMEMBER



Vittorio Bonomi climbs aboard the BS17 Allievo Cantù



BS 17 "Allievo Cantù"

General characteristics			
Wing span	10,50 m	Wing loading	11,20 kg/m ²
Length	6,37 m	Empty weight	125 kg
Wing area	17,80 m ²	Total weight	205 kg
Aspect ratio	6,20	Estimated glide ratio	16:1

The Allievo Cantù was an improvement on his earlier design, the BS16, and was equipped with a rectangular wing planform, built up around a pair of spars and a ply covered D-box leading edge. The wings were braced with an asymmetric, faired wooden V strut on each side, attached to the lower fuselage and running to the wing spars at about mid-span. The fuselage had a rectangular cross section skinned with plywood and a robust wooden skid with rubber shock absorbers for landing. Both the wing and elevator were the same as that of the Allievo, as were most of the metal parts and fittings. The use of the same parts for the two different sailplanes was an advantage for the gliding Clubs, because they had to carry fewer spare parts. The rudder was aerodynamically balanced.

Despite the large number produced, only one survives and is today displayed in the Museo Storico dell'Aeronautica Militare Italiana di Vigna di Valle, near Rome.

In December 1932, the BS2 Balestruccio (House Martin), won the prestigious Castiglioni trophy. The Balestruccio was designed as a record-breaking sailplane. To optimise performance, the best features of the BS15 Bigiarella and BS5 Ballerina were merged. The fuselage and the tailplane were the same as both the original gliders.

The double-spar gull wings were built in four parts, in which the centre-sections were longer and braced with a pair of steel V-struts, which were wood covered and properly shaped to reduce aerodynamic drag. The Balestruccio was equipped with flaps and differential ailerons.

The cockpit was provided with a restrictive wooden canopy that only allowed the pilot to see out sideways. This emulated the famous German sailplane, the Fafnir, but it was later changed to give the pilot a better, wider view.

Only one single prototype was built, with the Balestruccio taking part in many national competitions, thus proving its excellent performance and versatility.



The BS17 Allievo Cantù on display at the Vigna Di Valle Air Museum, Lake Bracciano, in central Italy.



Vittorio Bonomi on board of BS2 Balestruccio

WE REMEMBER

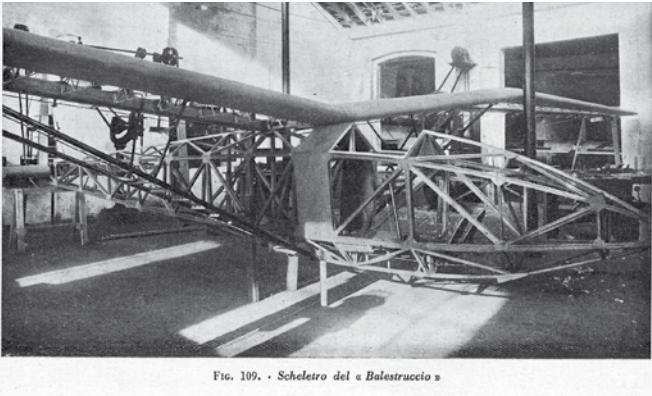


FIG. 109. - Scheletro del « Balestruccio »

The wooden structure of the BS2 Balestruccio



The Balestruccio readies for take-off

BS 2 "Balestruccio"

General characteristics

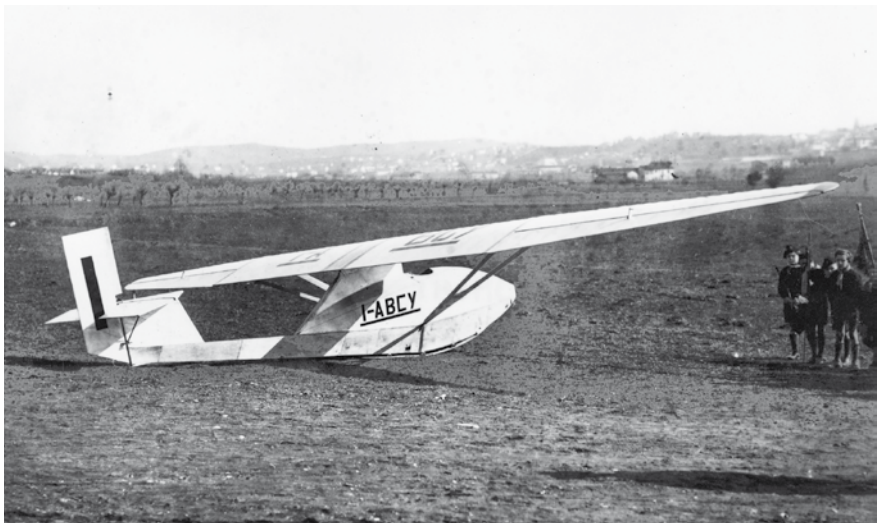
Wing span	18 m
Length	8,33 m
Wing area	17,14 m ²
Aspect ratio	18
Wing loading	11,50 kg/m ²
Empty weight	125 kg
Total weight	205 kg
Best glide ratio	24:1

Around this time, the BS6 Bigiarella (Warbler) was also breaking Italian national records, with a duration record of flying for two hours and fifty minutes.

The Bigiarella was a twin-spar, high winged sailplane, braced with a pair of V-steel struts and cross-braced. The wing had a rectangular center-section and tapered toward the ends with rounded tips. The leading edges were skinned with plywood forming a torsion resistant D-box while the remaining part of the wing was fabric covered.

The fuselage, with a rectangular cross section, was partly covered with plywood and partly with fabric and a conventional skid with rubber shock absorber was fitted.

The first prototype was named the BS6 Bigiarella, but later it was renamed the BS15. Only three were built.



The BS15 Bigiarella

General characteristics

Wing span	13,40 m
Length	6,82 m
Wing area	14,50 m ²
Aspect ratio	12,40
Wing loading	13,10 kg/m ²
Empty weight	115 kg
Total weight	190 kg
Estimated glide ratio	14:1

BS 15 "Bigiarella"

WE REMEMBER



The BS28 Alcione on Asiago airfield

Another project worthy of mention is the AL3, another Camillo Silva design. By 1937, Aeronautica Lombarda (AVIA), had purchased Aeronautica Bonomi. (Despite this buyout, any subsequent production of an Aeronautica Bonomi design would still carry the 'BS' designation, as was the case for the Aeronautica Lombarda BS-28).

The AL3 was to achieve high praise at the Olympic sailplane design competition in Sezze Littoria, near Rome, in February 1939. As we know the competition was won by the highly successful German sailplane, the Meise (Olympia Meise).

Another successful sailplane was the Aeronautica Lombarda BS28 Alcione (Kingfisher). Produced in 1938 as a high performance sailplane, the Alcione was again an Aeronautica Bonomi design by Camillo Silva, who, by then, was now working under AVIA at the Polytechnic of Milano.

The Alcione was equipped with a single-spar, cantilever wing, with a tapered planform. With a plywood leading edge D-box, the wing was fabric covered. The fuselage was an oval section and entirely skinned with plywood. The cockpit was very comfortable and offered the pilot good visibility. The cantilever elevator could be easily mounted to the fuselage with three bolts. A single wheel was provided for take-off and landing.

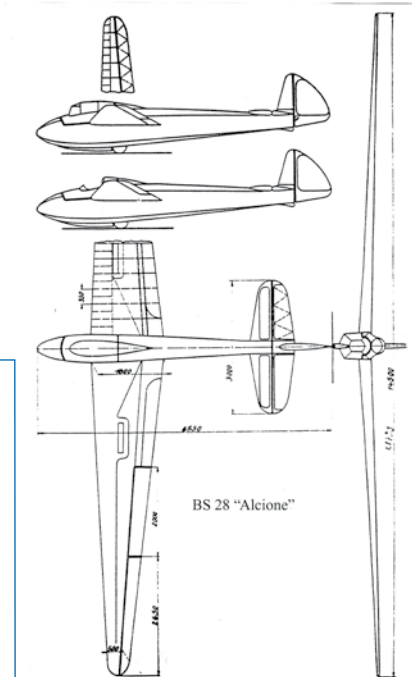
Despite its reasonable cost and simple controls, the Alcione was able to compete with other high performance sailplanes of the day. There were two versions built, one with an oval cross-section fuselage, whilst another version sported a hexagonal cross-section fuselage.

As mentioned earlier, there were also two motor gliders that were designed and built at the Aeronautica Bonomi factory. The first, the 1936 BS19 Alca

(Razorbill), was a high-performance, single-seat, motor glider, which could be equipped with a 20 or 25 HP engine.

The cantilever wings were strongly tapered both in form and thickness. Built in three parts, they comprised of a centre-section integral with the fuselage. The two outer sections had rounded tips that were easily assembled. The wing was equipped with twin spars. The front main-spar featured a box-spar along with a second rear-spar, with the entire wing being partially skinned with plywood and covered with fabric. The pilot sat between the two wing spars.

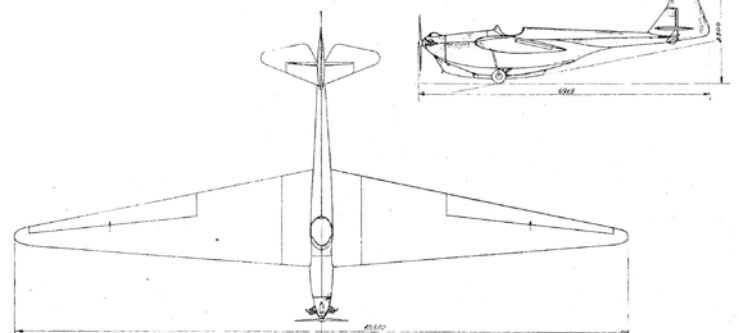
The undercarriage was of an interesting design which accompanied a more conventional rubber sprung landing skid. Wheels were provided for take-off, with a wheel on each side of the fuselage and



mounted on a half-axle attached to the lower fuselage longeron with a vertical shock absorbing leg attached to the wing. After take-off, the wheels could be retracted, but could not then be used again until the next departure.

The BS19 Alca proved to have excellent handling and gliding characteristics. Only one single prototype was built.

BS 19 "ALCA"



General characteristics

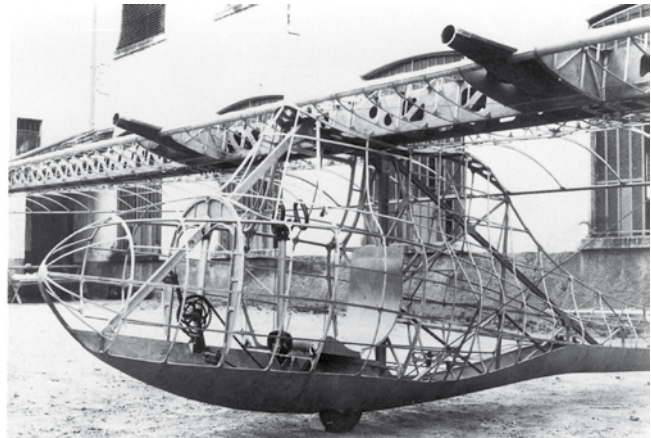
Wing span	14,5 m
Length	6,9 m
Wing area	17,80 m ²
Aspect ratio	12

Wing loading	17,80 kg/m ²
Empty weight	200 kg
Total weight	280 kg
Vmax	120 kmh
Vmin	48 kmh

WE REMEMBER



The BS22 Alzavola



Construction of the the Pedaliante

The second design was the 1934 BS22 Alzavola (Cinnamon Teal) motor-glider. Evolved from the basic trainer, the BS15 Bigiarella, the Alzavola was designed as a low-cost training motor glider, was equipped large balloon wheels, and powered by an 18-25hp engine. The undercarriage was fixed, but it could easily be replaced with a wooden landing skid with rubber shock absorbers. It was suitable for both winch and bungee launches and could be towed aloft by a powered aeroplane as a normal glider.

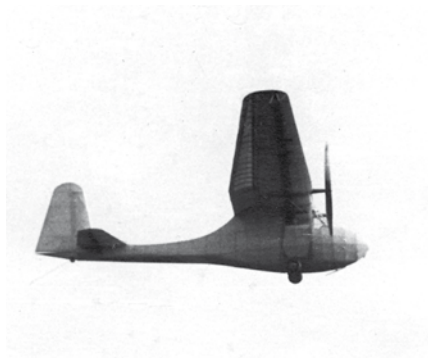
Bonomi was bursting with ideas, but he was not always taken seriously by the political authorities, including the Prime Minister. A typical example of that was the design of the Startplano. This comprised of a glider mounted on top of a powered aircraft. The combination was flown to the required released point and then released to make a silent approach to its target. This concept would have had interesting military applications during the Second World War, but this was not considered.

