

VGC News

No. 156 - Summer 2019



Feature Article
30's German Expeditions to Sweden, Part 1



We Remember
Hawley Bowlus, Part 1



Rallies
Hunter Valley NSW



and much, much more...



PIN BOARD

The VGC welcomes the following new members :

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Dandy about town or an extra off 'Get Carter?'
 Louis Rotter (R) looks suitably 'period-international'
 at the International Farnborough Airshow of 1969
 (Len Cooksey on the left).
Photo: Louis Rotter

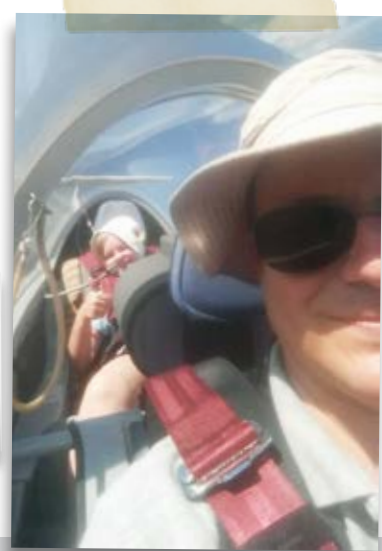


Hat fashion day-Yorkshire style!
 Mum, Kirsty Henderson Newton, is flanked by
 10-year-old Amelie (on the left) and her little
 sister, 8-year-old Esmee, on the right.
Photo: Jerry Henderson Newton



Look mum, its one of those weird British
 gliders! 4-year-old Nick Zahn (L) and 5-year-
 old Ben Zahn (R) try a T31 on for size.
Photo: Christoph Zahn

Smiles all around for
 both 8-year-old Sarah
 Gilles, and dad, Alex!
Photo: Alex Gilles



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

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<http://www.vintagegliderclub.org>

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

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Front cover: Dean Erby's lovely Cherokee II is framed by the Bo-cian of Bill Hughes during the Hunter Valley Rally.

Photo: Jean-Luc Robert

Rear Cover: T21, JAH at Hullavington. Al Stacey complying with the highway code, signals a left turn.

Photo: Andy Davey



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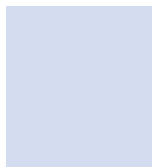
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Andrew Jarvis - VGC President

From the President's Corner



No problem Sir, you're not going anywhere!

The motorhome was loaded up with everything we might need for the journey to the Long Mynd. I just chanced to look down, near the front right-hand wheel. A puddle of pink hydraulic fluid was forming! I knew at once where it was coming from: the power steering mechanism. Half an hour's tense phoning brought us to a rather uncommunicative garage - it was their lunch-break.

Two days and many hundreds of pounds later, we were finally on the road, with a new steering rack fitted. The point is this, I knew there was a slight fluid leak, but the van had recently passed its MOT, the British annual road-worthiness test. The tester seemed a really dependable old-world type; "no problems at all, sir", he'd said and I thought, what a nice man. But now I wish he had officially said, "that's a fail sir and you're not going anywhere!"

As with vehicles, even more so with gliders, a small crack on the surface may hide serious problems underneath. Plywood may need to be cut open and maybe you should thank a ruthless inspector. It's difficult to strike the right balance. I once saw a beautiful Ka6 in a workshop, which the inspector had condemned as being unsafe to fly having glue failure. In best medical fashion, a second opinion was sought and the glider is still flying with the local bits of 'glue failure' speedily repaired.

Europe has been sweltering in record-breaking temperatures. Rainfall mainly comes these days in thunderstorms. We are forced to admit that our carbon consumption might have something to do with it. As life-long aviators and also intensive road users, we VGC folk have pretty fierce carbon footprints.

I don't want to be a spoil-sport, but one can see a time when 'frivolous' carbon usage, such as gliding, could be drastically

curtailed. But there is hope; the business of launching gliders surely lends itself nicely to the high torque and rapid acceleration of electric power. Aero-towing in the future? How about a dedicated electric tow-plane! Powerful take-off performance, maybe little engines on the wing. You could even pop in a new battery after a few launches. Low cost, reliable, silent- no complaints from the neighbours, surely, this is the way to go. Can't be done? Well, my father was an electrical engineer and back in the 1960's, he saw me struggling to start a diesel engine. He asked me why my model plane couldn't have an electric motor? I shook my head and patiently explained to my dear father that electric motors were just too weak and batteries far too heavy to fly in a model plane. This was quite true then, but how many model aircraft are diesel powered today?

Ours is a strange organisation. We have these great International Rallies, which should make the national news, but never do. We also have a superb magazine which even aviation 'buffs' never see. Editor Bruce has just sent out an urgent plea for more articles. May I amplify this 'call for papers?' People may feel daunted by the challenge of writing, but I believe there's an article hidden away inside every reader. Anecdotes, how I did my restoration, 'don't try this, forgotten gliders, lots of things. Just send it in, 'publish and be damned,' to quote the great Duke of Wellington!

I'll leave you with one more thought which has just occurred to me. My neighbour has just been admitted to a nursing home with early dementia. It's desperately sad, but it happens every day. He was, and is, a superb craftsman. But his trouble was that he shut himself away and his horizons shrank to nothing. Now, we 'VGC folk' are very fortunate. We travel, we meet people, and we push our remaining brainpower so as to stay in the air. My dear wife Linda knows very little about gliding, but she does know that an aero-tow costs nearly £40. I sometimes dread telling her that I've had an aero-tow! But now I have the perfect answer; I'll say, "yes Linda, it might be £40, but it's far cheaper than putting me in a nursing home!"

Andrew Jarvis
VGC President

Christine Whittaker - Chairman

Chairman's Report



Farewell and thank you all...

Welcome to my final address as Chairman of the Vintage Glider Club. I would like to say thank you for all the support that I have received whilst doing this very interesting and varied role over the past two years, from both members and the Board. I have made many new friends and sadly lost a few. Our Honorary member Ron Davidson,

being one of them, passed away earlier this year. I had known Ron for many years and always enjoyed having a chat with him, listen-

ing to his stories of his time in the forces, and his gliding stories. Ron was one of our founding members and his membership number, of which he was very proud, was number 6. He was a great supporter of the VGC and will be sorely missed.

I recently went to the UK National Rally at Sutton Bank. It is a beautiful site perched high above the rolling Yorkshire countryside. On arriving we were told that Richard Moyse in his Sky and Mike Armstrong were in wave. On talking to Richard later he got to 10,000ft above the site and Mike Armstrong had reached 13,000ft in his Oly 460. It was a really enjoyable week, despite the very windy conditions. Organiser, Phil Lazenby and his team

provided a very warm welcome to all who attended. Phil had been clearing cupboards and had found beautiful black and white photos of gliders dating back many years and many who attended found pictures of gliders that they had owned, or now owned and were able to take these away with them. Margo and Jerry (not the Goodlife husband and wife) organised quizzes and themed evenings, with those who attended helping to raise money for the Yorkshire Flying Ambulance. Jerry awarded the 'sheep of the day' each morning for something noteworthy that happened the day before, along with a sheep joke that the recipient had to read out to suitable groans from the audience. I am looking forward to going back to Tibenham for the International Rally in July and meeting up with friends that I have not seen since last year, my fingers are crossed for good weather. Our Annual Dinner this year is in Munster, Germany and is being organised by Erik Goecke and falls on the 5th October. All details are on the VGC Website.

Farewell and thank you all...

Willkommen zu meinem letzten Grußwort als Vorsitzende des Vintage Glider Clubs. Ich möchte mich für all die Unterstützung bedanken, die ich während der zweijährigen überaus interessanten wie vielseitigen Tätigkeit erhalten haben, sowohl von den Mitgliedern als auch vom Vorstand. Ich habe viele neue Freunde kennengelernt und leider auch einige verloren. Einer von diesen – unser Ehrenmitglied Ron Davidson – ist leider kürzlich verstorben. Ich kannte Ron seit vielen Jahren und genoss die Gespräche, wenn er aus alten Zeiten beim Militär oder im Segelflug erzählte. Ron war eines der Gründungsmitglieder und seine Mitgliedsnummer – auf die war er stolz – die Nummer 6. Er war ein großer Förderer des VGC und wir werden ihn sehr vermissen.

Kürzlich nahm ich an der UK National Rally in Sutton Banks teil. Es ist ein schönes Gelände hoch über der sanft-geschwungenen Landschaft von Yorkshire gelegen. Bei der Ankunft erfuhren wir, das Richard Moysse mit seiner "Sky" und Mike Armstrong mit der "Oly 460" in der Welle flogen. Später erzählte Richard, dass er bis zu 10.000 Fuß über Grund und Mike sogar 13.000 Fuß erreichte. Es war eine sehr angenehme Woche bis auf die sehr windigen Konditionen. Organisator Phil Lazenby und sein Team bereiteten allen Teilnehmern eine herzliche und freundliche Atmosphäre. Phil hatte gerade Schränke aufgeräumt und schöne schwarz-weiß Fotos von alten Flugzeugen gefunden. Diejenigen, die diese mal besaßen oder noch besitzen, konnten die Fotos mitnehmen. Margo und Jerry organisierten Quiz- und Themenabende und sammelten so Geld für die Yorkshire Flying Ambulance. Jerry verlieh täglich

Bruce Stephenson introduced a couple years ago the Skywriters Award. Can you please email Bruce with nominations for the best article that you have read this year in the VGC magazine. This award is awarded by members voting for their favourite article, so don't delay, vote today. The Skywriter Award is presented at the Annual Dinner.

And last but not least, I would like to say a big thank you to fellow Board member and friend member Sue Brooke. I don't think she knew what she would be letting herself in for when I happened to ask her in the bar at Lasham if she would consider joining the Board of the VGC. Sue joined the Board in 2013 and took on the job as VGC Treasurer in Denmark in 2014 and has looked after the accounts ever since. Thank you Sue for all your hard work. Sue will carry on keeping our accounts in order until a suitably qualified UK member comes forward to take over the role.

Wishing you all the very best for the future and many happy landings.

Chris

das "Schaf des Tages" an denjenigen, der irgend etwas Bemerkenswertes an den Tag gelegt hatte. Der Preisträger musste im Anschluss dem Publikum einen Schafwitz vorlesen.

Ich freue mich auf die Internationale Rally in Tibenham, dort Freunde wiederzusehen, die ich ein Jahr nicht gesehen habe und drücke die Daumen für gutes Wetter.

Das diesjährige Annual Dinner wird am 5. Oktober 2019 in Munster stattfinden und wird von Erik Goecke organisiert. Alle Informationen sind auf der VGC Website zu finden

Bruce Stephenson hat vor einigen Jahren den "Skywriter Award" ins Leben gerufen. Bitte nennt Bruce oder mir den nach Eurer Meinung besten Artikel in den VGC News dieses Jahres. Die Mitglieder entscheiden mit ihrer Stimme, wer der den Preis erhält. Also nicht warten, sondern jetzt abstimmen! Der Preis wird beim Annual Dinner verliehen.

Und "last but not least", möchte ich mich beim meiner Vorstandskollegin und Freundin Sue Brooke ganz herzlich bedanken. Ich glaube, sie wusste nicht, auf was sie sich einließ, als ich sie 2013 in Lasham fragte, ob sie dem Vorstand beitreten möchte. Sie wurde 2013 gewählt und übernahm 2014 den Posten der Schatzmeisterin. Seitdem kümmert sie sich um die Finanzen und die Buchhaltung. Sue, ganz herzlichen Dank für all deine unermüdliche Arbeit! Sue wird ihre Arbeit fortsetzen, bis sich ein geeignetes britisches Mitglied bereit erklärt, die Aufgabe zu übernehmen.

Für die Zukunft wünsche ich Euch alles Beste und "many happy landings."

Chris

Bruce Stephenson - Editor

Editor's Comment



Dedication; a commitment to passion?

*Hello all,
Well its been a very hectic few months for me which has resulted in yet another late publication of VGC News, in which I must apologise. As you can imagine, VGC News is a not insignificant task to keep rolling*

along, especially when it is all voluntary. Nevertheless for now, I will keep battling on as it is such an important part of the club that I think we would falter without it. All I can ask of you all is your understanding and patience as I juggle the demands of a busy family and working life.

Recent weeks have had me wondering why I do it? I guess its

BOARD NEWS/CLUB NEWS

passion that keeps us all motivated in life. But what is passion? I guess the best way I could explain it would be; if owning a glider is your hobby, then surely owning a wooden glider that requires our devotion is deemed a passion? But then that's what Vintage gliding is all about I guess and along with it comes some special friends indeed.

Talking of friends, I wanted to express my gratitude to both Christine Whittaker and Sue Brooke. Both Christine and Sue have been a stabilising breath of fresh air to the VGC Board. They brought a wonderfully feminine sense of calm to a male dominated Board. In particular, the entire club has much to thank Christine for her support and dedication in stepping up to the mark when the club needed her most and isn't a fact that members should readily forget. In her immanent retirement from her real day job too, I wish Christine and Ray every happiness in her well-earned days of leisure. Christine, you are one in a million.

Equally we should not forget Sue. May I take this opportunity to also point out what Sue did for the club in our hour of real need in knocking our finances into shape and safeguarding the club's finances, not to mention, ensuring the compliance with relevant legislation. The clubs books have never been in a better and clearer state. The professionalism she has brought to the position of Treasurer has ensured that the Board could sleep tight in the

knowledge that the club has never been in better hands. To both Sue and Christine, what wonderful individuals, and I look forward to seeing you again in the not too distant future. Please don't become strangers and forget us here at the VGC!

Back to a slightly more editorial domain. May I continue to make the plea to members for your support. We rely on your support for the magazine, so PLEASE don't forget VGC News when you are holding an event. I have been hearing of Vintage events taking place throughout Europe via social media, much of which is not being covered in VGC News. If your club is organising a Rally, please don't forget to assign someone to PR and include us in a report. It doesn't necessarily have to be in English as we have the expertise within the club to have most languages translated.

Lastly, don't forget to get voting for your best article of the year to help us award our yearly Skywriters Award. Remember, this covers any report or article featured in Issues 154-156.

Well hopefully the remaining summer will be kind and ensure many happy an hour soaring amongst a spectacular sky of blue and white!

For those many friends down-under, here is the awakening to yet another Southern Hemisphere summer as we look towards your activities to keep our European and American winter spirits high in anticipation.

**Happy Landings,
Bruce**

David Williams

VGC Archive on the move!



Well Tracey is not mucking about!

Over the course of many years, the Vintage Glider Club Archive has been stored in various small rooms in the main hangar that was once the home of 'Windrushers' at Bicester airfield. We have always been aware that we would be asked to 'move on' at some stage, as the new owners, Bicester Heritage, expanded their business interests within the airfield. The other residents of the main hangar having already moved out leaving us all alone, it was very lonely in the big hangar where every noise echoed around the vast empty space. Eventually it came to our turn to move; but where to? Trying to find suitable premises for the growing collection was not an easy task. We put feelers out far and wide but there was nothing suitable and the costs were prohibitive.

Then came some good news. We have a good working relationship with Bicester Heritage, the owners of the airfield and 'Historit', another company located at Bicester. Historit are based in the old 'American' hangar and is a storage facility for vintage,

and classic cars, and other vehicles. It transpired that they had a spare room in the hangar that we could house our collection in. Negotiations were swiftly started by Christine, our Chairman, and Sue the Treasurer. These were successful and we now had a new home.

A date was set. A call for volunteers was put out, but not many replied however, so we had the 'usual suspects', plus two. Apart from myself, my wife Tracey, (Assistant Archivist), Robin Birch, (Deputy Archivist), and Andrew Jarvis, our President, Oliver Holmes helped out, and although not a member, was a welcome addition in helping us move all the heavy stuff on the first day.

The first day was spent clearing the old room by moving the large amount of Archive boxes, just over one hundred, into the old empty hangar, followed by the shelving units. Then the drawers, totalling seventy, were removed from the wooden plan-chests followed by the chest carcasses themselves, then the five large metal hanging plan chests. The phrase "You do not know how much you have got until you move" certainly was valid that day! Welcome refreshment was provided by Tracey with tea, coffee, and a good supply of homemade cakes. The beers in the evening were also very welcome.

On the second day it all had to be moved over to the hangar next door. Historit kindly lent us a trailer, Robin had a tow hitch on his Land Rov-



All hands to the deck? A sterling effort and a huge thank you to, Oliver Holmes, and Robin Birch. (L-R Oliver Holmes, Robin Birch, Tracey, and myself)

er and Windrushers lent us a sack barrow and a set of wheels. First in was the shelving units. We had measured the room to plan where everything was to go of course, but not everything goes to plan, so we had to 'jiggle' things about a bit. The metal shelves were 3 inches too tall, so that had to come off; "find the hacksaw somebody!" The wooden plan-chests just fitted through the doors, a few squashed fingers ensued but we managed, stacking them in the right order and getting the drawers in the right chests was a good game; "Just change the numbers," was one of the suggestions. All was installed by 16:00.

We now have a bright, airy, and secure room to take us into the future. We also have tea and coffee making facilities, so this will enable us to continue our work of cataloguing, repairing, and scanning the documents, drawings, photographs, and slides that we



Some of the hundreds of drawings see the light of day... quite literally!

have in the Archive in comfort. This archiving work is an ongoing project as we are not doing this full-time. We still have to go to work and fit in some family time. We also get a large number of requests for drawing details etc. and try to respond as soon as we can. This takes longer than we would hope and until they are all scanned, we have to fit it in to our monthly archive visits.

The cataloguing and scanning of the documents that are in the boxes also takes a long time. If anyone can lend a hand on the certain days that we are at the Archive, you will be most welcome. Just contact me at archivist@vintagegliderclub.org and I will let you know when we are next there.

David Williams
Vintage Glider Club Archivist

All photos: David Williams

The last Horsa to Arnhem

It was a day of mixed emotions as a small group of volunteers waved goodbye to the world's only complete Horsa Troop glider as it made its way to its new home in Holland. This full-size replica had failed to find a permanent home in the UK and is seen as by some, an indictment of the UK's attitude in general to remembering the role that British gliders played in WW2.

Built by volunteer enthusiasts between 2001 and 2014, this faithful replica made its historic journey to Arnhem across the English Channel like its predecessors all those years ago, albeit by road and sea. September marks the 75th Anniversary of Operation Market Garden, an operation in which over 600 Horsa gliders were towed into battle at Arnhem over three days in September 1944. Initially the Horsa is being re-assembled, under cover, for public display in September in front of the Airborne Museum in Oosterbeek for the 75th commemorations in September. After that, it will make its final move to the Oorlogsmuseum at Overloon, 60Km south of Arnhem.

For over ten years the volunteer organisation, The Assault Glider Trust, had been desperately seeking a suitable permanent display facility in the UK available for unrestricted public viewing but there had been no firm interest, or was conditional upon being able to raise sufficient funds to build such a facility and not being followed up. Temporary storage at Cosford was a welcome respite since the gliders departure from RAF Shawbury in 2014, however



Farewell to The Assault Glider Trust's Horsa, the only 100% complete replica in the world. Photo: Copyright Shropshire Star

did not allow for general public access for viewing and growing concerned about the steady deterioration of the Horsa.

In the autumn of 2018, Richard Westmaas from the Dutch Wings of Freedom group, approached the group to discuss the feasibility of moving the Horsa to the Arnhem area as a focal point in their 75th Anniversary event. With funds and transportation secured by the Dutch, it was felt this was a worthy and serious offer to ensure the long-term viability of the glider.

The last of the UK's Horsa are believed to have been dragged out of their hangars, ironically at Cosford in 1954, and burned.

Segelflugbücher aus Deutschland?

Ein Hinweis an die deutschen Mitglieder. Aus Deutschland kommen sehr wenige Hinweise auf Bücher über den Segelflug und die Geschichte des Segelflugs, die in den VGC News veröffentlicht werden könnten. Es wäre schön, wenn die Leser an die VGC

News denken, wenn ein solches Buch erscheint oder bereits erschienen ist. Bitte in diesem Fall und eine Besprechung für die „Bücherecke“ in deutscher Sprache an den Chefredakteur unter editor@vgc-news.com senden

Nominations for the 2019 VGC News Skywriters Award

It's that time of year again folks! Online voting for this years VGC News Skywriters Award is open and available for you to vote for your favourite piece of work.

In order to register your vote, please visit the VGC website, where you will find some guidelines to help you in making your final choice. Please note, although you can vote more than once, only your latest vote will count however. Where there are split votes, the decision of the Editor will be final with registered voting closing on the 15th of September.

Finally, in order to cover all 3 issues per year, the voting year does not run as a calendar year but rather a seasonal year and therefore includes the 'Christmas issue' of the previous year. As a result, for the 2019 Skywriters Award, your vote should cover issues 154, 155 and 156 respectively.

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

Saw that coming?

VGC News would like to congratulate our long standing VGC member, Graham Saw, for receiving a Royal Aeroclub award at their annual awards on Thursday, 16th May, 2019.

Graham was among an esteemed group of air sport pilots receiving formal recognition at the Royal Aero Club annual awards event, where Baroness Vere, the Aviation Minister, presented the awards.

Graham, (left, and only time I've seen him in a suit!), was awarded a RAeC Bronze Medal. This medal is awarded for meritorious achievements in aviation or for those who have made a major contribution to the work of the Royal Aero Club, its members or to a field of aviation.

Well done Graham and well deserved!

(On the right is Mike Clark, from the wonderful Upward Bound Trust, who on behalf of the Trust, accepted the RAeC Certificate of Merit).



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Wasserkuppe Segelflugmuseum Tour, 2020, Germany

'The Mecca for all Glider Pilots'

Sunday 26th April - Wednesday 29th April 2020



Foto: Fliegerschule Wasserkuppe



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For Further Information or to book go to the Gliding Heritage Centre website: www.glidingheritage.org.uk or contact: Hilton Thatcher, email: tours@glidingheritage.org.uk

Bruce Stephenson

Vintage passion on canvass

Looking for that special gift for your husband? Maybe you're an art enthusiast and just want to spoil yourself? Have you got a special glider and want to remember that special moment in time?

Then why not commission a painting of your favourite glider in that evocative setting of your choice!

Robert Firszt is a Polish aviation enthusiast and avid glider pilot who is also a keen painter. He has to date, painted many famous Polish designs, recreating some of Poland's most iconic sailplanes of all time on canvass. With a colourful and lucid style, Robert will recreate any scene and make your glider (or aircraft) the star of the show.



SZD-6X, Nietoperz

CLUB NEWS



An ex-German Grunau Baby in the markings of SP-339 flying in the late 1940s at the Polish Gliding School at Jodłowiec



SZD22B, Mucha Standard at the Mynd, England



SZD-12, Mucha Sto

Robert's work is competitively priced with typical turnaround times of approximately 3 months for each order and will post to anywhere within the world. He has a good command of English, so with the minimum of communication and fuss, he can translate your dream into reality.

So whether you want something a little different for the study wall, or perhaps even adorn the living room wall, why not contact Robert today to discuss your needs at: www.rfirszt.net

All photos: Robert Firszt

UPCOMING EVENTS

Stop-Press!

2019 Annual Dinner in Münster

To secure your place, please do not forget to register and pay your 58 € in advance for this year's Annual Dinner. Latest date for registration is September 20th, 2019. For payment and other details, please visit the VGC website: www.vintagegliderclub.org

Bitte vergesst nicht, Euch rechtzeitig anzumelden und den Betrag von 58 € im Voraus bis spätestens 20.09.2019 zu zahlen. Zahlungs- und weitere Informationen auf der VGC Website: www.vintagegliderclub.org

2019 Vintage Rally Dates

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 2 nd Saturday Glider Weekend	Western Antique Automobile and Aeroplane Museum (WAAAM), Hood River, OR

2020 Vintage Rally Dates

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

RALLY REPORTS



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David Goldsmith

Australia

Hunter Valley GC Vintage Rally

Easter 2019



Group shot of all those present gathered around Scott Johnson's BG12A. Photo: David Goldsmith

Hunter Valley, located on the edge of the stunning Blue Mountain and Wallommi National Parks, lies just over a three hour drive north from the centre of Sydney. Better known throughout the world for its superb wine growing, this magical and picturesque landscape is a magnet for tourists. It can however take on a more alien look of J.R. Tolkien's Middle Earth, with vast areas of landscape ripped open like a giant wound at the hand of a mechanical monster.

Nestled between these vast caverns of industrial brutality, lies an oasis of tranquility in the form of the Hunter Valley Gliding club. Delicate as any butterfly, wood and fabric gliders arose from the turmoil of industrial mining over the Easter period, with this year's Easter Vintage Rally 2019 going down as one of the best rallies held in Australia in recent times. With a spacious club-owned airfield, and excellent facilities, very strong support was provided by

the club, who even vacated some hangar spots to make room for the oldtimer gliders. Enthusiastic management by Paul Dickson, assisted by Rob Moffat, and club members, visitors were ensured that every need was taken care of. Many thanks to all for a wonderful week!

The rally facilities and launching were continued beyond Easter to the following weekend, encouraging visitors from afar to make the journey. Among the many members and visitors attending were, from Queensland, Laurie Simpkins (Foka 5 GEF), Scott Johnson (BG-12A GAC), and Graeme Manietta (Cherokee II GNR). From Victoria were, Bill Hughes (Bocian GQJ), Peter Raphael (Cherokee II GPR), and David and Jenne Goldsmith (ESKa6 GNB). From New South Wales were, Phillip Brown (Cobra GHW), Boris Jovanovic (Central Coast Club Pilatus B4 GJV), Ron Kingston (K7 GQP), Dean Erby (Cherokee II GLU), Peter Rundle (Scheibe SF-27MA ZOT and ES-

56 Nymph GHA), Rob Moffat (M200 GTG, Central Coast Club ASK-13 GTU), and Paul Dickson (Slingsby T51 Dart I7R IZO).

Flying commenced on Good Friday with 20 flights. Generally the weather was pleasant for the entire rally although a bit windy on the final Friday. Staying up was not difficult on most days however heights to only about 5,000 feet, usually under nice cumulus, were available. Three vintage flights exceeded 100 km distance on OLC, with the overall total about 1,000 km. Efforts to vie for the Easter-egg prize for the best handicapped distance flight continued each day with spirited friendly rivalry, despite the autumn weather. This caused the only land-out during the rally, when Paul pushed it perhaps a little too hard in the beautiful Dart 17R. A safe out-landing at Whittingham and an aero-tow retrieve saw him launch again for a good flight of over 100km, not quite enough to earn the egg however; that went to Laurie Simpkins in his Foka on the day!

The club had brought in an extra Pawnee from Bathurst club, so two tugs were available and the most flights, forty eight, were made on the Sunday.

The mornings began with an operations and weather briefing in the clubhouse, followed by a presentation each day by one of those present to tell us the characteristics and unique history of his vintage glider. This was a most interesting addition to the normal rally procedure and was enjoyed by all. Flight operations were well organised with lots of help available to keep the two lines running at the launch point; coupled of course, with the usual chin-wagging!

When the gliders were packed away,



Bill Hughes' Bocian landing. Photo: Phillip Brown



Rob Moffat takes Julio Moraes for a spin in the Morelli M200 as Julio's son, Jannik, looks on in envy. Photo: David Goldsmith



Peter Rundle can't stop grinning in the unique ES-56 Nymph. Photo: Phillip Brown

RALLY REPORTS

evening meals cooked by volunteers were ready in the clubhouse. Extra activities after dinner included a talk on Paul's Slingsby Dart, a history of the Rathmines Flying Boat base, and a presentation about the 2019 International Vintage Rally at

Stendal, (Germany), and the Wassekuppe, along with other museums. A trivia night brought much jocularly on Saturday night!

Overall the rally was lot of fun and we will certainly be including the Hunter Valley

Gliding Club Easter Vintage Rally in next year's calendar!

For more fun on the Hunter Valley event, go to Readers Album



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Ulf Ewert

Germany

Das 40. Babytreffen fand 2019 in Zell-Haidberg statt



Frank und Petra erhalten von den Teilnehmern ein Baby-Modell. Photo: Ulf Ewert
Frank and Petra receive a model Baby from the participants.



Oberlerchner Baby, OE-0449, mit Claudia Galikowski im Landeanflug über dem Baby IIb von Christian Langenau Photo: Ulli Kaiser
Oberlerchner Baby, OE-0449, flown by Claudia Gallikowski, comes sailing serenely in over the waiting Baby IIb of Christian Langenau.

2019 wurde das diesjährige Babytreffen traditionsgemäß zu Pfingsten von der „Luftsportgruppe Münchberg e.V.“ ausgetragen. Der Flugplatz des Vereins liegt ca 30 Kilometer Nord-Östlich von Bayreuth in einer landschaftlich sehr reizvollen Gegend. Perfekt organisiert war das Ganze von Petra und Frank Konsek, die nicht nur für einen reibungslosen Startablauf mit Winde und F-Schlepp sorgten, sondern sich auch um unser leibliches Wohl und ein ausgewogenes Freizeitangebot kümmerten. Unser Dank geht auch an die Luftsportgruppe Münchberg, die mit Winde, Schleppmaschine und vor allem mit „Personalverstärkung“ beim Flugbetrieb und in der Vereinsküche uns vorbildlich betreuten.

Teilgenommen habe 25 Oldtimer-Segelflugzeuge, davon immerhin 21 Babys II+III. Ein SG 38, eine T21, ein L-Spatz und eine L-10 Libelle gesellten sich da zu. Die fliegerische Ausbeute der vier nutzbaren Flugtage waren 151 Winden- und 30 Flugzeugschlepps mit ca 35 Flugstunden. Seit dem Jahr 2008 findet jedes zweite Jahr das Babytreffen in Grunau statt, so auch wieder zu Pfingsten 2020.

Ulf Ewert

40th Bebytreffen, Zell-Haidberg 2019.

In 2019, this year's Baby meeting, traditionally held over the Pentecost weekend, was hosted by the 'Luftsportgruppe Münchberg e.V.' and started in style.

The airfield is located about 30 kilometers north-east of Bayreuth in a very scenic area. The whole event was perfectly organised by Petra and Frank Konsek, who not only ensured a smooth beginning with both winch and aero-towing, but also looked after our physical well-being and a well-balanced leisure program. Our thanks also go to the Luftsportgruppe Münchberg, who looked after the winch, tow-plane, and above all, the 'staff reinforcements' during flight operations and in the club kitchen.

With 25 vintage gliders participating, of which at least were 21 Baby II and III's. An SG-38, a T21, an L-Spatz, and an L-10 Libelle also joined in on the fun.

With a total of four suitable flying days, some 151 winch starts and 30 aero-tows cumulated in some 35 flying hours. Since 2008 the Baby meeting in Grunau takes place every second year, where we will again meet next year will be held over the Pentecost in 2020.

Ulf Ewert



Ein vielversprechender Himmel und eine tolle Landschaft, was will man mehr? Photo: Ulli Kaiser
A promising sky and beautiful surroundings... what more could one ask for?