Another more significant design was the Pedaliante (Pedal Glider), designed by Enea Bossi, who in 1936 turned to Bonomi to build the machine. In 1932, Bossi had heard about an aircraft that had successfully flown whilst powered only by a 0.75 kW (1.01 hp) engine. This prompted Bossi to calculate that the minimum power that a manned-powered aircraft would need to fly would require only around 0.70 kW (0.94 hp), which convinced Bossi that human-powered flight might be possible.

In 1936 the design was credited with making one of the first fully human-powered flights, with a flight of 1km, as part of an Italian competition. It was denied the monetary prize however, due to it being launched by a catapult. Vittorio Bonomi never married and died of

BS 22 "Alzavola"

General characteristics		Wing loading	19 kg/m ²
Wing span	12,43 m	Empty weight	180 kg
Length	6,80 m	Total weight	285 kg
Wing area	15 m ²	Vmax	100 km/h
Aspect ratio	10,30	Vmin	50 km/h



The Pedaliante in flight



The cover page of Vittorio Bonomi catalog

a heart attack in August 1956 after a heated argument with a fishing warden who wanted to fine him for not having his fishing license. He had inadvertently left his license at home earlier that day. He flew

into a rage, which proved fatal, and with his death, we lost a valuable pioneer who had helped to establish Italian aviation throughout his lifetime, much of which was devoted to gliders and sailplanes.

Jan Forster

Memories; the corners of my mind...

Brienne le Château, 1978- 6th VGC International Rally



Brienne-le-Château, 1978

Writing this feels like “history writing history!” Jan van Beugen and I flew passengers for many years at our home club in a Goevier 4, however we were the only two who were allowed to fly this glider. We had heard about a gathering of Vintage gliders every year, and with our interest aroused, we decided to have a go. We borrowed the Gö-4 from the club. Because we were not instructors, we couldn’t have the dual Gö-4 for a ‘rally’, so we worked around the problem

and called it a ‘safari’ instead. That did the trick! So we modified a Schleicher Ka-7 trailer and off went to our first VGC meeting at Brienne. My father at the time had a shop and sponsored my home club by advertising his name on the Gö-4 wings. With our surname (Forster) painted prominently on the wing, it was not surprising that all the participants quickly got to know my name! Rounding up our wives, An and Hennie, and the kids; my son Patrick who was just then just two-years-old, and Saskia my then two-

month-old daughter, along with Camilla van Beugen (Jan’s daughter), who now owns the Gö-4, we all set off; Jan towing his caravan and I towing the trailer with the Go-4. Upon arrival we were welcomed by an enthusiastic group of people, who were even more welcoming as we had brought a Gö-4. Rody Morgan, a well-known figure within the VGC, welcomed us by offering a whiskey from a big 2-1/2 litre bottle, which made us feel at home at once. The rally was organised by a group of young



The ‘Forster’ Gö-4



A very warm welcome indeed! A good display of the spirit and improvisation of the entire event. Left to right: Chris Wills, Laurent Cabriol (part of the Brienne organisation team), Didier Fulchiron, Hubert Ferté (who acted on behalf of the airfield owner, Mrs Lumbreras), Guy Hamon (part of the Brienne organisation team), and Willi Schwarzenbach.

FEATURE ARTICLE – BRIENNE LE CHÂTEAU



Chris Wills imbues in some of the local nectar of the highest quality...



Field landings were all part of the fun in the end!

French students; Didier Fulcheron, Francois Nuville, Guy Hamon and Daniel Lacote. The organisation was typically French, relaxed and a minimum of luxury with only cold water and few rules! We were hosted by the 'Gyro Club of Champagne' who was based on the field. We were happily surprised by the friendliness of other families and children; nothing has changed since then. The daily briefing was always fun, especially as the rally happened to be sponsored by a Champagne estate with boxes of Champagne. During the briefings you could often be surprised by a bottle for something you may have done, or for something you had no idea of! By the end of the rally there was still a lot of Champagne left, so nearly every participant got one or more bottles. The National evening was cheese, and you guessed it, Champagne!

The airfield was an ex-military base with big hangars and a concrete runway, which they only used for touch-and-goes. There were about 40 gliders, some of them never seen or heard of before; we felt like kids in a candy shop. One of the tugs was a very vintage Morane Saulnier with parasol wings. The landscape is beautiful, vineyards, and enormous fields filled with sunflowers or corn. One of the rules was not to land in these fields, as it would damage the glider and lead to the farmer making a claim for a lot of money. One day whilst Jan and I were flying the Gö-4, when turning right onto the final approach, to our surprise, we noticed to our left, low on the horizon at a distance of 600 meters (which is why we didn't notice them earlier), we noticed two enormous four-engine Brequet 941 transport planes. Because

we were flying low over the sunflowers, we didn't have the possibility to break off our approach, nor find another spot to land. We just continued whilst waving our wings and decided to land up against the right-hand side of the airfield. Just before turning in, we noticed a lot of smoke coming from the Brequet's engines, and when we were landing, they past us in a climbing, left-hand turn. We never saw them again. Another glider, who was just behind us, made the decision to land amongst the sunflowers. We came to help. The glider didn't have any damage to it at all as he had landed as slow as possible. We carefully took the glider apart and transported it out the field by using the small paths in between the rows of sunflowers. The farmer was probably surprised to later find flowers broken in the shape of a glider!



From the book: A Speck in the Sky. By Peter Moran
On this occasion I sat in the cockpit of the EoN Baby and watched the silver, parasol-winged Morane-Saulnier with its big black radial engine taxi towards me on the great flat airfield at Brienne-le-Château. As it turned broadside on, I held my hand above my head with four fingers outstretched to request a towing speed of 80km per hour. The tug acknowledged with a curt nod of his head and turned the Morane into wind. The tow-rope was hooked onto the rear of the tug. My pre-takeoff nerves churned and my diaphragm tightened. As the tug's engine roared and it moved slowly forward to take up the slack of the rope, the nervous tension vanished as though it had never been there and left me and my glider as an extension of the tug pilot. Wherever he went, we would follow....

continued on page 26

VGC International Rally

Brienne le Château – 1978



VGC International Rally

Brienne le Château – 1978



Photos: Didier Fulchiron

FEATURE ARTICLE – BRIENNE LE CHÂTEAU

... continued from page 23



You can't beat an SG-38 smile! Jan Forster, where did all those years go?



Happy days, Christl Kerkhoff with the family Grunau 3.

Flying with Chris Wills in the Gö-4 was an experience. Nervous on the ground, in a glider he was like a bird taking to the wing. We flew for an hour and without a map. I had no idea of where we went but we made it back, so he at least did know!

There was also an SG-38 (F-WRRK), owned by one of the French organisers. I loved flying that glider. By the end of the meeting I had convinced them I was keen and was permitted to have a go. On the winch, releasing from a height of 20 meters (no instruments), you had time to fly a curve to the left and land. This was my first experience with a really vintage glider; open and basic. What an adventure, and despite having flown a total of 100 different types in which I flew in my gliding career, this flight still remains with me to this day.

Others attending the rally were: Paul Serries (Minimoa, later sold to Mr Honda), Werner Tschorn (Weihe 50), Chris Wills (Kranich, which later crashed in Thun), Ted Hull (Rhönbusard), Willi Schwarzenbach (Spalinger S18), David Jones (Rheinland which was later sold to Mike Beach who sold it to the Wasserkuppe museum), Ron Davidson (Petrel), "Lofty" Russel, Colin Street, Werner Roth, Geoff Moore (Mü-13D) and many others. We flew many people in the Gö-4.

In one of the hangers in which the doors were always open, was a stock with bomb-like petrol tanks. We thought it would be fun for a photo and tied some with ropes to the Gö-4 wingtip metal brackets. We were nearly finished in our task, which looked impressive, when a military jeep came up to us and stopped. Where did they come from? We hadn't seen any military on the field up until that moment. They asked us what we were doing? We explained our

plan to them, but they failed to see any funny side and we were ordered to immediately remove them. "Can't we at least first take a photo," we asked? "NO," came the reply and they got really cross! Had we got the photo, we could have later told people that in the war the Gö-4 was used for 'silent bombing' missions!

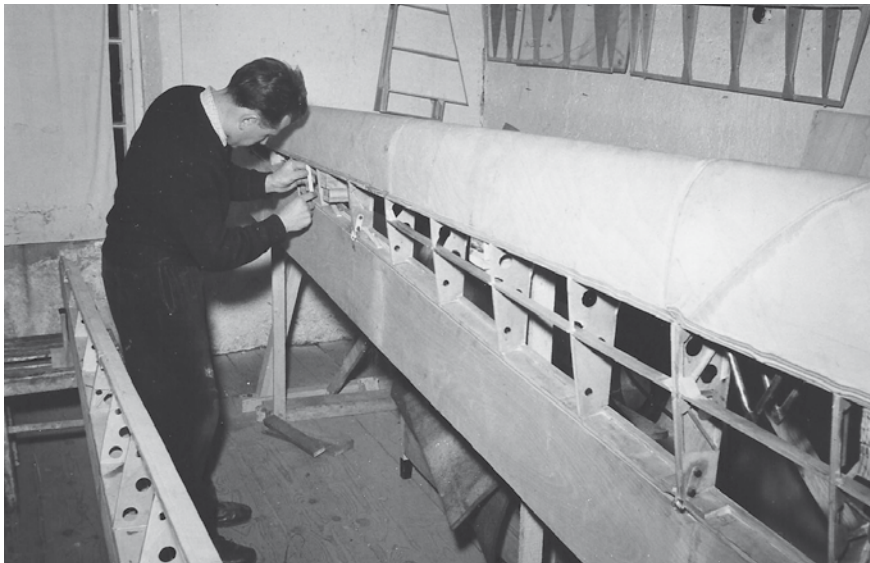
So what was the final verdict? "Yes your Honour, I confess I am addicted." Then, the judge went on; "I condemn you to become a lifelong member of the Vintage Glider club." "Yes your Honour, thank you your Honour!"

...and all that because of Didier... "thanks!"

All photos: Didier Fulchiron



Some famous faces even turned up! Helen and Peter Riedel (back left/right) enjoyed the event.



Werner Bauer working on the Spatz ca. 1958. Photo: W. Bauer

Christian Hülshager

Better a sparrow in the hangar than a pigeon on the roof

As far as I am concerned, I believe aircraft look for their pilots rather than vice versa and they come along when you least expect them. After overhauling our Klemm 107 about 25 years ago, and the Bergfalke II/55 "Otto" with my friend Dieter in 2014, there were no plans for another aircraft. Then one day in May 2016 my daughter, Meret and I, drove to the airfield and met a pilot I had not seen for years. When he saw our Bergfalke he asked, if I wanted another Scheibe aircraft for free? He was the owner of an L-Spatz 55 which last flew about 30 years ago and had been stored on an open trailer under a tarpaulin ever since. At home I asked my wife Corinna, what she thought about another restoration project when, to my surprise Meret announced that she wanted to take part as a co-owner. The family agreed on a timetable of two years for the project and Meret and I bought the aircraft for 50 cents each.

The Spatz Werk-nr. 711 was built by Westallgäuer Luftsportgruppe Lindenberg using the main spar and the fuselage delivered from Scheibe Flugzeugbau, which was a common method for aeroclubs to get an aircraft for a reasonable price. I got in contact with the Westallgäuer

Luftsportgruppe Lindenberg and Werner Bauer, who as a 17-year-old student pilot, was one of the men who built the Spatz. It was christened "Quardel," after the landlord of the clubs pub, which was a very important and ceremonious affair for the whole village.

D-1645 flew at Schönau until 1974. It was sold to Blumberg and was based there until 1986. During this time it was overhauled in 1982. In 1986 it was sold to Borkenberge and for reasons unknown it



Christening the Spatz "Quardel" in 1960. Photo: W. Bauer

was flown for the last time in June 1986. At that time it had 38 launches and ca. 50 hours of flight time after overhaul. It was basically a new aircraft when stored on the trailer. As we have all the log books and most (if not all) of the technical documents, there was just one area of damage recorded to the trailing edge and the tail skid in 1973, but that was not connected to flight operation and therefore may have happened while rigging or in the hangar.