Das Baby III von Franz-Barthold Gockel ist startbereit Foto: Andrea Schönemeier
Franz-Barthold Gockel readies the Baby III for more adventure!

RALLY REPORTS



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Jim Short

USA

A day of thermals, a day of earth-bound fun, and a ridge day!

Chilhowee, Tennessee 2019

The Chilhowee Spring Vintage Soaring Regatta is planned every year to take advantage of pleasant ridge soaring conditions and the beautiful spring bloom in the Blue Ridge Mountains.

I learned the fun of ridge soaring here. It is an ideal place to be introduced to the kind of soaring where you can see the speed and feel the graceful, sweeping movement of climbing turns.

The top of the ridge is eighteen hundred feet above field elevation and three miles from the 3,000 foot-long Bermuda grass runway. This makes for a very inexpensive day of flying when you combine the low tow and long-times aloft.

There is no need to worry about getting back to the airport, even in a vintage glider. The general rule is simple; once you can no longer maintain altitude equal to the top of the ridge, turn west at the tower and head back. The gliderport is close and easy to pick out in the ninety-degree curve of the Hiwassee River.

If you would like to become familiar with ridge soaring, there are many members who volunteer to fly with you in one of Chilhowee's three dual place rental gliders. They include a Schweizer 2-33, 2-32, and a brand-new PW-6.



Chilhowee Ridge looking north on a sunny spring day. Photo: Jim Short

Two of the past three spring regattas showed ridge lift. When the ridge is not working, the valley and the ridge will provide thermals and places to go. There are three small airports surrounding the gliderport that allow safe cross county flying. You can leave your GPS at home because the mountain and river make navigating to Chilhowee easy from anywhere in the valley.

This year we had a day of thermals and a day of rain. There were many a tall tale to be heard in the clubhouse, but there were also plenty of other things to do, after all, it is the Blue Ridge Mountains. But Sunday, we had a RIDGE DAY! Three hour plus flights were the norm. Chilhowee is run by Sarah and Jason Arnold and the operation is supported by a host of local student pilots and friends.



The beautiful rural surroundings of Chilhowee makes for a perfect playground for vintage and classic gliders as Jim Short demonstrates in his gorgeous Schweizer 1-21 as he cruises north on the Chilhowee Ridge. Photo: Jim Short



Happy pilots after a long soaring day at Chilhowee, L to R: Dennis Barton (Georgia), Hernan Posnansky (Switzerland), Jim Croce and Jim Short (Indiana), Schweizer 1-21 (Illinois). Photo: Jason Arnold

RALLY REPORTS

Sarah is an excellent instructor and the first woman in history to represent the USA in world soaring competition. They host many events throughout the year, but Sarah says, "The vintage folks are the most fun." The Chilhowee website (www.Chilhowee.com) has all the information

you will need for schedules, rates, attractions, lodging, and pictures.

This year Sarah and Jason held a "Cinco de Mayo" party during the Saturday evening of the regatta (May 5). Glider folks from many parts of the southeast participated. We even had pilots from Il-

linois, the UK, Switzerland and Germany. Food from the party lasted into Sunday and so did the stories.

Sound like fun? Come join us. We are going to do it all over again next year, the first weekend in May!



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Andrew Jarvis and Jerry Henderson Newton

UK

2019 UK National Rally

25th May – 2nd June



Phil Lazenby brings the Presidential Oly 463 in for a feather-light touchdown.
Photo: Andrew Jarvis

On the flying side ...

The rally started quietly on Saturday 25th May. Overcast, with a very light westerly wind.

There was a soaring window in the afternoon, and for a while four vintage gliders were aloft; two Skylark 4's, one of which belongs to Andrew Wilson, which was making its first flight since 2012. It did have a brand-new CofA, but nothing was needed apart from the odd drop of oil. Fred Slingsby would have been proud.

The other Skylark 4 was David Weekes' trusty 303. Richard Moyes completed the trio of Slingsby types, in his Sky. They gradually, and sensibly, dropped in to land, leaving me and Oly 463, BYE, patrolling the ridge like a lonely sentry, until rain and dusk called a halt.

The official opening of this VGC event was on the morning of Sunday 26th May. Traditional English Bank Holiday weather had by now arrived, with low pressure, and a series of fronts awaiting the moment to strike. But this was the ideal time for one of Phil Lazenby's inimitable Sutton Bank welcomes. When formalities were over, Phil showed us some lovely slides of gliders from bygone years, a few of which we couldn't even name. But still better was to come. We had actual descendants of Fred Slingsby with us: Peter and Toria Walker; the latter is the great-niece. Peter played us a recording of his great uncle- yes, that is the actual Mr Slingsby- recounting a life-changing experience during the Great War. Briefly, Fred was flying as an air gunner in 1916,

and they were attacked by two German fighters. The aircraft started flying erratically, and Slingsby then realised that his pilot was stone dead! After a few moments' terror, Fred calmly 'screwed the spare joystick into its socket', cut the engine, and steered West. He steadily glided down from 8000 feet, to crash land, unhurt, on a snow-covered field near Ypres. So how's that for an introduction to gliding and one's first field landing? And how's that for a 'briefing?' It can only be a Sutton Bank Vintage Rally!

At first, the Sunday looked like being non-flyable due to 30kt winds, but how wrong could one be? By midday, brave souls were rigging and even launching. First off was Mike Armstrong, the Camphill vintage maestro, who, almost

RALLY REPORTS



The other one that was there... Pete Storey and Ryan Hobson's lovely little Oly 463, BTQ. Photo: David Weekes



You've been Tango'ed! (In more ways than one). Gary Pullen proudly stands with the refurbished GHC Foka that had once been sitting forlornly at Sutton Bank. Photo: Colin Simpson

un-noticed, had got airborne in his Oly 463. Soon after that, the wind became so strong that even rigging an old glider was risky. Despite that, five vintage gliders were launched, or almost catapulted, on the winch, and all had memorable flights in strong ridge lift which merged into wave. Steve Codd was in his K18; Richard Moyses in his Sky, David Weekes in his Skylark 4. When accounts were compared, Richard had done superbly in the Sky, reaching 10,000 feet, but the unchallenged winner was Mike Armstrong, who had reached 13,000 feet (QNH). The many left on the ground 'felt themselves accused they were down there' (misquoting Henry V) - but maybe also relieved to be in one piece.

The wind overnight was fierce, and I felt compelled to check my trailer was secure. It was, and the breaking dawn sky on Bank Holiday Monday 27th May, was

woven with lenticulars. However, it was a relief when the wind dropped and maybe gliding would not again be a test of manliness. In fact it still wasn't easy. Gary Pullen was first to launch, in the GHC's orange Foka 4. Gary battled on in the cold-war hot-rod, but the lift was too weak - but ideal for an Oly 463! The skies were full of clouds of all shapes and sizes, as the unstable air churned in alternate ridge, thermal and broken wave. One by one the gliders were forced down; what looked like a brief see-through shower set in for the afternoon - my charity-shop barometer was spot-on.

Tuesday allowed for just a little evening flying, but Paul Dickson arrived from Australia, and along with Miro Lewandowski, and his yellow Foka 4, we now had an International Rally!

Wednesday promised a slight pre-frontal ridge of pressure, theoretically offering

the gentle conditions we vintage folk always enjoy. Well, this was the theory, but practice diverged somewhat, and in plain English, it was a pretty cloudy day! Undeterred, we had all had a really happy day. Launching was all aerotow, on runway 02, which allows wonderfully short tow-outs from the trailers and a generally sociable atmosphere. Conditions proved quite deceptive: many pilots climbed away happily in 4-knot thermals, only to find the lift suddenly wasn't there anymore. Corny (Dave Cornelius) came the closest ever to a land-out, catching a bubble of lift while well below the nearby treetops, and scraped back. My own hedge-hopping return from the site earned me a remarkably courteous debrief from the duty instructor. There were two land-outs. In the afternoon, the approaching warm front looked a hopeful source of wave, but instead it offered just drizzle. Despite this, soaring continued till 5pm.

Thursday: A very windy, overcast day. The evening event was the Yorkshire Evening, in aid of the Yorkshire Air Ambulance. Halfway through this, a glider landed. It was Steve Codd in his K18, who had been up for 4 hours on the overcast ridge. I had to leave on the Friday morning, but the National Rally continued right through the weekend. The Rally was closed by Chairman Chris Whitaker. I also would like to express our gratitude to the whole organising team, but especially Phil Lazenby, Gerry and Margo Henderson-Newton, CFI Andy Parish, and countless others. The 30 pilots VGC pilots who attended all had a super week.



Andrew Wilson with his newly re-launched Skylark 4 looking very splendid indeed. Photo: Andrew Jarvis

Andrew Jarvis

RALLY REPORTS



Corny tries to tally the scores!
Photo: Jerry Henderson Newton



Thirsk Yarnbombers in full natter mode.
Photo: Jerry Henderson Newton



Briefings were held with an air of anticipation.
Photo: David Weekes

and a personal view of the social side ...

Back in September 2018 upon learning that we were to host the VGC National Rally this year, I didn't step back quickly enough, and ended up along with my wife Margo, and the legendary Phil Lazenby, as part of the organising group for the Rally. Phil took on the operational side of things, with Margo and I ending up with responsibility for organising something to entertain our visitors in the evenings. Being Yorkshire, we wanted to ensure that everyone had a warm Yorkshire welcome and a memorable and enjoyable Rally. So it all began.

Conscious of the previous Slingsby Week events that have previously been held here, we developed the daily flying prizes concept and arranged entertainment for just about every evening. Our chosen charity for the event was the Yorkshire Air Ambulance, for whom we raised £400.00 during the week through the various quizzes and tombola draws. Thank you all for your generosity.

On Monday the week started with challenging 'wasjig jigsaw puzzles' to solve and an Italian themed night. A mobile wood fired pizza oven from a local pub provided amazing pizzas which were enjoyed by everyone. Italian quizzes followed the food.

Tuesday afternoon the 'Thirsk Yarnbombers' entertained the non-flying personnel with a knit and natter session which raised £50 for Freddie's Fight, a local charity for a little boy who has neuroblastoma. Tuesday night was a DIY BBQ in front of the hangars and a selection of gliding films shown in the briefing room.

On Wednesday we had Daisy's First Aid Training who gave a complimentary paediatric CPR presentation in the clubhouse. In the evening was the famous 'Liz's Dining In Night,' which was well attended and enjoyed. A general knowledge quiz formed the entertainment.

Thursday saw both Phil Lazenby & Christine Whittaker celebrate their birthdays. Phil was 82 years young and Christine was..., well I'm too much of a gentleman to mention a ladies age! The big event of the day was 'Grand Yorkshire Night.' A special meal of homemade steak and local ale pie, chips, and peas, with a Yorkshire Curd Tart amongst the desserts. Fundraisers from the Yorkshire Air Ambulance talked about their valuable work, an 'all things Yorkshire' tombola, and a flat cap flinging contest to win your height in beer, as well as a Yorkshire based quiz that kept everyone happy. That and the local draft beer! Very many thanks to our sponsors for the evening, *Twisted Automotive*, who kindly bought the beer,

prizes and displayed one of their Land Rover Defender based products.

By Friday evening things had calmed down somewhat for our Fish and Fizz night with local fish and chips, supplemented by Prosecco available for the attendees.

Daily briefings by Phil Lazenby and the duty instructor were the point when the various flying awards were made and vintage gliding matters discussed. Bottles of wine? A plenty were given out, together with a quirky prize of the day sponsored by North Yorkshire Sailplanes. We managed to talk Derek Taylor, the owner of the company, out of his original offer of a gallon of petrol and a box of Swan Vesta matches! Thank you Derek!

Each daily prize was themed to the previous nights entertainment, so pasta machines, flying helmets, flat caps, whippets, and rubber fish, etc, were awarded to worthy recipients.

I cannot go without mentioning Henrietta a mechanical toy chicken who every



Wasn't me Gov! Martin Cooper (L) and Peter Brooks in the Capstan, not long before a certain land-out
Photo: David Weekes

RALLY REPORTS

Slingsby Week is awarded for a notable event each day. Unfortunately she is a 'Slingsby Chick,' so she wasn't allowed to come out to play, although she did creep in one day to say hello. That said, we couldn't miss the opportunity. So, deserving cases were awarded a sheep of the day trophy to treasure. Each sheep was suitably named (Ewebank, Ewebend, Eweturn, and so on), and the recipient had to read out a fiendishly rubbish sheep joke at the presentation ceremony.

Everyone seemed to embrace the 'sheep of the day award' concept with quiet nominations being made to yours truly during the week. 'Who won it first' I hear you say? Well our President, Andrew Jarvis, who arrived at Sutton Bank minus his glider wing pins, so.... From the feedback received, it seems that everyone had a good time, even if the flying wasn't as good as we would have liked (not my department!). In closing I would like to say a personal thanks to all the

team at YGC and especially my wife Margo. Without their help it wouldn't have been possible. Thanks to both Corny, and Ron, for fastidiously extracting cash from everyone for Phil's birthday, and the wine and flowers for the tuggies, and the girls, all of which were gratefully received.

Next time I might actually get out to the launch point and fly!

Jerry Henderson Newton



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Eric Munk

NETHERLANDS

2019 Dutch National Rally... New horizons at Noordkop



The huge new hangar (built 2018) at Noordkop, so much so, the organisers reckoned they could have easily fitted another 15 gliders in.

Views aloft from around Noordkop.

Last year was one of the driest and hottest seasons on record in the Netherlands and 2019 is looking like beating last year's X-country records. Even for the wooden ships. Hot weather, strong winds, and wild thermals, were the name of the game during the Dutch national Vintage Rally, held at the brand-new Noordkop airfield from the 30th-June 2nd.

Noordkop is the new home of the Den Helder gliding club, after their 'old' site,

some 10 km down the road, was bought out by Vattenfall to erect wind turbines. The new site benefits from great ocean views, with the UNESCO nature reserve of the Waddensee looking particularly splendid. With around 120 visitors and 25 gliders, we had a very nice four days of flying. Thursday was rigging day, with low ceiling and high winds preventing 'normal' flying, but 15 launches were made by bungee on a Prefect. Longest flight: 18 seconds into the wind on flat land! Friday

saw turbulent thermals to 800 metres and hard work battling the fresh wind back to the field.

Saturday was hot and calm, with almost 100 launches, with most flights not more than a couple of minutes. Sunday was a real treat with a 1700 metre cloud-base, strong turbulent thermals, high winds and a strong sea breeze convective front thrown in for good measure. Truly a day for tightening those seatbelts and hanging on to the glider! Many flights of several hours



UK



RALLY REPORTS



The launch queue on Saturday.



Three of the Dutch Prefects in the launch queue. This was the first time that PH-193 was back at a National Rally, after several years of restoration at Venlo. (Next year we are aiming to have all five Dutch Prefects together again).

were made, including some way out over sea at cloud-base.

Of note were the three Prefects attending (PH-193, 194 and 196) out of the five currently flying in the Netherlands and a fleet of three Rhönlerches (PH-236, 240 and 279). Also providing much fun was

the unique beast, the Slingsby T.46 (T.21c), lovingly restored at Hilversum some years back, complete with a new custom trailer. The owners have put the aircraft up for sale, as they are looking to downsize their fleet. A lovely aircraft attending the rally was a Baby IIa, PH-190, which was built us-

ing the wings and tail of a 1939 Bauling-built Baby II. The fuselage was built by the Amsterdam gliding club in the 1940s. It is still flying with members of that club to this day!

All photos: Eric Munk

Mike Armstrong

24th Camphill Vintage Rally Report and 9th Capstan Re-Union 2019



UK

There were ten visiting aircraft including four Capstans, two Swallows, twenty two visitors, six local pilots with three private and six club aircraft. The weather wasn't as kind as last year but the entertainment and bar profits were excellent.

Day 1: Saturday 22nd June

A couple of check flights had been completed by the early arrivals on Friday. The day dawned bright and cheerful. Peter Gray produced an encouraging forecast and set a task of 100k.

There were not many takers for the task but Tom Edwards, his K8 currently in unaccustomed silver livery, produced his usual star performance to be the only one to complete so he won wine. Don't ask him about the very low points though!

Bob Lloyd and Malcolm Kerley were reported on the flying logs as having completed over 4 hours in the Capstan but



Camphill's T-21 comes in for a smooth touchdown after another adventure. Photo: Dave Upcott

it turned out they stopped for a cuppa on the ground in the middle of the flight. John Young flew for 3 hours in two flights in his enforced L-Spatz replacement – a vintage Tupperware Kestrel while Roger Lucas managed over two hours in his Sky over 4 flights. However Dave Cornelius (Corny) earned wine for his stamina, fly-

ing for 4 hours 20 minutes from just one launch

Most of the remaining entrants arrived during the day but were a bit late for rigging. The gin tent was set up and commissioned with the evening rounded off with an excellent buffet from John and Sylvia.

RALLY REPORTS



Tom Edwards shows the way...yet again! Photo: Dave Upcott

Day 2: Sunday 23rd June

The only rally aircraft to take a launch was the Sky, which managed a whole 6 minutes before de-rigging, based on a less than optimistic weather forecast. The longest flight of the day was 9 minutes, which confirmed the forecast. A couple of newly-arrived Capstans briefly poked their noses out of their trailers but hastily withdrew when they felt the temperature!

The evening entertainment was the ever popular bar quiz, hosted as usual, by Tony Senior. The winner was Bob Playle and his team.

Day 3: Monday 24th June

The weather supported the Damphill tradition but that didn't stop the Kent crew from completing a successful out and return to the stately home at Haddon Hall... by car. Others went walking, while some tried a 100km simulator competition. John Young was awarded the 'horn' for crashing (in the simulator, I should add) less than 1/2 mile from the finish, while Martin Cooper (Coops) completed the task in the best time to win the wine.

After the evening curry, Lucy Faulkner gave an excellent talk about Birds of Prey and brought along a beautiful Australian Boobook owl which had only flown solo

for the first time a week earlier but demonstrated some 'low hops' for the audience and was happy being passed from hand to hand afterwards.

Day 4: Tuesday 25th June

Another washed out day, enlivened by Caroline Coates who 'spun in' on some slippery ground on the way to her caravan. Initially there was concern that she might need a hospital visit but she is made of sterner stuff and just suffered a very sore knee for the rest of the week.

The good news was that more people kept arriving, in spite of the weather. The BBQ was postponed until Wednesday in the hope of warmer and drier conditions

Day 5: Wednesday 26th June

There was a suggestion that the cloud might lift enough for aviation to take place but this was summer 2019. However it was fine enough for the Senior Members lunch to be consumed in the courtyard and the BBQ was outside too.

After the meal, a talk and demonstration of Special Effects by Roger Lucas entertained everyone. As a licenced armourer he had assorted weaponry to be handled after the talk and after we had managed to silence

the fire alarm that didn't like the flames and smoke. We can repaint the clubroom ceiling later!

Day 6: Thursday 27th June

The day dawned with a fresh east wind which is not the ideal or easiest wind direction at Camphill but there were 40 vintage launches and 4 hours flying and everyone coped very well. We decided that we needed something different from the spot landing competition, so decided on flour bombing. A small entry fee enabled a contribution to the Air Ambulance and the winner was Garry Cuthill in the Capstan who got within 50 paces of the target from about 900' and won the wine. The horn went to Chris Raine who managed an excellent cross-wind 'lay on' on his first launch. The evening event was the gala dinner that was a full three course meal, prepared by our resident caterers John & Sylvia, and enjoyed by all.

Day 7: Friday 28th June

More east wind but 17 rally launches with the Swallows (sadly they didn't really make a summer) and Capstans busy. The longest flight of the day was 17 minutes which gives an indication that it was not a good soaring day. The evening was taken up by the horseshoe competition won narrowly by the 614 team in balmy and almost midge-free conditions. The BRA Trophy (Best Restored Aircraft in case you wondered) was voted to the beautifully restored Capstan, BPU from Kent and Tom Edwards won the trophy for the best flight of the rally.

All promised to return next year which will be the 25th Rally and 10th Capstan reunion so we would like more visitors with aircraft to make it special. The dates are 19th - 26th June, 2020, with all welcome to stay over the second weekend. Please put the dates in your diary.

Mike Armstrong
Rally Co-ordinator



First solo recently under his belt, the little Australian Boobook was keen to impress. Photo: Liz Martin

BRA Trophy winner, went to the beautifully restored Kent Capstan, BPU. Left to Right: Chris Ruff, Nigel Frost, Bob Lloyd and Malcolm Kerley. Photo: Dave Upcott



RALLY REPORTS

Andrew Jarvis

UK

Long Mynd Wood Week 13-20 July 2019



Walther Hoekstra's Ka7, 'Snow Goose,' waits patiently for another migratory flight at the Mynd. Photo: Walther Hoekstra

The week started on Saturday the 13th July. I had planned to get there on the Tuesday and finally got everything packed into the campervan, reversed out, only to find a large pool of hydraulic fluid on the road under the steering mechanism. Well, these things happen and also there's a lesson there.

When we eventually arrived on Thursday, 18th July, we found the Wood Week had got on very well without us. The weather had been a little bit non-classic, but many hours of soaring had been logged in quite calm conditions, with gentle southerly breezes, but that was to change dramatically. I'm not taking the credit for this, but my arrival on the Thursday coincided with a complete change in the wind, which was now a very brisk westerly and bungeeing looked on the cards!

CFI Dave Crowson gave us a briefing and a mysterious new bungee system, with vehicle power was unveiled. To me, it was totally new, but maybe I'm out of date? Whatever, it's a transformation and we couch potatoes can now sit in the clubhouse while they ping off one launch after another.

I was given a refresher check flight in the T21 with that pillar of the Mynd, Roger Andrews. Memories of yesteryear came flooding back. Then followed an enjoy-

able hour in the Ringmer Ka2, with its co-owner, Simon Kahn. After all that, there was a mammoth de-rigging session, as Friday's weather forecast was of rain and more rain. The forecast was accurate.

Saturday's briefing promised a midday clearance, with bungee-grade westerly wind once more. Lucky, or what? In the event, the wind was considered just a shade too weak to bungee and the winch was mobilised. Just a few gliders launched and had the ridge to themselves, with climbs to cloud-base till closing time!

The 2019 Wood Week closed with a really

memorable evening; first a superb buffet supper organised by Helen and then an extraordinary music session from the as-yet un-named Mynd Ensemble. Mike was acoustic guitar, Paul on drums, and Guy on bass guitar. Amazingly, VGC member Simon Swart improvised on the harmonica. We left on the Sunday morning, for the 100 mile trip to HusBos, with great memories of 2019 Wood Week: the Long Mynd is somehow timeless, and we are already looking forward to returning next year for the National Rally, and of course, the unique Olympian Week.



The Mynd T-21 was in constant demand Photo: Andrew Jarvis

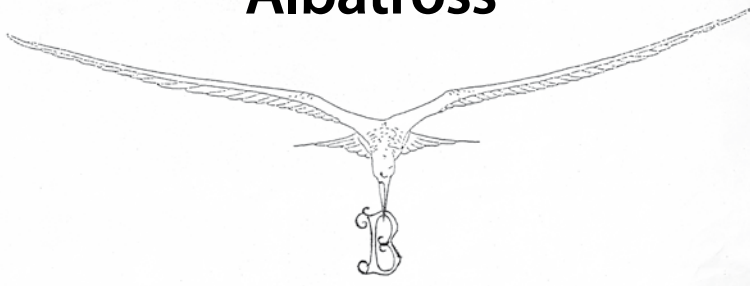
WE REMEMBER



Photo: Jack Bowlus

Raul Blacksten

On the wings of an Albatross



Part 1: San Diego

This is dedicated to the late Richard Benbough, my friend and an unofficial Bowlus biographer whose files made this article possible

William Hawley Bowlus was a legendary American glider pilot and builder, yet not many people actually know very much about him or his gliders. Notwithstanding, his significance to gliding and soaring in the US is enormous. His other contributions to aviation are equally significant if even less well known.

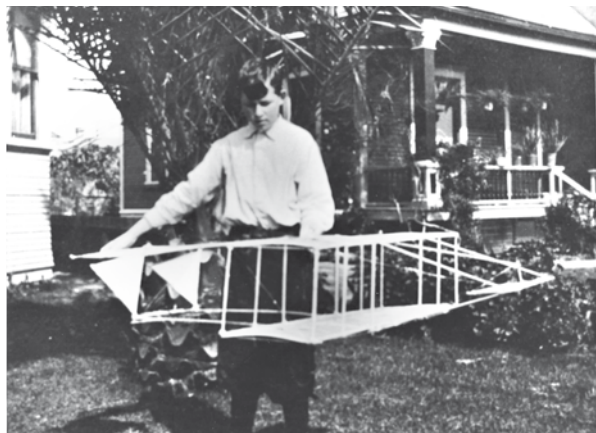
Hawley Bowlus was born in the farm town of Ohio, in Illinois, on 8th of May 1896. In 1905, his mechanic father, Charles ('CD'), moved west to Southern California in search of work. According to Hawley's widow, Ruth, Hawley and his mother, Helen, joined CD in Los Angeles on the 18th of April 1906, the day of the San Francisco Earthquake. His older brothers were already in college. The family settled in the Boyle Heights District east of downtown Los Angeles (LA) and not much is known about these years.

In 1910, aviation was just a dream for most people which did not look promising due to patent infringement lawsuits which the Wright Brothers seemed to bring wholesale. Despite the lawsuits to keep aviation confined to the Wright orbit, the Los Angeles International Air Meet was the first in the US and lasted ten days in January 1910. The meet took place at several suburbs south of LA,

although the main program took place atop a hill on the Dominguez family's 1784 Spanish land grant Rancho San Pedro.¹ Pilots and planes came from all over, even from as far away as France. The Lord only knows from how far afield the awed spectators came. Famous pilots included Lincoln Beachey, Glenn Curtiss, Louis Paulhan, Charles Willard, and many more, including a large number of fledgling local pilots.²

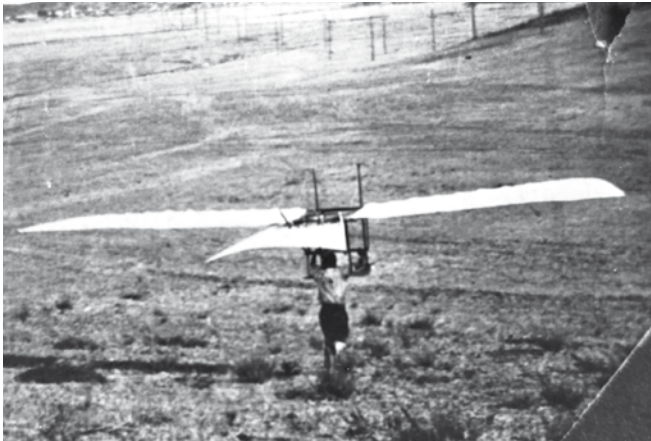
Although over 10,000 people a day attended just the airplane portion of the meet at Rancho San Pedro, additional thousands also daily attended the airship portion in nearby Huntington Park. Many of the spectators rode on special Southern Pacific trains or on the trollies which Henry Huntington's Pacific Electric Company ran to the areas. William Randolph Hearst had his first airplane flight at the meet and naturally his newspapers thoroughly covered it. Many spectators who would later take up careers in the nascent aviation industry at-

tended this meet. One happened to be 13-year old Hawley with his older brother Glenn. Most remarkably, the meet is significant because so many of those who attended the meet subsequently founded their own aircraft corporations. At a minimum, these included Larry Bell, William Boeing, Glenn Curtiss, Donald Douglas, the Loughheed (Lockheed) brothers, Glenn Martin, Jack Northrop, Claude Ryan, and Waldo Waterman. In future years, Hawley would come to know and work with all of them. Most would even serve as directors for Hawley's future companies.

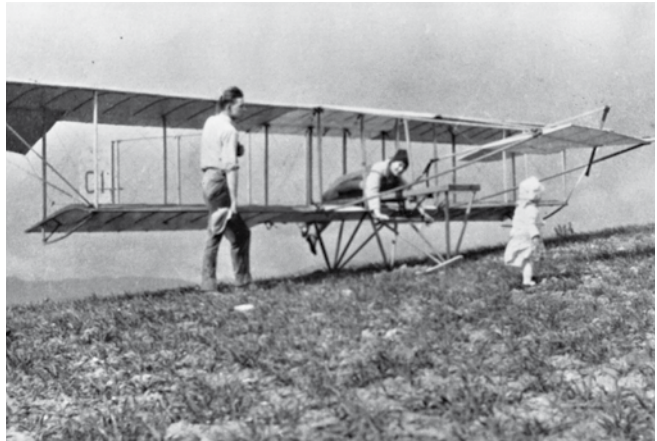


Young Hawley with what is considered to be his first glider, a Curtiss-type Model D, with which he won the 1911 LA City Schools kite contest.

WE REMEMBER



The so-called 'Rocking Chair' glider. You can see the rocking chair in the center.



The Wright-type glider.

Like the others, Hawley was inspired by the meet. Later that same year, the youthful Hawley built what is considered to be his first 'glider.' Actually, it was a model/kite which resembled the four Curtiss Model D biplanes that he saw at the LA Air Meet. With this kite, Hawley won the 1911 LA City School District kite flying contest. In 1913, due to the 233-mile Los Angeles Aqueduct³, the City of LA was all set to begin expanding with a burgeoning economy. One result was that the normally arid San Fernando Valley, across the hills from the LA Basin, began to become a rich, irrigated farm land. The Bowlus family subsequently moved to their own San Fernando area farm, which they called Rancho Oceola.

Over the next few years, Hawley continued to build and fly gliders at the new family home. One hang glider was built using an old rocking chair as the 'fuselage.' Another he launched behind Ol' Cap, the family plow horse. When the Cap looked back and saw the glider, he panicked, wrecking the glider. But that did not deter Hawley and he launched his gliders off almost every local hill.

After high school, Hawley worked as a movie projectionist in LA. When the even then controversial landmark film *The Birth of a Nation* (nee *The Clansman*) opened in February 1915, according to Ruth, D.W. Griffith specifically ask for Hawley to be the projectionist for the premiere of the three-hour film.

When America became involved in World War I, Hawley joined the US Army Signal Corps Air Service. In 1917, Private Bowlus took six months leave in order to learn to fly—at his own expense. Unfortunately, the only place in Southern California that he could learn turned out to be the fly-by-night American School of Aviation at

Ince Field, in Venice.⁴ For \$500 they were supposed to get 400 minutes of flight instruction. Alas, most of Hawley's time at the school was spent taxiing the school's (probably) Curtiss Model D pusher, which would not fly. There was also an unidentified tractor aircraft⁵ but it was wrecked more than it flew. Mostly though, he spent his time repairing the two aircraft rather than actually flying them.