When we first removed the tarpaulin we found that the elevator, which was stored on the bottom of the trailer, was damaged beyond repair by standing water, and the rudder, which was covered by the tarpaulin quite tightly was in a rather poor state as well, most probably because of condensation. After uncovering the wings and the fuselage we found out that one wing must have been home for a squirrel and near its nest there was some significant damage. The fuselage was in very good shape. After inspecting the main spar using an endoscope, and a thorough inspection by our certifying inspector, Willi Wefelmeier, we started our work.

For me it was a wonderful experience to work together with my now 16-year-old daughter on this aircraft. All too often, there is not that many common topics between fathers and daughters of that age. Meret worked very accurately and was always there when help was needed. As the original registration was no longer available, Meret chose the new one, D-8282, because of the harmonic appearance of the numbers. She is responsible for the Spatz logo as well, which we found on an old photograph and was slightly modified. Most of the time we were of the same



SPATZ



The start of project, May 2016. Photo: C. Hülsheger



First post restoration flight September 2018. Photo: C. Hülsheger

opinion and there was no need to discuss things, except for the name "Quardel". She did not want to have it painted on the fuselage, as it was in 1960 and so a small version was painted behind the cockpit. After more than 600 hours of work I took the Spatz into the air for the first time after more than 31 years on the ground! The tug was flown by VGC member, Reinhard Meier, and under the watchful eye of VGC member, Ingo Tegen, who, with his calm manner, is always a good choice in exiting moments like this! Thomas Schelenz gave his support on this day and made sure his superb electrical wiring inside the Spatz was working well. Of course Meret provided moral and technical support, and last-but-not-least, my wife Corinna, who was also present as well. Without her, the Klemm, the Bergfalke, and the Spatz project, would have never been possible! Regarding the damage history of the Spatz... The blessing of the aircraft in 1960 seems to have worked very well over

the Spatz's lifetime. During our very small second end-of-season rally at the Borkenberge airfield in October, VGC member Joachim Jeska, decided to celebrate a blessing ceremony, and with the help of

his wife Petra (she always has a garland and a bottle of sparkling wine with her for the occasion!), he spoke some words and blessed "all pilots who storm into the skies in this beautiful aircraft!"



Blessing ceremony, October 2018. Photo: P. Jeska

A RARE VINTAGE

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



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

Phone: 01765 690777 Email: info@hillaviation.com

Unit 1A, Sycamore Business Park, Copt Hewick, Ripon, North Yorkshire, HG4 5DF.
www.hillaviation.com

Authorised and regulated by the Financial Conduct Authority

FROM AROUND THE WORLD

Australia



Correspondent:
David Goldsmith
Contact:
Aus@vgc-news.com

A 30-year Odyssey of a BG12

The BG12/16 project, now registered VH-GRW, was started by Chris Kennedy in 1989. Largely completed by 1990 with the basic fuselage wings and tail woodwork complete, Chris then stored the project after going to work in Saudi Arabia until 2011. The project remained stored until 2017, when he actively started gliding again. The last 10% took until Jan 2019 to finish with the test-flights starting on the 5th Jan, with two ground hops behind a vehicle, then tows to 3000 agl.

As I was very current in my BG, I was 'volunteered' as the No1 test-pilot and found she performed quite nicely on tow and in flight. Some high-speed runs, stalls, steep turns were carried out and she was quite well behaved, followed by a long landing due to a tailwind and being slightly fast on approach (the glider does not have dive-brakes, so loves to float).

The next flight I found a thermal and found that she was easier to fly than my BG (RW has a trimmer, which helps), fol-



All three BG12's lined up at Warwick. Left to right is VH-GAC, owned by Scott Johnson, VH-GRW, owned by Chris Kennedy and Laurie's colourful BG12, VH-GHJ



Laurie Simpkin limbers up in the cockpit for the first test-flight under tow to 3000'



HJ gets a birds-eye view of Leslie dam at Warwick

lowed by a much shorter landing with the very effective flaps, which extend to the ailerons.

Chris has since done 3 hours in her and has a few more to do to complete the first stage of flight-testing.

It is great to see RW in the air and she now

shares a hanger with 2 other BG12a's. There can't be many clubs around with 3 flying BG's (some may even say that that's a good thing) and we look forward to getting all three in the air together.

Laurie Simpkin

All photos via Laurie Simpkin

Hungary



Correspondent:
Patrik Ungar
Contact:
Hungary@vgc-news.com

Rebirth of a legend of the east... the mighty Nemere

As we have reported previously, the building of the most famous Hungarian glider, the Nemere has begun! After many years of preparations after recovering and restoring the original plans, and acquiring the necessary amount of good quality



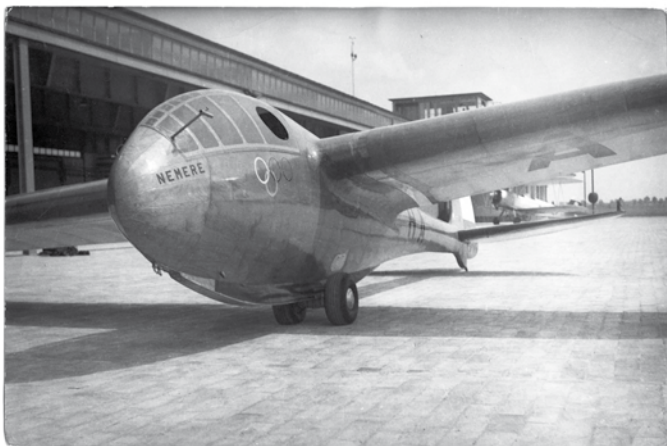
Plan view of the fuselage of the Nemere

timber, and funding for the project, we are making rapid progress.

When the Nemere was designed by Lajos Rotter, it was well ahead of its time. With its unique design, it's cantilever wingspan

of 20 metres, and along with its flaperons, it was not only a glider with great performance, but also a true work of art. It became world-famous, when, in the summer of 1936, not even one year after Lajos

FROM AROUND THE WORLD



The Nemere at Rangsdorf, south of Berlin, before its record-breaking flight



The main fuselage formers of the Nemere

put pen to paper making the first drawings, the glider was completed in only 6 months. The Nemere went on to incredible success at the Berlin Olympic Games, with a record-breaking long-distance flight of 336.5 km, which Rotter had declared on the previous day. This event was to great acclaim and helped to promote the inclusion of gliding into the Olympic Games for 1940. Unfortunately, this was to never materialise due to the war.

The Nemere survived the war, but unfortunately it was destroyed in 1948, presumably by command of the Communist regime. Successful pre-war designers and celebrities like Lajos were treated with suspicion by the regime, so he hid the plans to prevent them falling to the same fate. When Lajos died in 1983, they lay forgotten until 2015.

The re-building of the Nemere started in 2017 and is funded by the council of Szeskefervar, the town where the original aircraft was constructed. The construction is being carried out by the Hungarian Vintage Glider Sport Foundation and the Albatrosz Flight Club.

The fuselage of the Nemere is being built by Laszlo Revy, who many of you know from VGC rallies, flying the Cimborá. Laszlo is probably the most experienced wooden aircraft expert in Hungary. He has built gliders like the Zögling and Minimoa and contributed to many other projects over the years. He has always been very supportive and cannot resist saying no to when his help is requested!

Laszlo has made amazing progress with the fuselage of the Nemere in the past year. He has completed almost all the main formers of the fuselage, the aft section, and around the vertical stabilizer, has all been glued together, and is already covered with 2 mm plywood.

He keeps facing numerous challenges dur-

ing his work however. His home workshop is getting crowded by all the materials, and the jigs used to align the formers of the Nemere, not to mention other project parts, are also contributing to all the clutter too. Secondly, he regularly keeps getting interrupted by people asking for his help, especially journalists in need of a good story, of which Laszlo often has in abundance. He always gives a warm welcome to visitors, but it is also hard at times to interrupt him when it comes time to leave!

Each time we go to meet him, Laszlo keeps emphasising his admiration of the Nemere and Lajos Rotter, but always adds, in his own style, often remarking; "despite how great it looked on the drawing board, in practice, it's just a pain in the arse," referring to the curved shape of the fuselage of the Nemere. There are no two similar formers, nor is the stringers between them straight, either top or bottom. This makes it very difficult to fit the outer covering plywood. It's not enough just to bend it, both sides between each former has to be sanded to a slight curved shape to fit it all together correctly.

Last time I was there he has showed me the difficulty of aligning the fuselage formers to fit with the wing-spar. The wing has not been completed, and sooner or later, Laszlo needs to position formers 11 and 13 in the



Aligning the fuselage formers with the spars of the wing



There is hardly a straight line on it! Skinning the aft section of the fuselage

correct position on the fuselage so that they align correctly with the wing-spars. Laszlo has started covering the aft section of the fuselage. However, before he can finish covering the vertical stabiliser, he needs to insert the pulleys for the control cables. He said he is facing some difficulties in the positioning of the pulley for the horizontal stabiliser due to the curvature of the fuselage. The cables need a straight line between the pulley in the rear and the cockpit.

Due to the lack of workshop space, we are currently a bit behind schedule with the wing construction, but that problem seems on the way to being solved, so we hope to report on more progress soon.

Sándor Plósz



The plywood fitted to the top section of the aft fuselage

FROM AROUND THE WORLD

Sweden



Correspondent:
Thorsten Fridlitzius
Contact:
Sweden@vgc-news.com



From left to right; *The Meise*, the 'Flygarlasse.' Left to right; constructor, Sigurd Larsson, Esbjörn Staaf (ETPS test-pilot who died flying a Lancaster in 1956 when testing a jet engine), and Stig Engström, builder of an AV-36.

Photo: Thorsten Fridlitzius



Chris Wills' Kranich undergoing renovation at Ålleberg in 2018. Photo: Bernt Hall

2019 shaping up to be another successful year for Ålleberg

Sweden in 2018, Segelflygets Veteran Association's pilots flew 20% more than in the previous year at Ålleberg. This past year has also seen more visitors from other gliding countries visiting the Ålleberg Gliding Centre.

Among them were pilots from Holland and Norway. The comments from the Norwegians, Jörgen Pedersen and Roger Magnussen, was that they enjoyed the experience of enthusiasts taking them on a journey through Swedish gliding history. The Ålleberg Museum's collection, together with Petter Lindberg's large private collection, today makes Ålleberg one of the largest and most varied collections of veteran gliders in the world. Many of them are airworthy.

Donations

During the year, Petter Lindberg's collection acquired a home-built PIK 3b from Norway.

The Ålleberg Museum also acquired another home-built glider, Sigurd Larsson's Olympia Meise, SE-SHG. Sigurd Larsson, 'Flygarlasse', was a flying legend. He started out with model gliders and then continued his flying career as a glider pilot also flying in competitions. In 1946 he had a bad accident flying a Kranich and lost one leg. Despite this, he continued with building his Meise, which he had started in September the year before. After six years, and 7,000 hours of work, which in the October of 1951, he completed the construction of this beautiful machine. The cost back then was SEK 4,150 (SEK 78,103 or EUR 7,475 in today's price)

Ålleberg's famous Kranich SE-STF (manufactured in Sweden in 1944), which once belonged to Chris Wills (BGA964), has been undergoing a major overhaul of the fuselage during the past year by members of the Veteran Association. The work, which is ongoing, is expected to continue into 2019.

2019

Last year, five of the collection's gliders were airworthy and in the air. Most frequently flown was the Bergfalke II/55, with 50 starts, followed by the ever popular Slingsby T-21.

2019 looks to be shaping up to be another nice year with, amongst other things, our two-seaters, two Olympia Meise's (!), Two Grunau Baby IIb's, a K8b, and the newly donated PIK-16C Vasama, all of which will all be in the air. Besides that, Petter Lindberg continues to lend gliders from his large collection. We fly at Ålleberg several weekends each year and will be flying there for the whole of week 28 (6-14 July).

We welcome all, with or without a glider!