While at this flight school, Hawley met a local boy from Orange County (CA) who

was also headed for the Air Service, as an officer. This young man, who had also attended the LA Air Meet, would have a huge influence on Hawley's early aviation career, his name was Tubel Claude Ryan. They became fast friends and shared a travel trailer located either at the end of the runway or on Venice Beach. Ryan said that Hawley was a natural, instinctive mechanic.

The school used what they called 'the French Method.' That is, taxiing endlessly around the airport in a flightless plane



This photo is a bit of a mystery. It is thought to be Hawley with the tractor airplane at flight school in 1917.

WE REMEMBER

(the Model D), then being allowed to lift off slightly, until finally being allowed to fly. That is, this was when the planes were not wrecked and the instructor (who was afraid to fly and would not instruct at all if the wind was blowing) even bothered to show up. Hawley later bragged that he learned to fly power with only an hour and a half of instruction, to which he credited his experience with gliders. He was probably not exaggerating. One way or another, his leave ran out and he had to return to the Army. Yet later on, in an age when most glider pilots' first time in a glider was their first solo flight, this 'French Method' plus what he personally observed of French training methods during the war⁶ eventually became the basis of the Bowlus System of Glider and Sailplane Instruction. Over the years, Hawley continued to build gliders. This included three that he built while stationed as an enlisted flight-rated aircraft mechanic in England and France during the war. After the war, Sergeant Bowlus was stationed at McCook Army Air Field.⁷ Leaving the Army in 1920, he became the Chief Flight Test Mechanic at McCook and was responsible for the test flying and maintenance of 150 airplanes a day. Yet he still found the time to build two more gliders in cooperation with McCook's Chief Engineer Jean A. Roche.⁸ Another pilot he met while at McCook who would later become a benefactor was the Chief Aviation Purchasing Officer, Major Reuben H. Fleet.⁹ Both Fleet and Bowlus were deeply involved with the development of the turbocharger, which took place during their time at McCook. By 1922, Bowlus was out of the Air Service and was working at the local Ford dealer back in San Fernando. Claude Ryan had left the Air Service by 1924 and had decided that he wanted to get into the aviation business. War surplus training aircraft were plentiful and cheap at San Diego's Rockwell AAF, but Ryan was not a mechanic and the planes were usually crated. He therefore sought out his old flight school buddy, a man Ryan considered to be an aviation genius, Hawley Bowlus. Along with John van der Linde, the three men bought war surplus Standard J-1 and Curtiss JN-4 *Jenny* aircraft, which they converted to civilian, often airmail, use. The company, based in San Diego, was named Ryan Airlines because the Standards were converted into multi-passenger airliners,¹⁰ which the company operated in their own regularly scheduled Los Angeles-San Diego Airline. Some *Jenny*'s were converted to Hispano-Suiza engines. For others, the

Curtiss OX-5 engines were Millerized¹¹ and those not used by Ryan Airlines were sold to civilian pilots. In 1983, Hawley was inducted into the OX-5 Hall of Fame in Hammondsport, New York.

In 1925, Ryan brought in a money man named Benjamin Franklin ('BF') Mahoney and Ryan Airlines became Mahoney-Ryan Airlines. They then began to design their own mail plane. Originally, Ryan contracted with noted LA aircraft engineer William Waterhouse to design the plane. There are two schools of thought as to whether Waterhouse cheated them or whether Ryan failed to pay for the design.¹² Nevertheless, Ryan borrowed Jack Northrop from Douglas Aircraft to finish the design with Bowlus and van der Linde building the prototype. The result was the open cockpit Ryan M-1 (Monoplane #1), and they ultimately built 36 of them.¹³

A young airmail pilot later contracted Mahoney-Ryan to build a trans-Atlantic capable version of the M-1 for a 1927 flight. The result was Charles Lindbergh's Ryan NYP *Spirit of St. Louis*.

Hawley's father CD worked more hours on this plane than any other single person, while Hawley was the factory manager on the NYP project. Hawley and his team often built parts before the drawings were produced.

Following Lindbergh's flight from New York to Paris, his backers bought Mahoney-Ryan and moved it to St. Louis, Missouri. Here they built near copies of the Ryan *Brougham* cabin planes, called the St. Louis *Cardinal*. Yet Hawley elected to remain in San Diego and went to work for Airtech, a local flight school.

In 1928, Hawley built his 16th glider in his Point Loma back yard. He also founded Bowlus Sailplanes, Ltd., which included both building gliders and teaching people how to fly them. The company motto was 'On the Wings of an Albatross' and his logo was taken from the December 1928 cover of *Popular Aviation* magazine.

Officially designated as the Bowlus *Albatross* SP-1 ('Sail Plane' #1) it was always called 'Old Number 16' by Hawley. At an estimated 20:1 L/D, this 1929 glider was the most advanced glider built in the US at the time. Based roughly on a German-come-American design, the glider was unique. For one, it was a 44-foot high-wing cantilever design. The wing spars were Pratt trusses, the rib shear webs were varnished kraft paper, and the leading edges were cardboard. As a result, Old #16 became widely known as 'the Paper Wing.'

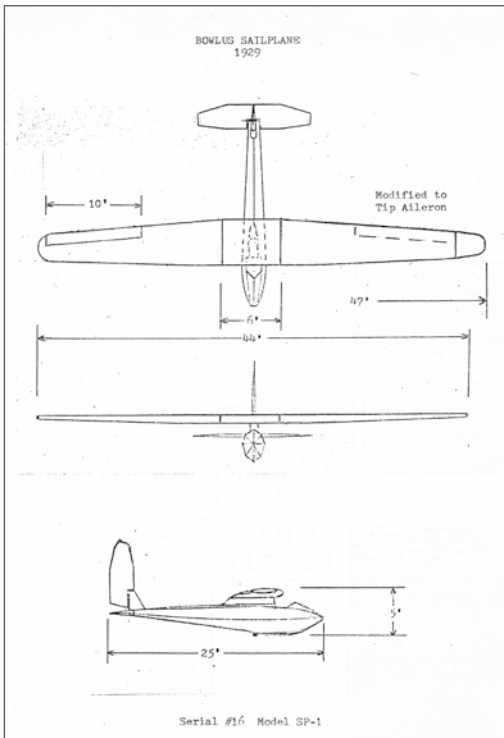
With a couple of different, huge, all-flying rudders and elevators, at various times #16 sported either conventional or wing-tip ailerons and wing length varied. It was a 150-pound stick-and-gusset aircraft, designed for ridge soaring. The nickname Paper Wing has stuck to all of the San Diego-built *Albatross* gliders although this is the only one to which the nickname actually applies. The name '*Albatross*,' however, was given to all but a handful of Hawley's glider designs from 1929 to the 1950s.

There is a published rumor that Hawley 'patented' the term 'Sail Plane,' an Anglicized version of the German *segelflugzeug*. Yet no patent, copyright, or trademark has yet been found in the US Patent Office records.



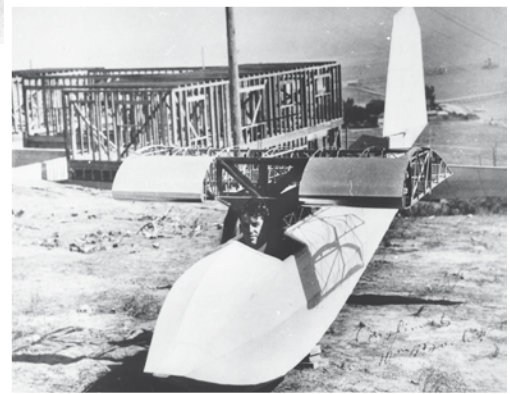
Bowlus with the SP-1 Paper Wing.

WE REMEMBER



Proof loading the SP-1 wing center section.

SP-1 under construction in Bowlus' backyard.



Drawing of SP-1

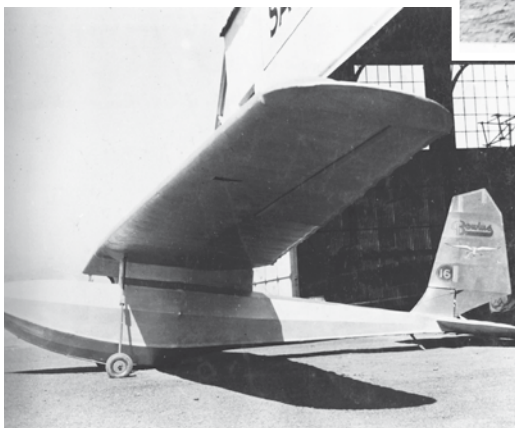
Breaking Orville Wright's 1911 endurance record, Navy Lieutenant Ralph Barnaby soared for nine minutes at Cape Cod in 1929, the first American to do so, and thus had beaten Hawley to the punch. This was in part because at first, #16 would glide and glide, but it would not soar. Hawley also wrecked it three times. Yet he was not deterred and continually tweaked and repaired it. Eventually, success in 1929. On the 6th of October 1929, few months after Barnaby, Hawley became the second American to break Wright's record with a 14 minute 21-second flight in #16 along San Diego's Point Loma. As Barnaby had flown a German *Prüfling*, Hawley therefore became the first to break the record in an American designed and built glider. More records ensued.

Almost two weeks after the 14-minute flight, Bowlus soared for a 1 hour 21 minutes. A two-hour flight occurred on the 10th of December. Almost a month later, 2 hours 47 minutes. Then later the same month, 6 hours 19 minutes, most of which occurred at night. Then, on the night of the

22 to 23 January 1930, lit by car headlights, a record 9 hour 5 minute flight throughout which Bowlus suffered extreme cramps. Unfortunately, he could only stretch one leg at a time in the cramped cockpit. All of these record flights took place in either the SP-1 (#16) or in Model A serial



The SP-1 with its later rudder and wingtip ailerons.



The first flight of the SP-1 over Dutch Flats.

The SP-1 with its early rudder and conventional ailerons.



WE REMEMBER



Bowlus' FAI glider license #2.



signature of Pilot:
W. H. Bowlus



Lindbergh preparing to launch at Lebec. Hawley is at root, Jack Barstow, unknown, Bud Perl. Photo: San Diego Aerospace Museum

number S18, over the crest of Pt. Loma in the area of Ft. Rosecrans, down to the Pt. Loma lighthouse. Because of these flights, Bowlus was considered the US National Champion.

Soon, many of Bowlus' 250+ glider students also began to distinguish themselves. Flying #16 along the same Pt. Loma ridge, Jack Barstow soared for an unofficial World Record 15 hours (no barograph). Due to alphabetical order, Barstow became FAI US Glider Pilot #1 and Hawley was awarded #2. Peaches Wallace, also flying #16, became the first woman to earn her Third-Class Glider License.

Charles and Anne Morrow Lindbergh got married in May 1929. Flying around the country during their honeymoon, they

came to San Diego in January 1930. There is a dispute as to whether they stayed with Hawley and his wife Inez, or with Ryan's publicity man, A.J. Edwardes. What is known is that both Lindbergh's took glider lessons from Hawley. Charles' were abbreviated, but Anne took the full, if truncated, Bowlus course and soloed at nearby Mt. Soledad in *Albatross Model A #S20*, becoming the first woman to obtain a First-Class Glider License.

Soon, the Lindberghs, the Bowlus family, as well as some of Hawley's employees and others, took a soaring expedition to Lebec, in the middle of nowhere on the Los Angeles-Kern County line. One day, Hawley took off in #S18 and bent an aileron torque tube dragging a wingtip upon

landing. Although the glider had wingtip ailerons, no big deal, right? Just bend it back into position. When 'Lindy' took off, the aileron separated from the glider. Although they had tried to evade the reporters, naturally reporters had found the encampment and some version of "LINDBERGH CRASHES" was splashed across the nation's newspaper. Setting-up a glider display in a downtown LA department store, Hawley's brother Glenn was told that Lindbergh had been killed. Only, he did not crash and he was not killed. After the aileron separated, Lindbergh continued to fly safely for about five miles and landed in a nearby school yard. It seems that with wingtip ailerons, you really only need one and Lindbergh re-



Charles Lindbergh, Hawley, and Anne Lindbergh move the glider into place for her first solo.

WE REMEMBER



Lindbergh in the Bowlus T-1 'Tilly the Toiler' primary.

ported that it flew as well with one aileron as it had with two. While he was waiting to be retrieved, Lindbergh disassembled the glider.

Sixteen-year old Bowlus employee Bud Perl calmly hitched-up the trailer and headed off after Lindbergh. A reporter forced his way into the car. When they got close enough to see the disassembled glider, the reporter demanded that Perl take him to the nearest phone. No concern whether Lindbergh was OK, the scoop that he had crashed was more important. Perl refused the demand and Lindbergh was retrieved. After a day or so, *Albatross* Model A #520 was brought up from San Diego and glider flying continued. The Lindbergh's subsequently went on

a glider safari of their own in Carmel. Bowlus Sailplanes furnished a Model A and a Bowlus G-100 primary. Lindbergh declared that he had no plan other than to 'experiment,' although it is thought that he intended to soar the coastal mountains from San Francisco to Los Angeles. On his own, he accomplished little.¹⁴ Rumored that he bought an *Albatross*, there is no record of it.

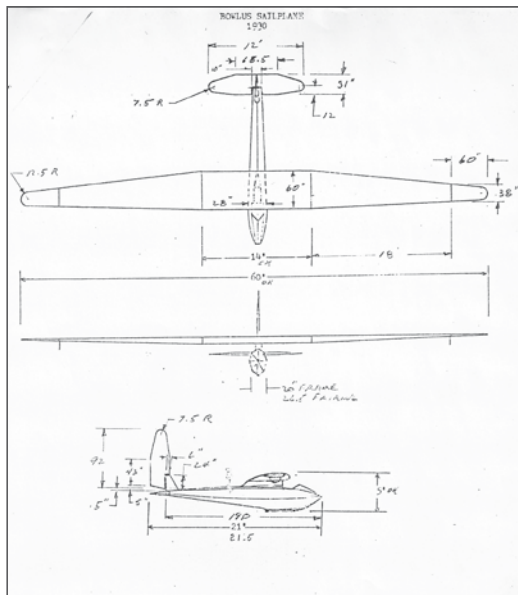
Flying #16 in May 1930, one of Bowlus' students wrecked #16. Fortunately, she was not injured by the crash. Hawley subsequently sold #16 to a scrap dealer in Los Angeles. At present there is no absolute proof, but educated speculation says that the wreckage of #16 found its way to Hawaii in 1931, where it was

rebuilt, renamed '*Nighthawk*,' and flown by US Army Air Corps (USAAC) Reservist 2nd Lieutenants William A. Cocke and John Crane in the November-December 1931 Hawaiian International Glider Contest. Although Cocke claimed to have designed and built the glider, the similarities between the '*Nighthawk*' and the '*Paper Wing*' are just too close to be a coincidence.¹⁵

The Stock Market Crash of October 1929 naturally hit everyone hard. BF Mahoney lost everything and had to sleep in a borrowed hangar. He never regained his wealth and in the mid-30s, became a salesman for Bowlus' travel trailer company. Bowlus, however, continued on, with limited success.

Entering the 1st US Nationals (September 1930) as the US National Champion, Hawley borrowed Reuben Fleet's #S28 *Albatross* only to crash and was hospitalized. Lindbergh pestered the contest committee about Hawley's treatment and condition. By 1931, Hawley had repaired this glider and it became the only San Diego-built Bowlus *Albatross* to have strut braced wings. Following repair, it was sold and was even entered in the 1931 Nationals. After going through several owners, #S28 continued to exist—with struts—until at least 1943, when it drops off the record.

Yet by November 1930, Hawley was broke. He sold the business and inventory to Van Bezel Aircraft. Although Van Bezel is said to have sold three gliders, only one has been documented, and



Model A drawing



Jack Barstow flying Model A #18 (586V) and Hawley flying the SP-D (599M) in formation over Pt. Loma.

continued on page 30

Reader's Album

HUNTER VALLEY VINTAGE RALLY 2019



Reader's Album

HUNTER VALLEY VINTAGE RALLY 2019



Photo David Goldsmith



WE REMEMBER

... continued from page 27



Bowlus Albatross Model A #S28 (317W) at the Wings of History Museum. It is no longer on display due to its fragility.

it was sold to a buyer in Hawaii. Upon closing his business, Hawley took to the road with an *Albatross Model A*, trying to sell Bowlus gliders and training glider pilots in the East. At one point, Hawley and Wolf Hirth formed the Bowlus-Hirth Institute to train glider pilots, which only lasted about a year. Nevertheless, when Hirth flew his *Musterle* over New York City in March 1931, Bowlus was the crew chief.

USAAC Lt. Thomas Phillips had been flying his own Bowlus *Albatross Model S1000 #S30* while stationed in the Panama Canal Zone. Deciding to participate in the '31 Nationals, Lt. Phillips shipped his *Albatross* to New York and entered the contest. One day, flying at the Caton Avenue Airport, Lt. Phillips was landing when he saw that there were some power lines in the way. He therefore dove down to gain some speed and pulled up to go over the wires. The cantilevered wings failed and the investigation speculated that the humid conditions in Panama had weakened the glue joints. Lt. Phillips was severely injured but survived.

The Hawaiian International Glider Meet took place on Oahu during November and December 1931. In November, early in the contest, USAAC Lt. William Scott took an early lead flying his Van Bezel *Albatross* and was feted as the man to beat. Then the weather failed to cooperate and it was mid-December before they could fly again. A Bowlus *Albatross* belonging to the Honolulu Glider Club was also entered, but did not fly.

When flying continued, the first auto-towed off from the John Galt Airfield was Lt. Cocke in his *Nighthawk*. He con-

tinued to fly along the Nu'anu Pali for 21 hours and 34 minutes, setting a world endurance record. To this day, it is still the official US record as the category was soon eliminated internationally for safety reasons.

While Lt. Cocke was soaring the Pali, Lt. Scott took off in his *Albatross*. Reaching the top of the launch, the rudder then one wing came off and the plane corkscrewed to the ground. Lt. Scott died soon after. Lt. Cocke witnessed the accident from the air. Although he was dead, those on the ground laid out flaming words "Scott OK" in gasoline-soaked tape and Lt. Cocke continued his flight.¹⁶ One of the witnesses at this contest

would later become very important to the Army's glider efforts during World War II. In 1931, future General Frederick Dent was a Lieutenant based at Hawaii's Wheeler Army Air Field. He was likely slated to fly in the Wheeler Field glider, but changed his mind after Scott's accident. During World War II, then Maj. Dent came to be one of the heads of the Army Air Forces glider program.

All in all, in San Diego, Bowlus built at least 31 *Albatross* gliders of four different marques.¹⁷ Although each glider appeared to be the same, in reality there were subtle differences between them that a casual observer would not notice. Compounding this, they were



The nose of the Cocke Nighthawk on display in 1991 at the Museum of Flight.

WE REMEMBER

all named *Albatross* and have all come to be commonly known as 'Paper Wings.' He also built 20 steel tube primary gliders of his own design in four marques.¹⁸ Still, not counting the *Nighthawk*, there is only one original San Diego-built *Albatross* remaining, a 1930 Model S-1000, serial number S26. On display for several years, it is no longer due to its fragility. About 20 years ago, a replica of the SP-1 was built, it has never flown but currently hangs in the San Diego Aerospace Museum alongside a BA-100 *Baby Albatross*, above an original Ryan B-5 *Brougham*.

By 1931, Bowlus had returned to the San Fernando Valley, saying that he had flown "a cabin ship to California for a wealthy man."¹⁹ Once again in the LA area, he obtained the chief instructor position at the Curtiss-Wright Technical Institute, at the Grand Central Air Terminal in Glendale. His assistant instructor was Martin Schempp. Together at Curtiss-Wright, they designed and built America's first high performance sailplane.

To be continued...

END NOTE: *Although he thought highly of Hawley in 1917 and in the Ryan Airlines years, it is rumored that Claude Ryan actively prevented Hawley from being inducted into the San Diego Aerospace Museum's Hall of Fame. That omission is scheduled to be remedied in November 2019.*

2019 Raul Blacksten

*Unless otherwise stated,
all photos via: Raul Blacksten*

Notes

- ¹ Still in Dominguez family hands in 1910, the airplane part of the meet was held just east of where the California State University at Dominguez Hills is currently located.
- ² There is a quilt at the Dominguez adobe with the names of every pilot, there must be 200 or more.
- ³ Completed in 1913 the aqueduct allowed the city to grow and the arid San Fernando Valley to bloom. Often called the "Rape of the Owens Valley," it remains controversial 106 years later.
- ⁴ Venice was not then but is now part of the City of LA.
- ⁵ According to Claude Ryan, it was like a Jenny only not as sophisticated
- ⁶ A variation of this French flight training method can be seen in the 2006 movie *Flyboys*.
- ⁷ The Wright-Patterson AFB of its day.
- ⁸ The gliders were the Air Service GL-1, an unmanned target glider, and the manned GL-2 target glider. The latter became the basis of the Aeronca C-2 'Flying Bathtub' after Roche founded of the Aeronautical Corporation of America, better known as Aeronca.
- ⁹ Later the founder of Consolidated Aircraft. Fleet later bought Bowlus *Albatross* Model S1000 #S28, and a Model G100 primary #G8 in June 1930.
- ¹⁰ Hawley and van der Linde would perform "fingertip aeronautics," which involved sticking their arms out while flying the Standards, so as to determine how wide they could make the fuselage without a drag penalty.
- ¹¹ The OX-5 required lubricating every 5 hours. Among other things, Millerizing improved lubrication as well as the efficiency of the engine.
- ¹² Ryan claimed that he did pay and that Waterhouse used the contracted drawings to build his own *Cruzair*.
- ¹³ Mahoney-Ryan built roughly 1400 aircraft: M-1, M-2, and B-1 to B-5 *Brougham*.
- ¹⁴ See Blacksten, Raul. "Lindy Hops Gliders" at www.charleslindbergh.com/gliders.
- ¹⁵ See Ibid. "Nighthawk," *Soaring* magazine, November & December 1991.
- ¹⁶ Displayed briefly in 1991, the *Nighthawk* still exists but its whereabouts is unknown to the glider community, and the agency that owns is not forthcoming.
- ¹⁷ Models SP-1, SP-D, Model A, and S-1000.
- ¹⁸ Models G-1 ('Galloping Gertie'), T-2 ('Tilly the Toiler'), and G-100. They had triangle landing gear and ground adjustable wings.
- ¹⁹ Possibly DuPont de Nemours (Chemical) President A. Felix duPont or his son, Richard.

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Thorsten Fridlitzius

German Gliding Expeditions to Sweden in the Thirties

Part 1

1935 was the year when Rolf von Bahr and Edmund Sparmann wrote world history. On May 5th, at 12:30 pm¹ the SG-31, 'Läkerol Planet', along with its owner, Edmund Sparmann, was towed aloft by Rolf von Bahr in his autogiro, a Cierva C 30 A with the Swedish registration of SE-AEA. (The auto-giro was manufactured by A.V.

Roe & Co Ltd, fitted with a seven cylinder Genet Major Mark 1 engine of 130/140 hp). The location was Barkarby airport, north of Stockholm and the tow was to thank Sparmann who, on March 8th, had mounted a hook on the tail wheel of the autogiro, principally for towing advertising banners.



Rolf von Bahr in front of his Cierva SE-AEA.



A rare picture of von Bahr's Cierva with the towing hook fitted.



Sparmann's former Schneider ESG-31 today resides at the Gliding Museum of Alleberg.

First in the world?

This was probably the first time an autogiro had towed a glider aloft (Ahoy, Guinness book of Records!). The 'Läkerol Planet' is a Grunau ESG-31, which is now residing at the Gliding Museum of Ålleberg. It already had a tow-hook fitted to the nose. Two years earlier, on August 12th 1933, Sparmann had crossed the Öresund

(Sound between Sweden and Denmark), and landed at Kastrup airport outside Copenhagen. Here Sparmann delivered a carton of Läkerol sweets² for promotional (advertising) purposes. The tow-plane on this occasion was a Tiger Moth and Sparmann had released the tow at 2,300 meters.

Tow number two

The duo of von Bahr/Sparmann repeated the performance from Barkarby to an airshow in Norrköping (to the south of Stockholm) on May 30th, 1935.

Without a tow plane!

The autogiro tows in 1936 had come about by chance. The Bromma airfield, featuring the first concrete airstrip in the world, was to be inaugurated to great fanfare. The German elite flyers Hanna Reitsch, Peter Riedel, and Joachim Küttner, along with tow-pilot Ernst Jachtmann, were there to popularise gliding in Sweden, which required a much needed boost. Just such a boost had been a wish of Swedish aviation for years, especially the Swedish Model and Gliding Association, but it had been postponed due to monetary issues. At the time in Swedish gliding, there was not much to cheer about. In 1923, three Swedes, Bergwik, Hamilton, and Lindberg

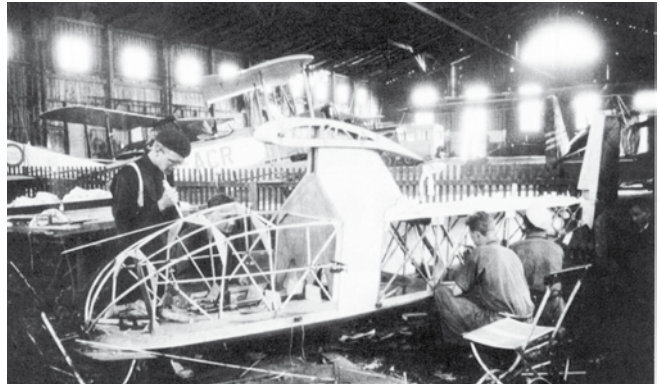


Sparmann in his ESG-31 with 'Läkerol' advertising prior the start to Denmark.

FEATURE ARTICLE - GERMAN GLIDING EXPEDITIONS



Hanna Reitsch and Joachim Küttner at the inauguration of Bromma airfield 1936.



Students at Chalmers University of Technology work on their first Grüne Post.

had visited the romantic Rhön, where they helped Alexander Lippisch put together the 'Djävlar Anamma' (Hols der Teufel) whilst learning how to fly gliders (see VGC News 153). Hamilton tempted Pelzner to come with him to Sweden, where the two ran a flying school at 'Hammars backar,' close to Ystad (Sweden's southern tip), until 1931 when they parted company. However no gliding clubs were established. At last, in 1933, the Chalmers Aviation Club was founded. The club was inspired by Bergwik (Hols der Teufel), who had recommended the construction of the Lippisch designed Grüne Post. Unfortunately, it turned out to be structurally weak. Two Grüne Post's were built, along with two Zöglings. One Grüne Post was modified by Anders Bange. Another early Swedish club was Stockholm Gliding Club that opened in 1935, with two Anfänger Primary gliders to begin with. Somewhat earlier, in 1934, Hamilton had gained a lot of publicity by flying to Riga, Tallinn, Helsinki, Turku, and Ljusterö (an isle in the Stockholm archipelago), with his modified Grüne-Post. On most of the

trail he was towed by the German airplane constructor, Antonius Raab. A fierce anti-Nazi, Raab had fled the regime in Germany and established himself in Riga. The hype around Hamilton made Bergwik angry, as he thought that Hamilton had cheated and that he wasn't worthy of any publicity. This is what it was like in Sweden when the German expedition arrived in Bromma to awaken the Swedes from their slumber. German glider pilots had previously, both in 1934 and 1935, carried out expeditions to Brazil, Argentina, and Finland. Hanna Reitsch had been in Finland both in 1934 and in 1935. Plus the popularity of gliding was peaking in Germany and the following year there were no less than 50,000 practitioners in the country! Germany now showed off its superiority to Sweden. Göring had taken charge over gliding in 1933 and the propaganda machinery did not allow any mishaps. The Air Attaché, Stephan, from the German Embassy in Stockholm gave the participants detailed instructions about the importance of comradely behavior and agreeing on various issues. A well-polished façade

was important. Stephan was also worried that they would say something inappropriate about the new dictatorship. Stephan told them: *„Die Mitglieder der Gruppe haben sich jeglicher politischer Äusserungen zu enthalten. Sind Interviews durch die schwedische Presse nicht zu vermeiden, so dürfen nur segelflug-technische Fragen behandelt werden.“* ("Members of the group will refrain from any political statements. If interviews by the Swedish press are unavoidable, only glider-technical questions may be dealt with.") They were a part of a micro-managed, well-oiled, propaganda machine. They were forbidden from talking about politics but naturally they were allowed to answer any questions regarding gliding!

Problems!

Despite great ambitions and the capable management of Professor Kurt Reindorf, along with Dr Joachim Küttner as his deputy, there were multiple problems from the very beginning. The two Klemm towplanes had run into some bad weather and had been forced to turn back to Ham-



Hanna Reitsch assembles her primary during the Finnish Gliding Expedition 1934.



Bromma's big hangar 1936. In the foreground Grunau G-8, D-Lehrmeister and behind the G-8 a glimpse of Rhönsperber D-Richard Pätzold. Other aircraft include four gull-winged Polish P.Z.L. P.24's and a de Havilland D.H.87 Hornet. Photo: Swedish National Archives

FEATURE ARTICLE - GERMAN GLIDING EXPEDITIONS



Peter Riedel's Condor, La Falda, in front of the new hangar in 1936.



Nordiska flygskolors elever möter sitt pris av prins Gustaf Adolf löst t. v. Bredvid en bild av "Lappland" före dess utgivning. I andra raden de stora trafikmaskinerna klara för start. I cirkelerna imponerade skildrare och typsa konstförflygaren Hanna Reitsch.

Crown Prince, later King Gustaf VI, Adolf, and Hanna Reitsch were front-page news in the daily newspapers.

burg. Not only that, the car with the winch, which had arrived by sea, together with the Rhönsperber, D-Richard Pätzold and Grunau-8 D-Lehrmeister, suffered from engine problems. So when it was time for the grand inauguration they had neither a winch, nor tow-planes!

The saviour was Rolf von Bahr, who was also set to perform above Bromma. The hook, which had been mounted on the autogiro the year before, came to good use. In the program for Sunday, May 24th 1936, stated; 'small balloon hunt' and then glider flights by German pilots. Hanna Reitsch performs acrobatics with Rhönsperber glider. Glider flights by Peter Riedel and Joachim Küttner. Aircraft: Rhönsperber and Grunau 8 (two-seater). Tow-starts by motor-plane, also winch starts.

Von Bahrs 'travel diary states:

May 24th (1936)
 13.45-13.55 – 10 Tow glider: Hanna
 14.10-14.15 – 05 " " : Riedel
 14.25-14.30 – 05 " " : Hanna



Peter Riedel, 1936. Photo: Martin Simons

It was likely that Hanna flew in the Rhönsperber, D-Richard Pätzold, and that Riedel flew his Condor, La Falda (not the Condor D-Hans Hackmack, which belonged to the Lufthansa Glider Department, as is noted in his book 'Über sonnige Weiten').