Thorsten Fridlitzius

FROM AROUND THE WORLD

Switzerland



Swiss Correspondent
Daniel Steffen
 Contact:
Switzerland@vintagegliderclub.org

The launch of Swiss history

Spalinger S 15k HB-449 in the Swiss Museum of Transport

The Stiftung Segel-Flug-Geschichte foundation recently displayed their Spalinger S 15k HB-449 at the Swiss Museum of Transport at Lucerne. For three days, from the 12th to 14th October 2018, this perfectly restored Swiss glider (designed in 1934) impressed many visitors (2,400 per day). Virtually none of the visitors knew of the Swiss Spalinger S 15k however. Many could not believe that she is still airworthy. We think that it is important to show our jewels to the public outside the vintage glider scene. On the other hand, we do believe that our gliders look much nicer up in the bright sky instead of languishing in a dark, dusty, museum hall. More people now know of the Spalinger S 15k, including special guest, Fred Haise, who visited the Air and Space Days on Friday the 12th October. Haise was part of the crew of Apollo-13. You remember; "Houston, we have a problem."



Participants on the recent annual meeting of the Oldtimer Segelflugvereinigung Schweiz on the 9th February 2019. Photo: Kurt Stapfer

Ae.C.S. Zögling HB-429 ready for take off

The Ae.C.S. Zögling, HB-429 is ready for flying. Thomas Fessler, Res Stotzer, Markus Müller, and Marius Fink, finished the restoration last autumn. Two experts from the FOCA (Federal Office of Civil Aviation) carried out the first inspection of the glider on the 1st November, 2018. The final check will take place very soon.

An unexpected 'pièce de résistance' was the registration of the Zögling (ex HB-429) with the Swiss Civil Aircraft Register (FOCA). To cut a long story, short, the Solothurn Gliding Club wrote to FOCA in 1952, informing them that they had sold the Zögling to Austria. In actual fact, the primary ended up staying at Solothurn and never did leave Switzerland. FOCA has

however, a 67-year-old document saying that the this Zögling went to Austria. FOCA refused therefore to grant the registration of HB-429 again here in Switzerland without confirmation from the Austrian Office of Civil Aviation that the glider had first been deleted in the Austrian register. The Austrian Office of Civil Aviation would not do this because of the fact that the HB-429 was never actually registered in Austria. Not to be beaten by the bureaucracy in this situation, Thomas Fessler left the problem unsolved and guilefully tried to register the Zögling again in Switzerland after the restoration. This time it worked without any remark from FOCA. Thomas does not know just how this bureaucratic miracle came about, but then, he doesn't want to know!



Spalinger S 15k HB-449 at the Swiss Museum of Transport in front of many Swiss road signs. Photo: Daniel Steffen



The Ae.C.S. Zögling, HB-429, complete with its authentic grey colour-scheme is ready for the air. Photo: Daniel Steffen

FROM AROUND THE WORLD



Thomas Fessler (L) and Daniel Steffen (R) manfully demonstrate the light weight of the Elfe P1. Photo: Damian Amstutz



The new board of the OSV. From left to right: Pierre André Walther, Kurt Stapfer, Lukas Moser, Patrick Martin, Pierre-Alain Ruffieux and Juerg Weiss. Photo: Karin Lehmann

Elfe P1 (HB-278) and Elfe P2 (HB-402) in the hands of the Stiftung Segel-Flug-Geschichte

Werner Pfenninger designed the little Elfe P1 HB-278 in 1938. The empty weight is just 43 kgs and has a wingspan of 9m. A more full description of this extraordinary and innovative glider was published in the VGC News (No 43) way back in 1982. This article also mentioned that the the Elfe P2 (HB-402), a 1945 version of the Elfe P1 with an increased wingspan of 10,6m, and an empty weight of 65 kgs, was also built. Both gliders flew for only about ten years, but both gliders survived. Fortunately they are now both in the hands of the Stiftung

Segel-Flug-Geschichte. This foundation plans to bring at least one, or if possible, both of the Elfe's back to an airworthy state. We will report further on this story as events unfold.

Annual meeting of the Oldtimer Segel-flug Vereinigung Schweiz

The annual meeting of the Oldtimer Segel-flug Vereinigung Schweiz (OSV) took place on the airfield Birrfeld on the 9th February, 2019. Newly elected members of the Board are Patrick Martin and Lukas Moser. Thomas Fessler reported that he would like to try to launch vintage gliders by a car. Auto-towing was never common in

Switzerland, however, a legend has it that Sigi Maurer launched a glider with his car at Samedan, many, many, years ago. He connected the steel cable to the bumper of his Ferrari. Marius Fink pointed out that auto-towing is still carried out in Germany, but with modern equipment. We do not think that a Ferrari is such a primitive vehicle, so Thomas is now looking for such a car. Does anyone have an unused Ferrari (preferably with a bumper on the rear) lying about in their garage? If so, please contact the Swiss correspondent!

We will report further about this story.
Daniel Steffen

UK



Correspondent:
Bruce Stephenson
Contact:
UK@vgc-news.com

The latest news from the GHC

With the evenings getting longer and the first soaring occurring at Lasham, it feels that winter is beginning to loosen its grip on the airfield. Tentative, optimistic talk is occurring at the GHC as we are looking towards another season in the life of the Gliding Heritage Centre.

It appears things have been rather quiet at the Heritage Centre, but lots of initiatives have been taking place in the background. We are still receiving very kind offers of very important gliders to add to our collection, the potential exists for us to add



The GHC team did a sterling job of ensuring that 'Vintage' was well represented at the recent BGA Conference.

yet another prototype classic British glider to our fleet and we have the offer of a very decent two-seater from Germany. Speaking of Germany, the GHC is in the advance stages of planning an organised, fully inclusive coach trip to the Wasserkuppe museum. This is a very exciting opportunity for our members to visit this most prestigious, historic gliding site and museum. The trip is planned to occur in

2020 and details have not yet been fully finalised, but be assured we will be open to taking bookings as soon as the details have been set in stone.

Hilton Thatcher, who besides planning the Wasserkuppe trip is also putting together the program of events that the GHC will be attending this year. We have already been to the BGA conference and will have our stand at the National Rally at Camphill,

FROM AROUND THE WORLD



Pat Garnett, a sorely missed member of the team.

as well as the International Rally at Tibenham. In addition, we will be attending various local shows and events to continue to bring the work of the GHC to the public and promote visits to our facility. Recently it was with great sadness that we heard the news of the death of the late, Derek Piggott. Derek, who was a cornerstone to life at Lasham for many years and who's massive contribution to the development of the sport of gliding cannot be overstated, will be remembered at a special event to be held on the 26th April at

Lasham. The Gliding Heritage Centre will be playing a significant role in the proceedings, as we feel that this is the least we can do to honour the memory of this great man.

It is also with sadness that we learned of the death of Pat Garnett. Pat was one of the elder statesmen of Lasham, he was also a devoted

supporter of the Gliding Heritage Centre. A solicitor by profession, he was an invaluable help to us advising on the negotiation of the lease between Lasham Gliding Society and ourselves. His family requested that all donations made in his memory at his funeral be made to the Gliding Heritage, so far the proceeds of this kind wish have totalled over £500.

The major focus of our efforts at the moment is the planning of the GHC workshop, the size and location of this building have been agreed with Lasham Gliding So-

ciety and a planning sub committee is in the process of being created to formulate the implementation of this vital resource. This will be the most technically challenging building project that we will have undertaken, and as previously stated it is vital that we get the plan right before we begin. However, in the meantime we will be beginning the ground work to implement the drainage that this building will require. By the time you read this we shall have in place our appeal campaign to finance the construction of the workshop, but we are of course willing to accept donations to this most valuable of projects at any time. So please, if you are able to help us to create this vital resource to aid the preservation of British gliding heritage and to pass on the skills required to future generations, don't delay!

Details of how you can help us can be found at <http://www.glidingheritage.org.uk>

In the meantime, hope you all find great thermals in the coming soaring season and we look forward to meeting you at any of our forthcoming events.

Paul Haliday

All photos via Paul Haliday

USA



Correspondent:
Lee Cowie
Contact:
USA@vgc-news.com

News roundup from the VSA

The next International Vintage Sailplane Meet will be here before you know it!

It is time to think about the next International Vintage Sailplane meet at Harris Hill, Elmira, NY, next summer, 4 – 11 July, 2020. This meet will mark the 25th anniversary of the first IVSM, originally organized by Jan Scott and Paul Schweizer in 1995 with much help from the National Soaring Museum, Chris Wills and others from the VGC. This meet, the 7th so far, will again be hosted by the National Soaring Museum (NSM), the Vintage Sailplane Association, and the Harris Hill Soaring Corporation (HHSC).

The just completed poster for IVSM 2020 features the Midwest MU-1 Utility glider. Chad Wille's award winning restoration of this, the only flying 1943 Midwest glider will be featured during talks on the hill and will be flying throughout the meet.



The 2020 IVSM poster is unveiled!

Ted Williams, nationally known aviation artist, generously created this outstanding poster and will be displaying his aviation artwork at a special exhibition during the IVSM.

The NSM website will soon have a dedicated section for IVSM information, including a registration form and schedule of events.

VGC members considering to bring and then sell a vintage sailplane from Europe, or elsewhere, are invited to talk with the organizers

Information:

IVSM2020@aol.com or
info@soaringmuseum.org
Or through the NSM website:
www.soaringmuseum.org
Bill Batesole, IVSM 2020 Chairman.

Jim Short

Gerry Wild's 1-19 Project planned for IVSM 2020

Several years ago, I attended the vintage meet in Massey, MD. Poking around in a hangar, I saw a bare glider fuselage hanging from the rafters. There was a fuselage, and tail feathers, and various other parts, but no wings. I hated to see this old glider just hanging there and thought that it should be rescued and restored. Two years later I returned with a trailer and hauled it away. I have no paperwork, N-number, or serial number, so I guess this 1-19 will have to be registered 'Experimental' unless somebody out there has some knowledge of its identity. My research into its history shows that it was acquired by an owner in Florida back in the 60's. I can't seem to find anything else about it. Can anyone help? I talked to Kyle Schweizer at K&L Soaring

FROM AROUND THE WORLD



Gerry Wild's collection of rusted bits. Photo: Gerry Wild

and he provided access to existing 1-19 drawings so that I could start the project. With the help of my good friend, Andrew Meads, the fuselage was sand blasted and we discovered about 7 rusted tubes that needed replacing. Andrew is restoring his 1-26A and the two fuselages have been side-by-side in the shop undergoing the same work. It was then repainted. All hardware was replaced, new cables were made, and I had to fabricate the bent aluminum tubes for the nose.

New plywood was cut for the seat and floor, and a new instrument panel was made. The fuselage is now ready for covering, so it is on to building wings. My wife Kristin and I started on building the wing ribs. She was a little unsure at first, but eight ribs into the job, she quickly became an expert! Progress was rapid and soon with Kristin's new-found skills, all 32 ribs were completed in no time! We are now fabricating all the metal wing fittings.

I know there are a few 1-19s out there flying, but I have never seen one, so I am looking forward to seeing this old ship finished, and in the air once again.

Gerry Wild

...And Gerry Invites you to the First Ever Vintage Glider Meet at the Golden Age Air Museum in Bethel, Pennsylvania 30 May – 2 June, 2019

Located in rural eastern Pennsylvania farm country, on the south side of the Blue Mountain ridge, Grimes airfield (8N1) has



With a sprinkling of magic dust and some good old plain hard work, the 1-19 looks like new again. Photo: Gerry Wild



Kristin is now a bit of a pro at making ribs. Apparently Gerry is now taking a course on how to drive a vacuum cleaner! Photo: Gerry Wild



Hardy's Skylark getting a thorough once-over! Photo: John Hardy

a smooth 3,000-foot grass runway and a collection of 18 flying pre-WW2 aircraft to look over when you are not flying. The airport is easy to get to, only a mile from Interstate 78. Aero-tows will be available and we are working on having a winch too! A hotel is located about a mile away and camping on the field is available, with shower facilities. If conditions allow, we will demonstrate some aircraft from the museum collection. Biplane rides are available in a 1928 Waco. If you are considering participating, or have any questions, please contact Gerry Wild at: kristinwild@msn.com, or call (215) 407-3137. You can visit the Golden Age Air Museum website at: www.goldenageair.org.

A Skylark 2 for IVSM- John Hardy's project at Fort Worth, Texas

Readers may recall news of the Skylark 2 I imported from Canada about three years ago. As far as I know this is the only Skylark 2 in the US and hopefully it will soon be available for all to see in the air at IVSM 2020.

The wing, horizontal stab, and rudder, are complete and in the trailer. The outboard wing panels have been complete for some time. The fuselage is waiting for me to get to work on it. It's actually about 60% done. The outside of the fuselage has been prepped and varnished. There was a little extra work that needed to be done around the tail but that is now complete. Currently I'm cleaning up the cockpit.