In the newspaper, Sydsvenska Dagbladet, on May 25th, the Condor is referred to as 'Gordon'. In the same paper it is also noted that Hanna had a communications telephone cable wound around the tow-rope (Siemens 'Schleppflug Telefon-anlage') to communicate with the autogiro pilot, from which she detached both cables at an altitude of around 800-900 meters. It's puzzling that two newspapers wrote that Riedel started before Hanna, as this is not in accordance with Bahr's notes.

What is particularly interesting is that the balloon-bursting competition (a very popular sport in the day), was carried out in a Sparmann-jagare S1³ piloted by Lieutenant Höök-Nilsson. Hanna carried out a display in a Jungmeister, which had been constructed by the Swede, A.J. Andersson (interestingly, the press doesn't even mention this).

Ernst Jachtmann had dramatised the tow in the following words: „- den zuschauenden Kameraden blieb der Atem weg: der Senkrechtstarter erhob sich und zog den kleinen Segler an der Nase hoch wie einen Fisch an der Angel.“⁴ (The watching pilots were breathless; the take-off was vertical and the tiny glider was pulled up like a fish on a fishing rod).

Peter Riedel was more collected in his description: „Das ging sehr gut, da der schwedische Pilot jede gewünschte Fahrt einhalten konnte.“⁵ (That worked very well because the Swedish pilot could maintain any speed as required).

May 25th, von Bahr, wrote in his logbook: 13.30-13.40 – 10 Tow glider: Dr Küttner
 13.50-14.00 – 10 " " : Riedel

In a Stockholm Newspaper, Peter Riedel explained that he broke the Swedish record when he, by himself, climbed from 300 to 1200 meters. Flight time: 2 hours.

Unless otherwise stated, all photos via Thorsten Fridlitzius.

To be continued...

Notes

- ¹ In his logbook, Rolf von Bahr wrote: "Towing Glider with Sparmann above Stockholm. 3 launch attempts with ad banner. Tow trailer"(ad tow) Flight time 55 min. Hence the exact time for the tow of the glider is missing.
- ² The Läkerol sweet company was founded by Adolf Ahlgren in 1909.
- ³ The Sparmann S-1 was a 1930s Swedish military training monoplane, designed by Edmund Sparmann, built in small numbers

for the Swedish Air Force. The S-1 was a single-seat low-wing braced-monoplane with a fixed trail-skid landing gear. It was powered by a single 130 hp (97 kW) de Havilland Gipsy Major engine.

- ⁴ Ursula Eckstein: "Ernst Jachtmann. Windenpionier und Weltrekord-Segelflieger".
- ⁵ Peter Riedel: Über sonnige Weiten. Erlebte Rhöngeschichte 1933-1939".

„FUSSGÄNGER“-VORTREFFEN



Mit einem Zweirad und einer ganz neuen Segelflugglizenz fing alles an.
It all started in 1973 with 2-wheels and a brand-new gliders licence!

Markus Klemmer

Kleines italienisch/deutsches „Fußgänger“-Vortreffen

Soeben kehre ich aus Mailand zurück nach einer Einladung von italienischen VGC-Mitgliedern aus Varese und bin noch immer ganz beeindruckt von dem warmherzigen Empfang, der mir und Susanne dort bereitet wurde. Im Sommer 2018 habe ich erstmals an der VGC Rallye teilgenommen – nachdem ich vor 35 Jahren in Husbands Bosworth den VGC kennengelernt hatte. 1983 endete meine Schulzeit, meine Freunde nutzten Interrail, um Europa kennenzulernen. Ich hatte gerade den damaligen PPL-C erworben und beschloß, mit dem Fahrrad eine Rundreise durch England zu machen. Dabei plante ich die Route entlang von Flugplätzen, wo ich hoffte, campen und vielleicht auch fliegen zu können. Rein vorsorglich packte ich außer dem Zelt

auch mein Flugbuch ein. Nachdem ich den Kent Gliding Club und den London Gliding Club in Dunstable besucht hatte und dort sehr herzlich aufgenommen worden war, fuhr ich weiter nach Coventry und kam schließlich in Husbands Bosworth an. Dort lernte ich den VGC kennen. Ein Doppelraab war soeben restauriert worden und machte seinen Erstflug. Während meiner Zeit dort beschloß ich, eines Tages dem VGC beizutreten, wenn ich ein eigenes historisches Segelflugzeug erworben haben würde.

Allerdings dauerte es dann noch bis 2016, bis sich mir die Gelegenheit bot, den Greif II zu kaufen (es war Liebe auf den ersten Blick), der seinen Erstflug 1963 hatte und von dem nur dieses eine Exemplar die Zeiten überdauert hat. Im selben Jahr war

ich auch erneut in England und bereiste mit Susanne Cornwall (nicht mit Fahrrädern, sondern mit einem gemieteten VW Bulli von 1967). Wir machten einen Halt beim North Devon Gliding Club und trafen auf Mitglieder des VGC. Diese riefen mir meinen Traum von 1983 eindringlich in Erinnerung, indem sie von den VGC-Treffen schwärmten.

Also wurde ich Mitglied beim VGC und besuchte 2018 das Treffen in Stendal mit dem Greif. Da ich dem anhaltend guten Wetter mißtraute, nahm ich mein Banjo mit. Schon bei der Ankunft auf dem Flugplatz lernte ich die italienischen Teilnehmer des Treffens kennen und erfuhr, dass Stefano Bassalti nicht nur seine M 1005 mitgebracht hatte, sondern auch ein Kornett. Liebe Segelflug-Freunde: seid mir

„FUSSGÄNGER“-VORTREFFEN

nicht böse über den nachfolgenden Ausruf – es hätte nun auch für Wochen dort regnen können, weil ich mit Stefano einen neuen Freund gefunden habe, mit dem ich denselben Oldtime-Jazz-Geschmack teile! Aber natürlich war ich auch begeistert von der sehr entspannten Atmosphäre beim Flugbetrieb des VGC.

Im Winter haben uns dann Stefano und seine Frau Silvia eingeladen, sie auf ein Wochenende in Mailand zu besuchen (ihr Sohn Alessandro ist ebenfalls Mitglied beim VGC). Allerdings planten Stefano und die übrigen VGC-Mitglieder auch ein Dinner-Abend auf dem Flugplatz Calcinate nebst Jazz-Session im Clubhaus. Es war eine tolle Sache, die Leute, die ich in Stendal kennengelernt hatte, auf diese Weise wiederzusehen.

Susanne und ich verbrachten dort einen wunderschönen Abend mit exzellenten italienischen Speisen (pasta amatriciana) und Getränken. Sehr beeindruckend ist dort auch deren Museum in den Clubräumen. Die Geschichte des Segelflugs allgemein und der Entwicklung in Italien wird mit großen Engagement und Sachverstand aufgezeigt.

Es war zwar nur ein kurzer Besuch und die Wetter-Bedingungen ließen es auch nicht zu, dort zu fliegen. Aber ich habe mich sehr gefreut, meine neuen Segelflugfreunde besucht zu haben, die ich durch den VGC gewonnen habe. Und ich bin nun auch sehr gespannt darauf, nach Husbands Bosworth zurück zu kehren, 36 Jahre nach meinem ersten Besuch dort.



*Zelten auf britischen Flugplätzen war ein Abenteuer, das ich nie vergessen werde.
Camping around British clubs was an adventure I will never forget.*

A little Italian-German 'pedestrian' pre-meeting

Having just returned from Milan after an invitation of members of the Italian VGC section at Varese, I was very impressed by the warm-hearted welcome which greeted Susanne and myself.

In the summer of 2018, I attended a VGC Rally for the first time after a 35-year ab-

sence, after I attended a VGC Rally at Husbands Bosworth. In 1983 I finished school. My friends went for long holidays around Europe by Interrail. I had just got my German gliding licence and decided to visit Great Britain by bicycle. The route was planned along airfields which I hoped would offer good gliding facilities. I decided to camp and fly if possible. So I took with me, not only a tent, but also my flightbook. After two weeks at the Kent Gliding Club, and the London Gliding Club at Dunstable (with very warm welcomes at both clubs), I went on to Coventry and reached Husbands Bosworth. It was here that I was introduced to the VGC. At that time a Doppelraab had just been restored and made its first flight. Because of the happy days at Husbands Bosworth, I was sure to join the VGC one day when I had my own vintage glider.

But it took until 2016 before I got the opportunity to buy my V-tailed-glider, a Greif II (it was love at first sight). The Greif first flew in 1963 and is the only one that survived the times. In that year same year of 2016, Susanne and I visited Cornwall (not by pushbike but renting a 1967 VW Camper) and made a stop at the North Devon Gliding club. There we met VGC glider pilots who enthusiastically urged me to let my dream of 1983 come true.



*Ein Doppelraab in Hus Bos stand am Anfang meiner langen Reise in den VGC.
A Doppelraab at Hus Bos started my long journey into the VGC.*

„FUSSGÄNGER“-VORTREFFEN



35 Jahre später – jetzt Mitglied im VGC treffe ich neue Freunde und erlebe neue Abenteuer 35 years later, and finally a member of the VGC which brings new friends and new adventures. Foto: Andrew Jarvis



Wiedersehen mit Stefano und unseren geliebten Instrumenten in Calcinате Reunited with Stefano and our beloved instruments at Calcinате.

So I became member of VGC, and in 2018, I visited Stendal with the Greif. Not being so sure about the weather conditions, I decided to take my banjo with me. Just after entering the airfield I met with the Italian members of the VGC and learnt that Stefano Bassalti, not only brought his M 100S to Stendal, but his cornet also. Dear glider friends, don't be angry about the following statement; it could have been raining for the weeks because I gained a new friend for oldtime-jazz-sessions in the way I like most! But of course I also enjoyed very much the relaxed atmosphere of the VGC meeting.

That winter, Stefano and his wife, Silvia, invited us to spend a weekend with their family at Milano (their son Alessandro is also joining the VGC). But Stefano and the other VGC members had also planned a dinner at Calcinате airfield with a little jazz session at their club. I was very happy to meet up again with all the people I had seen at Stendal.

So Susanne and myself enjoyed a very beautiful evening, all finished off with a delicious dinner of pasta amatriciana. Also their museum of the history of gliding and the Italian movement of gliding, displayed within the clubrooms, is very impressive

because it is obviously managed with enthusiasm and great expertise.

It was only a short visit and alas the weather conditions were not ideal for gliding that weekend. But I am very happy to have met my glider friends; all because of the VGC. So it is with anticipation that I look forward to coming back to Husbands Bosworth this summer, just a mere 36 years after my first visit!

Fotos – soweit nicht anders vermerkt –über Markus Klemmer

Unless otherwise stated: all photos via Markus Klemmer



Das kleine und feine Museum in Calcinате gibt einen Einblick in die Begeisterung für den Segelflug in Italien

The fine little museum at Calcinате is obviously a reflection of the passion and love for gliding in Italy.

FROM AROUND THE WORLD

Netherlands



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Education sees more old gliders saved!

In news from the Netherlands, a project proposal has been approved by ILENT (Inspectie Leefomgeving en Transport-Dutch CAA), paving the way for the restoration of a Fokker-built 1947 Olympia, PH-174. This was tracked down in Denmark by the late Bob Persijn more than a decade ago and the project has been taken over by Aarnout Bakker. It will require major work and is expected to take several years.

At Lemelerveld, 1962 K8B, PH-1497 (an import), has completed a full rebuild of the wings due to Kaurit problems. Its first post-restoration flight was carried out at the Dutch national rally on May



PH-1497 is about to be launched on its maiden flight after restoration at Noordkop, during the National Rally. Photo: Erwin Janssen.

31st. Another K8B has now arrived from Soesterberg. This glider has not flown for 12 years and is the first project of a participant from last year's VHZ wood repair workshop. It will require some minor repairs, but it is expected to fly later this year. At Teuge, another participant of the 2017 workshop has taken on a renovation of a 1959 Ka6BrPe. This is expected to fly later this year too, following some repairs to rudder and fuselage due to more Kaurit issues.

Finally, the VHZ is also organising another basic wood repair workshop over two weekends in October. Over these four days, candidates will again learn to make smaller repairs to plywood, ribs, and trailing edges, along with fabric repairs. It is the fourth year in a row that this course has been run and has proven to be quite popular. The location this time will be Nistelrode, in the southern province of Brabant.

Eric Munk

Germany



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Favorit soll wieder fliegen

Wenige Monate nach dem Erstflug der Lom 61 Favorit (DM-2700) umrundete Adolf Daumann am 13. Juni und 29. Juli 1962 gleich zweimal das 500-km-Dreieck, davon das erste über deutschem Territorium. Das waren damals außergewöhnliche Leistungen! 57 Jahre später entschied sich Sandro Rutz für die Restauration bis zur Flugtüchtigkeit des berühmten Flugzeuges.

Der vom VEB Apparatebau Lommatzsch in fünf Exemplaren gefertigte Favorit gehört zu den wenigen Segelflugzeugen, die in Sandwichbauweise mit Deckschichten aus Sperrholz und phenolharzgetränkten Papierwaben als Stützschiicht sowie mit Aluminiumholm gebaut wurden. Entwickelt



Übergabe der Lom 61 Favorit (DM-2700) am 15. November 2018 in Jahnsdorf an Sandro Rutz. Von links: Gerhard Maleschka, Thomas Fischer (Präsident des Luftsport-Landesverbandes Brandenburg), Sandro Rutz, Gerd Fiedler und Detlef Albinus (Vereinsvorsitzender in Finsterwalde), Foto: Claudia Zimmermann Handover of the Lom 61 Favorit (DM-2700) on 15 November, 2018 in Jahnsdorf to Sandro Rutz. From left: Gerhard Maleschka, Thomas Fischer (President of the Air Sports State Association Brandenburg), Sandro Rutz, Gerd Fiedler, and Detlef Albinus (Chairman of the club in Finsterwalde)

worden war die Lom 61 für die damalige FAI-Standardklasse, also mit 15 m Spannweite und festem Fahrwerk. Das beste Gleiten beträgt 38, die erflogen worden waren.

Am 13. August 1963 wurde dieser Favorit auf Beschluss der Kombinatleitung des VEB Carl Zeiss Jena zum Flugplatz Jena-Schöngleina überführt. Zwanzig Jahre später, nach 847 Flugstunden und 871 Landungen, folgte 1983 die Abschreibung, worauf Wilfried Arlt in Schön-

hagen das „ausgeschlachtete“ Flugzeug für die Sammlung des Flugsportmuseums Finsterwalde übernahm.

Dort kam Sandro Rutz im Juni 2017 auf die Idee, diesen Favorit wieder zum Fliegen zu bringen – allerdings eine sehr anspruchsvolle Aufgabe, denn bevor man sie angehen kann, waren noch wichtige technische Fragen zu klären. Wie das geschah, erzählt Sandro Rutz:

FROM AROUND THE WORLD



Sandro Rutz, der Initiator der Favorit-Restaurierung, an seiner Lom 57 Libelle. Links im Bild Ernst Schmutterer, bekannter Fotograf auf den Segelflugzeug-Oldtimertreffen. Foto: Frank-Dieter Lemke



Transport des Favorit von Jahnsdorf nach Finsterwalde auf einen Anhänger STW Typ 2. Diese Anhänger wurden in der DDR gebaut und "Transatlantik" oder "Transall" genannt. Die Serienproduktion begann 1957 beim VEB MAB Schkeuditz und endete 1959. Es sind mindestens 72, eventuell auch 89 Exemplare gebaut worden – sowohl in offener Ausführung als auch wetterfest mit Spriegel und Plane.