John Hardy

'Polar Bear Glide' at Tehachapi California

Open Cockpit gliding has become a New Year's Day tradition at the Mountain Valley Airport, Tehachapi, CA. What better way to welcome the New Year!

New Year's Day 2019 brought sunny skies

but the air temperature was below 0 degrees C all day. For Southern Californian pilots, this is really cold! What a difference from 2017, when some of us flew in shorts. Nevertheless there were several flights close to 45 minutes.

The first flight of the year was by Aidan Capps in a classic Schweizer 2-33. Peter Buck was next, flying his beautiful vintage (Czech) Lunak ... he slid the canopy open in flight. Later Dan Rihn launched in his 'Silver Anniversary' 1-26E with Sports (open) canopy. Dan then shared his 1-26 with Dan Armstrong, Cam Martin and Tom Serkowski, so they too could enjoy flying a glider with an open canopy. Good cold fun!

Jeff Byard and Josh Knerr flew Jeff's TG-2 with the rear canopy off and Maia McDaniel joined Jeff Byard to sample the open rear cockpit.

Ron Martin brought out his gorgeous 'brand new' Schweizer 2-8 and flew with his grandson, Aidan Capps as they took turns flying in the enclosed front and open rear cockpit. Everyone had a great time followed by hot chocolate and soup in the airport's Ravens Nest restaurant.

Dan Rihn



Polar Bear capers in California. Photo via: Dan Rihn



Correspondent:
 Yasuhiro Yama
 Contact:
 Japan@vgc-news.com

Yasuhiro Yama

First Flight of a Kranich



Kranich-3: The first launch by Takayuki Hirai as he sets the Kranich on its way on its maiden flight. Photo: Ippei Yasui



The gorgeous Kranich. On the left is Yukio Uchiyama, the model builder, and on the right is Koichi Kijima, who carried out the first test-flight. Photo: Ippei Yasui

On Nov 10, 2018, a model DFS Kranich, which was made by Japanese modeller Mr. Yukio Uchiyama, made its first flight at the Hakusan-Ichirino Ski Resort, near Kanazawa, Japan. Home to the Shishiku Paraglider School, twice a year modellers from the '60's Soaring Club' gather for a popular fly-in during May and September, which regularly attracts around 25 model flyers. As you know, the Kranich is a fantastic looking vintage glider but its structure is a little complicated, especially gull-wings, which takes a tremendous amount of time to construct. Originally Mr. Uchiyama wanted to

make a scratch-built model of the Kranich but abandoned the project due to the many technical issues. Fortunately a half-completed Kranich wing was found in the backyard of Thermal Factory, which is famous for its excellent kits of various scale gliders. The president of Thermal Factory, Mr. Tanimura, was more than pleased to give Mr. Uchiyama these



A small selection of Vintage models on the picturesque Hakusan-Ichirino mountain top which is accessed by cable-car. A big thumbs up for a lovely 1/3rd scale K8, the Kranich, and a 1/5th scale Fafnir. From left to right; Takayuki Hirai, Yukio Uchiyama, and Tsutomu Ishigami. Photo: Ippei Yasui



The Kranich in its early stages of construction. Photo: Yukio Uchiyama



Nearing completion in the home of Yukio Uchiyama. Photo: Yukio Uchiyama

MODEL NEWS



A proud moment indeed.... Photo: Ippei Yasui

half-completed wings and encouraged Mr. Uchiyama to complete his Kranich project. He made all parts of the fuselage, pilot,

instrument panel, control links, and inspection panels. The geometry of the Kranich wing was complicated. It was hard to determine the CG position,

as well as to set the angle of the main wing and tail-plane.

At first 600g of ballast was added to the nose but it soon became apparent that this was going to be too much, so the ballast was reduced by half. The second trial however proved to be more of a success!

Once it was trimmed, the flight characteristics proved very stable with little fear of uncontrollability. Unfortunately lift proved to be marginal, so we were forced to land the Kranich. The approach was smooth, and with the spoilers open, there was virtually no pitch change, and there was no trim changes needed for any nose up/down tendencies.

Kranich Specification:

- Span: 3600mm
- Length: 1540mm
- Weight: 4500g

Chris Williams

Champing at the bit ...

White Sheet Scale Fly-in 17 March 2019

Is it me, or are winters getting longer...? When the time eventually rolled around to the first of the White Sheet Club's scale slope fly-ins, many modellers were champing at the bit. This probably explains why, although the forecast was not going down in history as one of the best

forecasts ever, there was still a sizeable turnout come the Sunday morning. The wind was not really quite on the slope, and gusting to 30mph+, but this didn't prevent some pretty decent flying taking place. With plenty of good-natured banter, and management-supplied chocolate cake

and doughnuts, a very pleasant day's flying was had, and this is the very first of the season's scheduled scale events! With twelve slots put by this year, with a bit of luck and a following wind, we may even get another one in, too... I'll let the pictures set the scene...



- 1: Two 3.5 scale Flamingos at the White Sheet event
- 2: Steve Fraquet's venerable 3.5 scale Petrel in action
- 3: A 5th scale Lunak tastes the air at White Sheet
- 4: Steve Fraquet's small-scale Habicht

All photos: Chris Williams

MODEL NEWS



5: Author's old 1/4 scale MU13E under new management
 6: Author with the new 5th scale Flamingo
 7: The new 1/4 scale Minioa floats above the clouds
 All photos: Chris Williams

In the Workshop

One noticeable trend at the aforementioned scale fly-in was the preponderance of smaller, fifth scale models. I had actually brought along my new 5th scale HW 4 Flamingo to the event, but chose not to fly it in the sometimes turbulent conditions. This is a perfect stable-mate to the 5th scale Petrel, being built with traditional materials,

but once again with the new style one-piece, lightweight gull wing. Initial test flights showed no surprises, the model being smooth and stable in flight, with predictable control responses and no discernable low speed vices...

As a prequel to the Flamingo, I managed to produce yet another Minimoa, my eighth in a lifetime of Minimoa production. At 1/4

scale, and built to be as light as possible, the 'Moa' will float around on the slightest whisper of lift, inculcating a measure of disbelief amongst those pilots who fly the latest carbon gliders that are the last word in efficiency. Such was my pleasure at the way the model flew, I am now embarking a 1/4 scale version of the MG19a Steinadler, which I hope will fly in a similar fashion...

LETTERS TO THE EDITOR

Wave Thermalling, or how to get badges the hard way...

Steve Simon

Hi Bruce,

This may sound as an oxymoron, but this is how I have obtained my Diamond Altitude. But then I guess, it was in keeping as to how I have earned all my badges. In 1941 under wartime Hungarian Air Cadet rules, you could join up at the age of 15 with parental consent, without which was not possible, and was waved upon reaching the age of 16. So, after long and careful studying of my parents' signatures, I 'signed' up (on their behalf!) on my 15h birthday. Then the Hard Part started with obtaining my flight medical. Aware that I had colour deficiencies in the red-green

areas, I had to find an examiner who was sufficiently soft-hearted enough to listen to my plight and pass me. That achieved, in 1943 I have earned my C badge. Then, in 1945, soaring was militarised under the new communist regime and, both of my parents having been teachers, I was classified politically unfit and my license was revoked.

After a 25-year gap I have started soaring again in 1970 in Canada and obtained my license after only sixteen dual flights. My old badge having been only a C, I was in a hurry to catch up. To put pressure on my-

self, I entered the 1971 National Championship, but to qualify I needed a Silver C, for which I also needed my own plane to ensure unlimited air time.

So, I bought a KC6-CR and soon got my five hours and 1000 meters altitude. I just managed the 50-km distance on the weekend before the Championship by flying to a neighbouring club. Not really watching the weather, I got a tow, and on the way home, landed in someone's front yard.

There I was with a 50-hours total-time amongst the 'real' guys. I finished 21st out of 22 entrants but it made me serious

LETTERS TO THE EDITOR



*The Standard Austria, the ship I got both my Gold Distance and my first Diamond in.
Photo: Steve Simon*

about soaring. Later that year I got my Gold Altitude in New Hampshire in my own special way. There seemed to be some wave over Mt. Washington, but little thermal activity to connect with it. I was coming in to land when at 750ft, I caught a small whiff of lift. Throwing safety to the then non-existent winds, I regained enough altitude to struggle over to the mountain, but soon the weak lift gave out and I barely made it back to the North Conway airfield. How delighted I was when, due to my lowest recorded altitude, I just made my first Gold task.

Next year I have changed my Ka6 to a Standard Austria and, during the Nationals, I finished a 300 km triangular task. Fine, except my barograph didn't work. Luckily one of the officials, who happened to fly right next to me, later certified my flight. And that's how I got my Gold Distance and my first Diamond.

Which left the other two. I later changed the Austria for a Swiss Diamant 16 for better performance. Not having a crew to

come and get me after a 500-km flight, or wherever I may have landed out, one day in July, 1974, I declared an out-and-return flight of a total distance of 520 km. At the time the Canadian record was 506 km so, I thought that for an extra 20 km I might as well try to break it.

Waiting on the start line for the first signs of thermal activity, I started off at 10:30 am. I immediately lost radio contact with my club, and unknown to me, they had also lost their land-line. So it was quite a surprise when I landed back at the club at 6:50pm. Why had it taken eight hours and twenty minutes? It was a pretty flat day and I have never been over 4000ft. I was only at 2000ft when I ran out of lift, and only some 25 km from my goal, (and over a small commercial airfield), when I decided to continue even if I land out just a few miles short. Then came a miracle in the shape of a dissipating old towering CU. I then hit the thermal of the day and so much enjoyed it that I just couldn't resist quitting until hitting cloud base at 7000 ft.

By that time, I was virtually over the club. After a long dive, and a low victory pass, I finally landed as a happy owner of a new Canadian record!

That left the 5000-meter altitude. I had heard from the Toronto soaring community about the Black Forest Glider Port, and in January 1973, I made a visit. I managed only a dual-wave flight but fell in love with the place. I kept going back five more times during the Christmas, New-Year holidays and it became my winter home for many years to follow. The operation under Max Wild was very professional, and at the same time, created a warm family atmosphere. I met many interesting people there, amongst them the iconic curmudgeon, Howard John (Hod) Taylor. A retired Airline pilot, he lived there in a trailer, along with his planes and racing car. I never forget the New-Years Eve party at the Wild home, driving me there in his Panthera.

All my previous attempts were made in a Schweizer 1-34. By 1978 they also had a Schweizer 1-35 and it was with this sailplane that I made my next attempt. With the ghost of previous badges, I released 14,000ft over Pikes Peak and searched around for lift for some time. Just at the point of returning home, and at an altitude of 12,500ft, I ran into weak lift over Tooth Lake. Even with flaps I couldn't fly slow enough and soon fell out of the lift. After a careful circle I found it again, fell out again, circled and found again and so on, and so on, just like thermal flight. And this is why it took 4:38 hours to reach 31,000ft, gaining 17,500 ft from my lowest altitude, while others were whisked up there in no time by an express elevator called wave. But with the Altitude Diamond FAI Diamond Badge No. 2528, it was well-earned!

Steve Simon

A welcome to plastic gliders?

Jan Forster

For some years, members are discussing; yes or no to plastic gliders taking part of the Vintage Glider Club rallies. Some more years ago we had the same discussion about the Ka-6 and here they are, like lice, everywhere, so what is the problem?

Let me start with this: some plastic gliders like the Cirrus and Libelle (a very nice glider) are as old as the 'new classic' gliders like Ka-6, 7, 8, Pirat, Sie3 and others, and those gliders are all welcome. There is/ was only one plastic glider who was always

welcome, the Phoenix, even older than the above and we all enjoy that.

Until now the definition of Vintage is pre-2nd WW design, Classic is post 2nd WW and modern is Plastic. That means that a classic glider can never become Vintage, even if it

LETTERS TO THE EDITOR

is hundred years old. Is that fair? No! Some years ago I made up a table based upon a rolling year scheme, where every glider owner could look up where his glider lay in terms of definition. That means your glider can be either classified as Vintage, Classic or Modern. Every consecutive year you would gain a higher score because of the rolling basis based upon year of design, or when first built. With each year the glider ages, it maybe that it is becoming more rare, so you would gain points for that as well, which in time, will mean it becomes Vintage. Possibly in the future we could use such a system as an experiment, but for this article, we will just work with the old definition.

Firstly: What does the VGC mean? Collect the history, keep them flying! Hopefully our offspring will admire our history, that it was amazing and people who build gliders in that time where not just stupid, but clever and sometimes brave as well. In those days the only test on a glider was: just fly it, did it float, then it was a good glider, if not and the "brave" pilot hurts himself, than he has to change something on the design, or take flying lessons!

Secondly: We are talking about plastics, but to make it clear it is a composition with polyester, different from the wooden gliders which are built, no wonder, from wood. In that case the line is not the year of design, but the material which makes it Vintage or Classic and to be welcomed in the VGC. When we go on the current definition; 'Modern' means plastic, which by default, will never become Classic or even Vintage.

Third: Is it fair to conclude this? Yes and no, wood is a very old technique and that means history itself. We Vintage people understand wood, we can work with it, we like the smell of wood and glue, we love it. Plastic is a new technique, using totally different materials. We don't understand it, it is modern stuff! You never see people around a plastics glider wondering why the designer made it like this, does that mean no history? If you damage your wooden glider, then you take it in your workshop and just repair it and enjoy yourself. The plastic owners? They take it to a professional, pay the money and take it home.

Fourth: When you see a wooden glider, you instantly recognise: this as Vintage or Classic. Young people who only fly plastics would say, old stuff, rubbish! Flying real Vintage gliders, especially the open-cockpit types, you need to suffer, sometimes to be brave, but if you do a good job, and stay up for some hours, and covers some dis-

tance, even flying a passenger who enjoys it very much, that all means "Vintage!"

Fifth: Flying for your Silver or Gold badge was meant for those Vintage gliders. If you got that goal, you were the best, an ace! There are many Vintage people who fly their Silver's (again) on wood: that is the real challenge. Now, if you fly on a nice day on the winch in plastic, and accidentally find lift and blowing away from the field, you'll very soon have your silver distance, i.e. 50 km. If you can stay aloft, push some buttons on the avionics, it will tell you how to get home, no struggling with a windswept map on your knee. Now, just the sound of avionics telling you if you have lift or sink, and where to find it, if you follow this given course you will be back in 20 minutes! That means that the silver you did on plastic needs so much less craftsmanship than doing in the past with wooden gliders.

If you Award gliders for duration or long distances, take in to account the different in glider performance. That means if a Minimoa made a return distance of 50 km, compared to a Classic glider which has achieved the same, the Minimoa will be awarded because of more craftsmanship. Even when the Minimoa flies less km than the newer Classic glider. There has to be a balance to it, you can use a handicap system for example."

Sixth: At a rally with Vintage wooden gliders, you will recognise the different types and even the owner, because of the colour of the glider. Vintage gliders are anyway quite different in design and by their given coloured schemes. At a typical gliding club today, the only thing you see is white: white as far as the gliders lie. Don't mention the type and mark, most of the time you have to get close to recognise them and even then you often can't find out which mark it is.

Seventh: Also there is the fun of Vintage gliding flying each other's gliders. Flying rare gliders, sometimes, the only one left, the owners trust you and you have the honour to fly the glider, very touching! You even have a nice day when others fly your glider and you may have not flown that day. With newer Classic and Plastic gliders you rarely see this and that will influence the atmosphere we love so much as well. Does this all mean that Plastic has nothing the do with history? For example if we define vintage as 60 years or more, that means every year there are other gliders which become Vintage.

Now Classic, what does that means older than what? A very special design? A very

rare, only one- build glider? For a child of 3, yesterday is far in the past; he will call it 'back in the days.' For a 90-year-old, it's just another day. If you buy the newest i-phone, queuing the whole, you are left buying a device that is already history when you hand over the money. How can you give 'Classic' a definition? Do we want to, or need to have a definition?

In which stage we have to be careful; and for what? When members or outsiders go to a Vintage meeting they expect at least recognisably old gliders. It is like going to a Vintage car show. A Mercedes from 40 years ago looks at a distance, similar to newer types. But if you see a Bugatti, Deuce Coupe, Austin Seven or a good old Rolls Royce, you will recognise it as old. This is a really unhappy story; there is a stadium with a big parking place somewhere in the UK. Once a year there was a huge meeting of old-timer cars coming together, with people dressed in Vintage clothes. Fun; fun for the owners, and fun for the crowd, who are interested in Vintage cars. Rather like a Vintage Glider rally. There came more and more modern sports cars and slowly they took over. There was no parking space left for Vintage cars, and after some years the party was over, no Vintage cars any more.

If glider types do not take over, some of the new Classic gliders will have the tendency to do so. At some rallies Europe-wide, new Classic gliders have taken over. In the past, 5 to 10 years ago, every year we saw new Vintage gliders coming to the Rallies, never seen before, fresh from rebuilding or replicas, it looks like that every year there are less. I don't blame the owners of the new Classic gliders, and mind you, let's take the Ka-6. It is a nice glider, easy to rig and fly, and comfortable for longer distance and times, but that is also possibly the trap!

If you think "wow, those Vintage rallies are in interesting locations, nice people and flying is cheap, lets buy a Ka-6 or Pirat and join the club"! This is a growing trend, with no great love for the real oldies.

The last thing I want is to upset people, after all, a 'modern Classic' glider won the award for longest flight at the last International Rally!

I only want to start a discussion, otherwise one day when the plastics are here, then we may lose control of the future of our own club.

One last question; why is making a cabriolet version of new Classic gliders so popular, it is even not Vintage?

Jan Forster
(just a concerned VGC member)

Editor Replies

VGC News Editor writes:

Dear Jan,

Firstly, thank you for raising this subject and with such passion. It is of course, a subject in which I have before written about in the public arena. Of course the crux of your message is where is the club to turn to for its own future? It is a good question but one that needs an honest and hard look on how the VGC moves forward into the future.

The concept of the club appears to be very clear when it was formed back in 1973; vintage gliders designed before 1940, and predominantly wooden. For the 1970's, the formation of the club didn't come at a moment too soon for the then ageing Kirby Kites and Rhonbussards that had somehow survived the test of time. Often rescued from back of hangars and damp trailers, the 1970's was really the beginning of the machine age which was to see largely the demise of 'hand-made' in our robotic manufactured world that was forming before our very eyes. It was to ensure that our elegant old gliders would eventually become more and more cherished as time marched on. This was the true legacy of the club.

But the VGC isn't only about the gliders themselves, it is largely about the people too. The club became one big family; a club of friends, many of whom who were the most ardent of devotee, who met up year after year, with trailer in tow. Their exploits, and love for their club, have been recorded for many a year through the pages of VGC News. But that early 'vintage' generation is now fast passing.

Reading your points above, it is also worth briefly touching upon the role of wooden gliders and how today's 'plastic' gliders are testimony to these earlier designs that paved the way for even the latest designs we see in our skies today. The basic layout and form have changed little, however the materials have. If you go through the decades, one can easily observe how the advent of the quest to achieve a more perfect form through ply-skinned wings of the Foka, Cobra and Zepher era, and lent themselves perfectly in technique to the advent of glass-fibre.

Furthermore, if you study and read the development of 'plastic', it has a fascinating developmental history, more so in many more ways than wood! Plastic was largely pioneered, not by established designers, but largely by students who didn't yet know how to shackle themselves to convention. They learnt fast and were willing to take a gamble. Early glass constructors wrangled with the challenges of aeroelasticity and how to cope with the alarming flex of these new wings, especially with the involuntary control surface deflections that ensued. In fact the entire way in which gliders were built had to be quite literally stood on its head, with conventional wood design being constructed inside-to-out, and glass-fibre being constructed by laying down the finishing coat first, and working inward!

So yes I have sympathy for the traditionalist who, quite rightly, values vintage as the primary focus. It is after all, the original cornerstone of the club. But did we want the VGC to be an elitist club, or a more inclusive club that catered for those that owned and operated classic gliders such as Ka-6's, Spatz's and Cobras? The answer to that of course was no, so we changed our name to Vintage and Classic in terms of the club logos. These gliders form the bread and butter of the club and have ensured its popularity well into the new millennium. Far from detracting from vintage, they have in fact bolstered numbers and given the club a far greater presence within the wider gliding community.

So what of the future? Many of our older gliders are now getting to very significant ages indeed. With it comes ageing problems, some glues have proved to be slowly deteriorating with age, with others holding up just fine; thank you very much. Just how long can we continue to operate into the future before some of our fleets require major renovation and/or deep work, and hopefully not through directives, is anyone's guess? Who will be willing to take on that work? The answer to that is very simple; numbers of airworthy gliders will continue to decline. And what

of gliders that are now close to coming up to 100 years old? Many will keep flying on condition- long may that last. Some have been withdrawn from service on the basis that they are becoming too significant to risk any longer through both ageing or unfortunate circumstance.

So that leaves us with the obvious question that will become more and more prevalent over the coming years; where is the next generation going to come from for the VGC?

For me, it is clear. The VGC will eventually have to take a long hard look at its future vision and strategy. Like you, I believe it should, and can remain focused upon vintage and classic gliders, but should also recognise and cater for the greater community of our historic gliding past. Plastic, no matter what the purest thinks, deserves its place in gliding history just as much, if not more in some ways, of its older brethren, especially when one considers its incredible development and the doors it has opened for the modern sport.

The VGC should be about inclusion, not a dwindling elite of hallowed gliders that are slowly becoming further and further out of reach of the grass-roots enthusiast. Early glass should, and must be debated over the coming years, and furthermore, forms a big part of many of our sister organisations like the VSA and VK. These organisations are a lesson to all, especially in their classification, which is both simple and elegant, and in contrast, is an issue in which we have made unnecessarily complicated! We desperately need an open grown-up debate. One in which involves the members and looks further than the romance of an age that is long past, which in some ways, is becoming more and more irrelevant to a generation that is saddled with more and more regulation..

Just how will they relate to the freedoms of a bygone age?

LETTERS TO THE EDITOR

Issue 154

Bruce,
When I was a kid in the late 1950's Neal Loving was in the EAA magazines I grew up with, showing up at the Rockford fly-in, etc. I was aware of his race plane from photos, but nothing else. Thanks for the detailed article on his gliders. A nice little connection to childhood memories. Work continues on my Skylark 3f and I've recently acquired an enclosed trailer for the Midwest MU-1 glider.

Chad Wille

Hi Bruce (if you don't mind the familiar) I just finished the latest issue of VGC News No.154. I love the journal and read it cover to cover voraciously and enthusiastically, every issue! Your article about Neal V. Loving was especially interesting! I was familiar with his inverted gull winged aircraft

but didn't know about the sailplanes/gliders. I am not a sailplane pilot but fly vicariously through my RC 'scratch built' vintage scale sailplane models. I would really 'love' to build the Neal Loving gliders in 1/3 or maybe 1/2 scale. It would offer a chance for me to pay tribute to, no doubt, a fine human being, educate others and have even more fun all in one fell swoop! As an example of what I like to build I've enclosed a picture of my Franklin 'Eaglet', too! It is a wonderful flying model with very good manners. I have had great thermal flights with it putting the 'squeeze' during 'mock competitions' on more advanced ships at times! LOL.

Sincerely, Michael Kelly, member 5502

Hello Bruce,
I just wanted to say thanks for writing the story about Neal Loving. Just received the magazine 2 days ago. I'm a little embarrassed to say I knew nothing about him, although I had heard about the racing plane, Loving's Love.

I grew up in the Detroit area, and learned to fly at Detroit City Airport back in the early 70's. I had not discovered gliding yet, and also wasn't as interested in history as much as I am now. Another reason I may not have heard about him is the attitudes and racial climate back then that you mention. Things were evolving rapidly, but change takes a long time.

Anyway, thanks again for an interesting story. Now I want to look into it further.

Regards,

Gerry Wild

OBITUARY

A magnificent man and his flying machines

DEREK PIGGOTT



Photo: Graham Saw

Jim Short, VSA President: There was a human side to Derek Piggott that made it fun to know him and made every encounter with him memorable. If you loved soaring, this was especially so. He was half the consummate teacher, and half the guy who had the knack of saying the right thing at the right time.

In the late fifties when I was just starting out in soaring, there was very little written (in English, at least) to guide a beginner who wanted to learn to fly sailplanes. During one of my first trips to the Schweizer Soaring School, I learned that there was a newly written book "by a chap in England" that gave a lot of readable,

practical information. The book was *Gliding* by Derek Piggott, dated 1958. Wow, It talked about cockpits, instruments, how to fly turns, how to tow, how to land, how to slip and how to stay safe. I pleaded with my parents until they let me buy that book. What a difference it made as I learned to fly, and then later as I started teaching others using Derek's words. Gliding was and is a classic. Derek revised it from its beginnings as a basic text for gliders of the time, like T-21's, up through 6 editions and much more modern gliders. Gliding is (to me at least) one of the quintessentially important books on gliding ever written.

By the mid 70's, Derek was invited to speak at American soaring seminars and SSA Conventions. I had the privilege to drive with him (often through snowstorms) from Elmira to Chicago and other venues. Our discussions were about every imaginable soaring topic and the trips whizzed by; Derek was in heaven and I was enthralled. My wife Simone and I had an unforgettable drive with Derek and Maria from Elmira to New York City (again in a blizzard) while managing a trip up the World Trade Center, squeezing in dinner at a Thai restaurant and getting them to their flight back home. Later, Derek was a major attraction at our 1994 SSA convention in Chicago. What a grand time! Derek had many more professional trips to the US, including for a 1980 FAA-sponsored experiment to use as-yet uncertificated motorgliders for gliding instruction. This experiment helped lead to the current standard licensing of motorgliders in the US. But the personal times were the most memorable.

With Derek there was a personal side and a professional side; both earned him a permanent part in the story of soaring.

OBITUARY

Terence Henderson: I didn't meet Derek Piggott until the mid-nineties but I was well aware of his achievements: his wartime RAF service, his test pilot experience ranging from 4-engined Halifax bombers through the early jets and the many gliders, his A1 CFS instructor grading from the RAF - the highest in the business and testament to his later reputation in world gliding, his selection for the British Model Aircraft team in the 1948 Worlds where he flew in the Wakefield Class (the hardest), his film flying particularly for "Those Magnificent Men in their Flying Machines" where he flew among others the Avro Triplane replica on which my Hamble College of Air Training students and I had helped verify the design stress calculations under our rotund, diminutive and provocative instructor, the remarkable Ray Hilborne. (Derek apparently and pleasingly approved of the Avro saying it flew well whereas there were others which were underpowered, including the Bristol Boxkite replicas. After the filming sequences around Dover Harbour in the Boxkite were completed, and all the time flying on full throttle with a now badly overheating engine, Derek was faced with clearing trees on ground rising more steeply than the Boxkite could climb. Once the trees were cleared and with a safe but steep landing ground ahead he stated out loud: "Well, you can quit now," only to find the engine heard his every word. The ground run, after the shortest of final glides, was just 12 feet. The same Boxkite was ferried cross-country by Derek - Ingoldmells to Booker 3hours 25mins - when required and once achieved just 20 kts groundspeed showing that not only some of our VGC favourites have poor penetration).



The modified EA9 fitted with 16 model aircraft electric engines in which Derek was also part of the flight-tests. Photo: Keith Sowter

My meeting with Derek was all down to John Edgley. He and I had joined forces to produce the EA9 "Optimist" sailplane. The design was by John Edgley although heavily influenced by Derek, based on an improved ASK18 and constructed of "Fibre-lam", a composite material better known as airliner flooring. The airframe was fabric covered and much work was also done on the prototype "HPJ" by Stu Hoy of Anglia Sailplanes. Derek was to be the test pilot and would I like to be at Lasham as an assistant? This was an invitation not to be missed and I was met by the warmest of welcomes from this walking legend whose self-effacing, modest demeanour was so engaging. He was so enthusiastic, so practical and planned each step of the test flight routine in a measured careful way, never failing to discuss each stage in detail and was always ready to listen to our own

comments. My role was at best an assistant ensuring that all flights were conducted without delay but I found myself taking notes because every word of advice flowing from Derek's lips was a gem and well worth saving. I had been an airliner airtest pilot for some years by then and had received only the necessary training for that role but there is always more to learn and Derek was a master, never hiding anything and always explaining each step in great detail particularly the fall-back option if events did not work as planned. Derek was practical too: when we needed to increase the forward stick force with increasing airspeed to meet the certification requirements, I was immediately thinking of some mechanical solution (as one might in a large aircraft) whereas Derek said "I think I know what will work", went to his car - the omnipresent white Astra Estate, rummaged around in the back amongst his collection of books - always ready for a quick sale, produced a piece of balsa trailing edge strip from a model aircraft which was duly taped to the underside of one elevator. We flew again almost immediately and problem solved at zero cost - most impressed.

When "HPJ's" test flying was complete Derek, always looking for a mount to fly in competition, offered to enter the "Edgley" into the Lasham Regionals. By now my son, James, newly graduated from University was working with us and he became part of Derek's crew alongside the ever-patient Peter Jones, a fellow Lasham member and together with John Edgley we had a formidable team. James, who had flown by now a couple of his Bronze legs in a Ringmer K8 formed a close bond with Derek who seemed to particularly enjoy encouraging the younger generation. Part of James's preparation every day included a wax polish of the entire airframe. The glider had been painted in a bright green colour (many asked if we were sponsored by a well-known oil company - sadly not - it was merely the choice of John's wife). Whether the waxing made any difference to the performance, we'll never know but it did look shiny, rain fell off the fabric quickly and it might have helped intimidate some of the competition! I had to leave for a few days flying to the USA when the Regionals started and was out of touch whilst away, but on my return to Lasham I saw John Edgley and asked "How are we doing?". Typically John with his refined English sense of understatement replied: "We're doing quite well" to which I asked what do you mean? "Oh, we're first". That continued throughout the final days of the Regionals and Derek won the Club Class. It was a most noble effort as the summer had been very hot and some of the tasks had taken as long as five hours bearing in mind Derek was by now in his seventies. There was a routine in Derek's chalet bungalow behind the "Brown Elephant" at Lasham: we would hear the R/T position report over the Lasham speakers in Derek's unmistakable soft voice "Hotel Papa Juliet, motorway" meaning he was only minutes from touchdown. Peter Jones would now rush off to brew copious quantities of tea ready for Derek's dehydrated return and he would be physically helped from the cockpit - muscles and joints usually quite stiff - placed in the white Astra Estate passenger seat and driven straight to the chalet where we would have a debrief plus much tea - never anything else. On another long task when Derek was away for about 7 hours after a land-out, my son James aware of underfloor leaks in Derek's chalet, entirely re-plumbed the main water pipes, and managed to replace the floor just in time for the crew's return. Derek never forgot that gesture and would always ask after James whenever we met in subsequent years.

Derek was well known throughout the world and his successful books led him to travel widely. I was flying a Concorde around the world on a 28 day trip in 1996 and my crew's start point was Dallas/Fort Worth in Texas. When we arrived at the aircraft prior to our departure for Las Vegas where more passengers would board, I was asked to host a "meet and greet" session with the passengers in the departure lounge. Standing right by the door was an elderly passenger who asked me if we would allow passengers onto the cockpit jump seat for landing (you could do that in those days). I replied that we were planning to offer the jump seat to a passenger on every take-off and landing throughout the trip, if necessary raffling the seats should there be too many volunteers. He asked if he could put in an early bid for the landing at Hong Kong's infamous Kai Tak airport. I gave him my word. Every flight he would come into the cockpit during a quiet time in the cruise to remind me of his jump seat request. I realised he was quite an enthusiast and learned that he owned a Duo Discus with pop up engine which he had flown across the USA. When I told him that gliding was my first love too and that I owned an Olympia, his first question was "Do you know Derek Piggott?" Now most American passengers wanted to know if you had flown with HM the Queen, or Princess Diana, but then I had always regarded Derek as Aviation Royalty. My passenger had met Derek on a lecture tour of the USA, read many of his books and was a great fan and yet here we were at 60,000 feet and Mach 2.04 somewhere over the Pacific sharing our Piggott stories together. What about Kai Tak? We landed there in twilight, in heavy drizzle with a strong turbulent crosswind of more than 20 knots and my guest burst into spontaneous applause. The copilot admonished him for making so much noise but I was quietly enjoying it after a very challenging few minutes at the controls flying the notorious curved approach. You can view the landing on YouTube, try entering Concorde Kai Tak 1996 or similar.

I would meet Derek once or twice most years and often in his Lasham chalet. There was always a warm welcome and sometimes a chance to meet another gliding legend who happened to be there. I recall Martin Simons sitting there once during a European trip from his Melbourne home but other people would be calling by all the time. There was a pile of aviation magazines around the main seating area, plus the odd balsa wood model, but always a copy of the VGC magazine. Derek told me that it was the best of all the aviation magazines, I naturally concurred. He particularly enjoyed his vintage gliding and would try to visit Sutton Bank for the Slingsby Week every year. It was probably his favourite site.

Derek also flew the Colditz Cock replica and said it handled quite well. I know he flew it from Odiham, rather than Lasham and he did confide in me that there were questions asked afterwards about its certification but Derek was respected within

the CAA. I recall a medical problem which grounded him and there was a risk he might not fly again. I later learned through a colleague that the person withdrawing his licence privileges became emotionally upset when he realised whose licence it was although he had little choice. Thankfully the medical problem was resolved and Derek returned to the air.

I used to receive an invitation every year to join the annual test pilots' reunion held at Popham not far from Lasham. The invitation always asked "Please bring an aeroplane for the static park" as well as a guest and Derek joined me in 2012 together with my Olympia, by now re-registered as VV401 and in ETPS light blue and full RAF markings. It replicated the Olympia flown by Bill Bedford at the 1955 Lasham Nationals and was used by the test pilot students as part of their course where aircraft ranged from helicopters to the latest fast jets. Derek and I duly rigged the Oly and placed it right in front of the marquee which held the hundred or so guests and he acted as a wonderful ambassador for gliding delighting in reminding these mostly ageing and long-retired test pilots, some of whom were boyhood heroes of mine, and many whom Derek knew, the joys of gliding. Among them was Eric "Winkle" Brown and seeing the two of them together knowing that between them they had flown some 811 different aircraft was a moment to cherish and will surely never happen again. Whilst the pilots were filing past the Olympia I could not help asking whether it looked like the one they would have flown during their 9 month course 60 or so years earlier. Many said "Oh just like it", one even said it was the part of the course he found the most enjoyable because the students were sent off on an aerotow behind an Auster towplane without any briefing or advice whatsoever. That was deliberate and part of the course but it did result in a number of damaged aircraft! It was good to have this feedback because research into the 1940s and 1950s colour scheme had been difficult during my Oly's refurbishment and Alan Pettit and I pooled our knowledge since he was restoring Oly partner VV400 at the same time.

Derek flew my Oly a number of times, the last being in August 2013 at the Lasham International VGC rally. He would have been approaching his 91st birthday and flew for about 40 minutes on a good day and after landing I asked why he had not stayed up longer to which he replied, "I wanted somebody else to have a fly". Typical Derek, he remained modest and unassuming to the very end. I stayed in occasional contact with Derek from then on and most recently asked after him when a group of us from Ringmer flew in the Lasham Task Week last September hosted by the ever-hospitable Gliding Heritage Centre. We learned that Derek was still an occasional visitor although showing signs of ageing. I did notice however that his chalet was no more and had been razed to the ground. It brought a tear to my eye.

Remembering a true English Gentleman...Derek Piggott

By Jean-Noël Violette, French translation by Daniel Jarmin

In the mid-80s we were used to receiving numerous visits from Jim Torode, who was among the many pilots from all over the world to visit Challes-les-Eaux. He was an old Englishman with thinning

hair, often ruffled. He was adorable to us younger pilots, as we were then, always ready to discuss anything and thanking us for this and for that. This was to us a fun way to talk and in looking

pretty old-fashioned, slipping in expressions like; "jolly old" and "oh dear, oh dear!" Everything went into his sentences and was accentuated as if he were going to reveal to us the truth about the Queens jewels. He flew an orange 17m Slingsby Dart, and most importantly, walked with a limp. We never knew if he had a wooden leg, or simply a foot stiffened by old age or illness? He did not wear a blindfold, but nevertheless, we nicknamed him the 'Old Pirate,' because he seemed to have come straight from the decks of Sir Francis Drake's ship. And that seemed to delight him ...

In 1987, I decided to take my gliding instructors rating and part of the program was an oral test in English. When I count, I had more or less fourteen years of hard work learning English at school. It was frightening, because although it seems a lot, compared to reading English, there was my lack of oral fluency. So I decided to prepare myself and spend some time alone in a gliding centre.

In the fall I exchanged a lot of letters with the 'Old Pirate,' and he organised a short stay at his club, Lasham. I then got on with preparations for my travel. I took a night bus from Grenoble, and after a night of bad sleep (interspersed with regulatory breaks for the driver and ferry transfer procedures from Calais to Dover), it later dropped me at Victoria Coach Station in London.

When I arrived in London on January 10, 1987, Jim picked me up at the station. We left the suburbs, ending up in Basingstoke, where Jim had left his car. Lasham is located to the south-east of London, bordering the Surrey and Hampshire counties. It's not far from Farnborough, famous for its test-centre and air shows. Jim and his wife, Frances, lived in Farnham, Surrey. Not far away was Basingstoke, which is a bigger town with more amenities.

Jim took me to Lasham airfield, and introduced me to local chief pilot, Derek Piggott. For nine days, I was going to live there. I was assigned a small room. I visited the huge hangars, full of surprising gliders. But I was told that many were derigged for the winter, and in fact there were 150 gliders based here! For me, the local system was very surprising, only having known those of French associations. There was a central training structure, professional and well-organised in a remarkable way: The trainee pilots could choose between three packages; morning, afternoon, and evening programs.

Derek Piggott reigned over all this beautiful world. He was an old-fashioned Chief Pilot, always attentive, with great humanism and exceptional charisma. I loved to see him intervene with a student, explaining in a calm voice how to turn or make a landing. No one was ever a more surprised observer than me. They explained that I had come from France for a few days. That was enough for Derek, who said there was no problem with me being here and everyone thought it was the most natural thing in the world. Then, when it was time to get together over a cup of tea, one of them came to talk to me to find out more.

Derek realised that I was going around in circles. He offered to lend me his car to go for a ride around the corner. I hesitated, delighted by this gesture of kindness, but a little frightened by the idea, I finally accepted. Not only had I never driven on the left, but when I settled down, of course I was completely lost. Not only that, it was also necessary to change the usual position of the handbrake and the gearshift, not to mention the speeds, etc. "Come on," I was off... very slowly, I left the enclosure of the airfield and hung to the left. At the first intersection, I thought Derek was crazy for having entrusted me! I must quickly return. So I took the first road, left, left, and left again, and soon I was happy to bring the car back to its owner. Great, I was now vaccinated!

Then it started to snow on the airfield. The pilots from the area

were surprised, it did not happen often. Here the weather is cold and wet, but rarely snowy. Everything stopped as the outside views faded. Basically, only Derek and I stayed at the clubhouse, which was a delight. Some brave people still went out from time to time, but this was not the animated hive of two days ago. Since he had nothing else to do, Derek spent long hours talking to me. That's when my brain went into 'thinking in English' mode, which was rewarding in one aspect, but disturbing in another. As long as it was reversible!

From the warming flames of the fireplace, a cup of tea in his hand, Derek told me about gliding in England and of their training system. I felt that I was in the presence of someone exceptional. I questioned him on his flights, on his life. He always responded kindly and very modestly. And yet ...

Alan Derek Piggott was born December 27, 1922. Growing up in Sutton, Surrey, model aircraft had a special attraction. In 1942, he learned to fly on Tiger Moths in the Royal Air Force before completing his training in Canada. He was later trained on multi-engine aircraft in 1943 and also trained as an instructor. In 1944, back on his native soil, he volunteered as a troop-transport glider pilot and then flew to India in a Dakota. After the war, he was instructor on multiple types of aircraft, before taking over the cadet glider school as part of the Air Training Corps. Here he set the training programs. It was during this time, along with a student, he broke the English altitude record in a tandem Slingsby T21, climbing to 5,200m in a cumulonimbus. In 1953, he left the army and was appointed Chief Pilot at Lasham, a position he held until 1989. At the same time, his career had been peppered with periods devoted to prototype test-flying, escapades for the cinema, and the writing of several books, including his autobiography 'Delta Papa, a life of flying.'

He was responsible for the first unassisted flight of a machine propelled by muscular force in 1961, and in 1973, flew a replica of George Cayley's winged-boat. He directed the aerial stunts of The Blue Max, Those Magnifying Men in Their Flying Machines, and many others, in which he flew under bridges or crashes his aircraft. In his autobiography, he also tells of an accident; a very involuntary one at that. When performing aerobatics with a student in a Bocian glider, during a chandelle manoeuvre, the glider fell sideways into a dive due to insufficient airspeed by the student. During the violent side-slip, the rear canopy slid back and disappeared with a loud crash, and tore off half the tail-plane, leading to a total loss of control. With further drama unfolding, the flight ended beneath the canopy of a parachute.

Derek flew to a very advanced age. In 2003, at the age of 81, he was still flying and did a 505km flight in a 12.7m Me-7 glider. He made his last solo flight in 2013, before being grounded due to medical reasons.

For my part, I came back to Lasham for two weeks in November/December 1988. This time I took my own car, and I had only left-hand driving to contend with, which was not so bad. I stayed at Jim and Frances' house as it was less isolated. We mixed up my stay with multiple tours, led by Jim, to Southampton to see a Sandringham seaplane, to Middle Wallop see the Army Air Force Museum (the equivalent of the ALAT at home), to other gliding centres, and to the RAF museum in Hendon. I got to see Derek Piggott again, but less intensely. We still remained in contact by mail for a long time (as well as with Jim). But time passes, and one day takes away those dear old loved ones. Derek Piggott passed away on January 6, 2019, at the age of 96.

For Sale

T21 Top Drop PH-110



Buying is Flying...

Unique vintage glider, the one and only Slingsby T46.

After a number of years of great pleasure, we have decided to sell our Top D'rop.

Participant of many VGC and VHZ Rallies, this is the only T46 or T21c Prototype glider, build by Slingsby in 1957. Comes with a custom made closed trailer built in 2012, and like Top D'rop, is in very good condition.

Serial number: 1086, BGA number 1030, Registration BKM Under Dutch registration from 1994
Total flights: 18529 total hours: 2323, Major overhaul 2003-2010
Max. passenger weight: 215 kg

Price including trailer €25.000, negotiable.

Please contact Martijn Hoogenbosch at:
martijnhoogenbosch@gmail.com

For Sale

Ka7 PH-822



ARC valid Feb. 2020. New safety belts fitted in 2018. Radio equipped.

Always hangered and comes with an open trailer
Glider is located the Woensdrecht air-base.

Asking price 9500€

For more information, please contact Piet de Crom:

Ph: (0031) 0653619325 or email: crom0009@planet.nl

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

For Sale

Spatz B project



Want a great project at little cost? Then this might be for you! I have a Spatz that needs a general overhaul but is in sound overall condition. Will need recovering and thorough inspection, but it is in original condition.

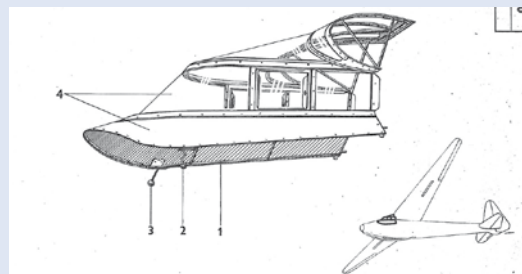
Currently stored in Belgium, it comes without instruments.

Price: 750 Euros

For further information, please contact Firmin Henrard: henrard.firmin@gmail.com

Wanted

Olympia Meise - canopy and bolts needed Olympia-Meise - Haube und Bolzen gesucht



The Deutsches Segelflugmuseum is currently restoring an Olympia Meise for static display at the Olympia Museum in Cologne. A barn-find, the Meise needs much work. We are now searching for a canopy (even in bad condition) and all bolts & pins for the wing attachments (Meise or Nord 2000). As the aircraft will not fly again, any condition of any parts is acceptable. Please contact Peter Ocker

Das Deutsche Segelflugmuseum restauriert aktuell eine Olympia Meise für statische Ausstellung im Olympia-Museum Köln. Daher wird an einer Scheunenfund-Meise gearbeitet. Wir suchen eine Haube (auch in schlechtem Zustand) und alle Bolzen für den Flügelanschluß (Meise oder Nord 2000). Da die Meise nicht mehr fliegen soll, ist jeder Zustand der gesuchten Teile akzeptabel. Bitte kontaktiert Peter Ocker

Peter Ocker: weiheflieger@web.de
oder Museum: kontakt@segelflugmuseum.de

SALES

NEW LOGO

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



TRADITIONAL LOGO

NEW!



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

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

VGC Bear	Price £
28 cm	10.00

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

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

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

Mugs	Price £
White with traditional logo	4.00

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

For the latest postage or shipping costs please contact:
sales@vintagegliderclub.org

Payments by Credit Card via the VGC Website is possible in most currencies, or for UK residents, by Sterling cheque.
 Go to the VGC Website 'Renew membership' page and pay using the 'Donate' button.



VGCA News

No. 155 – Spring 2019

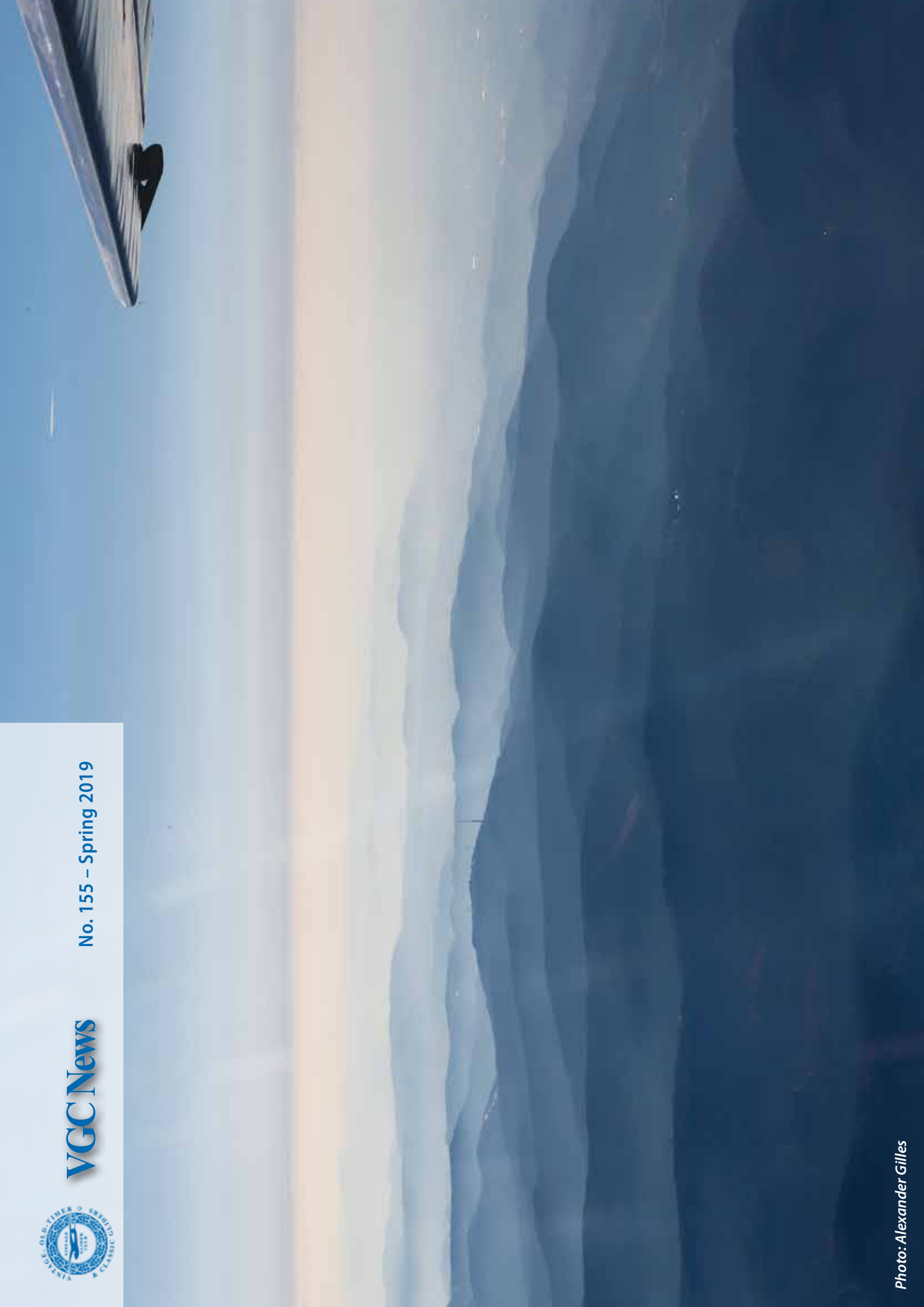


Photo: Alexander Gilles