Foto: Detlef Albinus *Transport of the Lom 61 from Finsterwalde*

„Am 15. November 2018 fand die Übergabe des Favorit auf dem Flugplatz Jahnsdorf statt und wir nahmen mit dem LBA Kontakt auf, das nach unserem Antrag auf Wiederherstellung der Lufttüchtigkeit diverse Bedingungen stellte. Dazu gehörten eine Thermografie zur Kontrolle auf Fehlleimungen und die Entnahme von Leimproben zur Messung der Leimfestigkeit (Leimschubproben). Diese Prüfung hatte bereits der Favorit DM-2704 über sich ergehen lassen müssen, der heute im Deutschen Segelflugmuseum auf der Wasserkuppe zu besichtigen ist. Erhebliche Fehlleimungsstellen sowie mangelnde Leimfestigkeit hatten damals zur Entscheidung geführt, dieses Flugzeug nicht mehr bis zur Flugtüchtigkeit zu restaurieren.

Im Januar 2019 fand schließlich durch das Institut für Holztechnologie Dresden in Jahnsdorf die spannende Thermografie an den beiden Tragflächen und am Höhenleitwerk statt. Dabei war sicherzustellen, dass die zu untersuchenden Teile kälter als die Umgebungstemperatur sind, denn die

Qualität der Verleimung wird durch die unterschiedliche Wärmeaufnahme der verschiedenen Holzstärken und der darunter liegenden Bauteile sichtbar. Das Ergebnis war beeindruckend positiv und es konnten weder Fehlleimungen noch Losleimungen festgestellt werden.

Der nächste Schritt war die Entnahme von Leimproben zur Festigkeitsbestimmung. Allerdings bestand die Gefahr, dass zwei der fünf zunächst geforderten Entnahmestellen den Favorit erheblich beschädigen würden. Deshalb nahm Bernd Junker, Vertreter des DAeC-Bundesausschusses Kultur aus Braunschweig, Kontakt mit dem Sachbearbeiter des LBA auf und erreichte nach sachgerechter Abstimmung eine Änderung der Entnahmestellen. Bei der Entnahme der Leimproben sahen wir bereits, dass die Verleimung gut war. Die Hoffnung auf ein positives Ergebnis wuchs und wir sandten die Proben zum Entwicklungs- und Prüflabor Holztechnologie nach Dresden. Aber das Labor lehnte das Prüfen der Proben ab, weil die Probengröße als zu klein angesehen wurde.

Zum Glück erklärte sich das Fraunhofer Institut in Braunschweig bereit, diese Leimproben zu untersuchen, doch gingen die Leimproben auf dem Rückweg verloren und es mussten nochmals fünf Löcher in den Favorit geschnitten werden, der inzwischen wie ein Schweizer Käse aussah. Die Tests in Braunschweig verliefen eindeutig, denn alle Leimproben erbrachten höhere Werte als die geforderte Festigkeit. Die Brüche der Proben traten allein im Holz auf. Die gemessenen Bruchwerte betrugen 12 MPa (N/mm²). Für Leimungen und zur Festlegung von Schäftungslängen werden 5 MPa angesetzt.

Damit wurde auch diese Nachweisbedingung gegenüber dem LBA erfüllt. Sobald die offizielle Freigabe durch das LBA vorliegt, kann in der Werkstatt von Gerd Fiedler in Jahnsdorf die Grundüberholung beginnen.“

Frank-Dieter Lemke

Favorit to fly again!

A few months after the first flight of the Lom 61 Favorit (DM-2700), Adolf Daumann rounded the 500 km triangle twice on June 13 and July 29, 1962, a first of which was over German territory. Those were extraordinary achievements! Fifty seven years later, Sandro Rutz looked into the restoration to the airworthiness of this famous aircraft.

The VEB Apparatebau Lommatsch made five copies of the Favorit. It is one of the few gliders, which were built in sandwich construction, with layers of plywood and

phenolic resin impregnated paper honeycomb as a support layer and an aluminum spar. The Lom 61 was developed for the then FAI Standard Class, i.e. with a 15m span and fixed undercarriage. The best measured glide is 38:1.

On August 13, 1963, this Favorit was transferred to the Jena-Schöngleina airfield for operation under the combined management of VEB Carl Zeiss Jena. Twenty years later, after 847 flight hours and 871 landings, it was taken out of service in 1983, whereupon Wilfried Arlt took over the

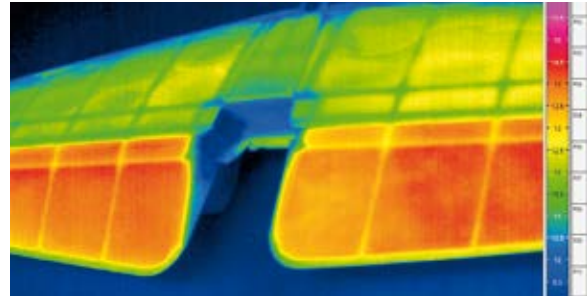
redundant aircraft for the collection of the Finsterwalde Air Sports Museum in Schönhagen.

There, Sandro Rutz came up with the idea in June 2017 to get this Favorit flying again. A very demanding task, because before you can tackle their restoration, very important technical questions had to be clarified. Sandro Rutz takes up the story: "On November 15, 2018, the handover of the Favorit took place at the Jahnsdorf airfield, and we contacted the LBA, which handles the various applications and sets

FROM AROUND THE WORLD



Lom 61 Favorit in der Werkstatt von Gerd Fiedler in Jahnsdorf – dem Ort der Grundüberholung. Foto: Detlef Albinus
Lom 61 Favorit in the workshop of Gerd Fiedler in Jahnsdorf – where the overhaul will take place.



Thermographie des Höhenleitwerks: Fehlender Kontakt entlang der Klebelinien – was nicht der Fall ist – würden durch unterschiedlichen Farben dargestellt. Foto: Institut für Holztechnologie Dresden
Thermal image of the elevator. If there are any spots in which make no contact along the glue lines (indicating glue failure), the affected area will show up as a different colour.

the conditions following our request for returning the aircraft to airworthiness condition. This included thermo-photography to assess the integrity of glue joints and the removal of glue samples for measuring the glue strength.

Previously a Favorit, DM-2704, had undergone this test, which today can be visited at the Deutscher Segelflugmuseum, on the Wasserkuppe. Significant glue failure had led to the decision not to restore this aircraft to airworthiness.

In January 2019, the Institute of Wood Technology in Jahnsdorf, Dresden, finally carried out the thermo-photography of the two wings and tailplane. It had to be ensured that the parts to be examined are colder than the ambient temperature, because the quality of the glue is then visible through the different heat absorption of

different wood thicknesses and the underlying components. The result were positive and impressive. Neither detached or weakened glue joints were detected.

The next step was the removal of glue samples for determination of its strength. However, there was concern that two of the five required withdrawal points would significantly damage the Favorit. Therefore, Bernd Junker, representative of the DAeC Federal Committee on Culture in Braunschweig, contacted the LBA case officer, and after some consultation, reached agreement for a change of some of the sampling points. Upon taking the glue samples, we could readily see that the glue was in good condition. Hope for positive results grew as we sent the samples off to the Development and Testing Laboratory of Wood Technology in Dresden. But the lab refused to test

these samples because the sample size was considered too small.

Fortunately, the Fraunhofer Institute in Braunschweig agreed to examine these glue samples, but the glue samples were lost on the way back and five more holes had to be cut into the Favorit, which by now, looked more like a Swiss cheese! The tests in Braunschweig were clear, because all glue samples yielded higher values than the required strength. The fractures of the samples occurred in the wood, not the actual glue joint. The measured fractures of joints were 12 MPa (1740 lbs per sq foot), well above the minimum 5 MPa (725 lbs per sq foot) required. This fulfilled the the conditions laid down by the LBA. As soon as the official approval by the LBA is granted, the overhaul can begin in the workshop of Gerd Fiedler in Jahnsdorf."

Frank-Dieter Lemke

Meise for Deutsches Sport & Olympia Museum

Its a complicated story that started somewhere in Bavaria. A Meise, or the sad remains of a Meise, were found in a barn. It appeared to be a French Meise, a Nord 2000, as the registration, F-CRLY, was clearly painted on the wings. The aircraft was completely stripped inside the cockpit and nothing further was found unveiling the true story of this once lovely aircraft.

Finally, it ended up at the Wasserkuppe Museum. The 'Deutsches Segelflugmuseum mit Modellflug' (DSMM) already has a very nice Meise in the collection. In addition, it also has the sole remaining Lo-Meise, a later development in former East Germany (German Democratic Republic). So what to do?...

At the time, the DSMM had on a temporary loan, a Meise fuselage from the Deutsches Museum, Munich, that has a cut-away view to one side. This exhibit was very popular



The Meise as it arrived here with us.

among the visitors, so the museum people thought about doing something similar. But to drastically cut away such a beautiful object, or leave it as it is?

Philosophy was in the air! Closer investigation unveiled that the

wings were of French origin, but the fuselage was German war-time. This was only obvious by looking at the pulleys that redirect the control wires in the fuselage and the wings; there being no sign of a manufacturer's plate or anything else. Maybe the

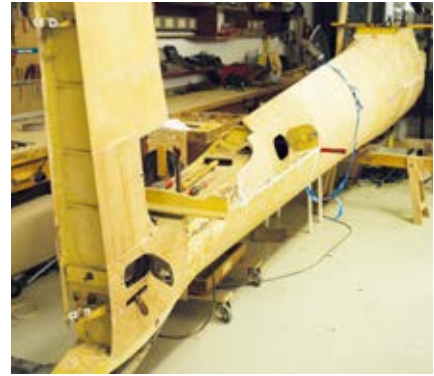
FROM AROUND THE WORLD



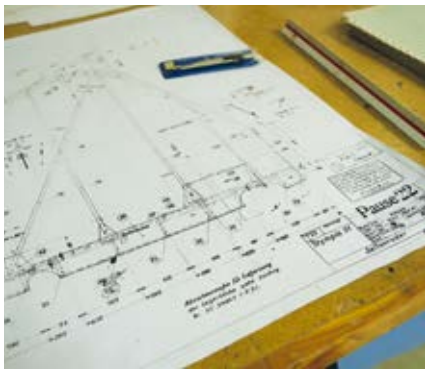
The long restoration is under way.



It was the pullies that gave the original origin of the fuselage away.



A patchwork of old and new. Looking a lot better!



Rudder drawings...



...and the resulting new rudder!



Wing construction details. Note the original DFS method of rib construction with the plywood gussets in the centre of the rib, making rib construction more complex.

French had removed everything to hide, or forget, its German origin?

So, let's look at the philosophy of the choices open to us:

- **Plan A:** leave the aircraft like it was; rotting. Holes in some areas, unrestored, with a unattractive colour scheme which was not representative and with any old markings... No.
- **Plan B:** let's only take the fuselage, cut off all plywood on the left side, cut off the outer wings and have only the inner wings fitted on the fuselage, akin to a 'Stummel-Habicht,' therefore a 'Stummel-Meise' and throw away all the surplus bits... again, no.
- **Plan C:** as there was no history to discovered about the Meise, even after extensive research and countless emails, to restore the aircraft to a good standard and representative of its original condition. The Meise would lose its historic patina in the process, but at least it would end up highlighting the beauty of its design, of gliding, and the lost opportunity of gliding as an Olympic discipline for our beloved sport... Yes!

So the workshop crew of the DSMM enthusiastically started the work, although it was

clear that there is neither a need, nor the space in the museum for another Meise! Other aviation museums are always struggling with gliders, as they are so big.

Something different? A shopping mall or a passenger terminal in an airport? Then the idea popped up that the Cologne-based Deutsches Sport & Olympia Museum could be a possible recipient of the Meise.

The Deutsches Sport & Olympia Museum covers sports from the classical period through to the first modern Olympic Games in Athens in 1896, to today's professional, elite sports. With special exhibits on both the 1936 Berlin Games, and the tragedies of the 1972 Summer Games in Munich, we felt that the Meise would fit in nicely with the museum's ethos. Gliding was, for the sports first and only time, an official Olympic Demonstration Sport during the 1936 Summer Games. Gliding never became an official full Olympic Sport due to the horrors of WW II.

A unique fund-raising campaign started. The Deutsche Aero-Club made a plea within the aviation community to help fund-raise for the project, with the aim of covering at least restoration costs. This funding continues, so anyone who would like to

donate monies can do so at the Deutscher Aeroclub's website: www.daec.de (type in Spendenformular Olympia-Meise in the search tool).

And so as time progresses, the Meise is coming along very well and getting better and better as work continues every second weekend when the Museum workshop staff (Dag Peters, Peter Distler, Otto Becker, and Wolfgang Onken), display their skills. They have more than proved their skills in the past, with nearly all the gliders in the DSMM collection coming under their expertise, right down to the HKS-glider, which proved to be a huge challenge. They have also built new replicas.

They are currently trying to source a canopy for the Meise [see advert in this issue-Ed]. Meanwhile, the main-pins have been made and the missing rudder has already been built from scratch.

We will be keeping VGC News readers updated on future progress.

Peter Ocker

All photos: via Peter Ocker

FROM AROUND THE WORLD

Switzerland



Swiss Correspondent
Daniel Steffen
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We only have so much water. We must summon our youth and enthusiasm if we are to be saved...

We regret the crisis of the VGC in France and we therefore dedicate this Swiss News to our French friends. The French aviator and poet, Antoine de Saint-Exupéry (1900 – 1944), wrote the following text in 1943...

«J'ai eu une panne dans le désert du Sahara, il y a six ans. Quelque chose s'était cassé dans mon moteur. Et comme je n'avais avec moi ni mécanicien, ni passagers, je me préparai à essayer de réussir, tout seul, une réparation difficile. C'était pour moi une question de vie ou de mort. J'avais à peine de l'eau à boire pour huit jours.

Le premier soir je me suis donc endormi sur le sable à mille milles de toute terre habitée. J'étais bien plus isolé qu'un naufragé sur un radeau au milieu de l'Océan. Alors vous imaginez ma surprise, au lever du jour, quand une drôle de petite voix m'a réveillé. Elle disait :

- S'il vous plaît... dessine-moi un mouton !
- Hein !
- Dessine-moi un mouton...

J'ai sauté sur mes pieds comme si j'avais été frappé par la foudre. J'ai bien frotté mes yeux. J'ai bien regardé. Et j'ai vu un petit bonhomme tout à fait extraordinaire qui me considérait gravement. Quand je réussis enfin à parler, je lui dis :

- Mais... qu'est-ce que tu fais là ?

Et il me répéta alors, tout doucement, comme un chose très sérieuse :

- S'il vous plaît... dessine-moi un mouton...

Je dis au petit bonhomme (avec un peu de mauvaise humeur) que je ne savais pas dessiner. Il me répondit :

- Ça ne fait rien. Dessine-moi un mouton.

Alors j'ai dessiné.

Il regarda attentivement, puis :

- No ! Celui-là est déjà très malade. Fais-en un autre.

Je dessinais. Mon ami sourit gentiment, avec indulgence :

- Tu vois bien... ce n'est pas un mouton, c'est un bélier. Il a des cornes...

Je refis donc encore mon dessin : Mais il fut refusé, comme les précédents :

- Celui-là est trop vieux. Je veux un mouton qui vive longtemps. Alors, faute de patience, comme j'avais hâte de commencer le démontage de mon moteur, je griffonnai ce dessin-ci. Et je lançai :
- Ça c'est la caisse. Le mouton que tu veux est dedans.

Mais je fus bien surpris de voir s'illuminer le visage de mon jeune juge :

- C'est tout à fait comme ça que je le voulais ! Crois-tu qu'il faille beaucoup d'herbe à ce mouton ?
- Pourquoi ?

- Parce que chez moi c'est tout petit...

- Ça suffira sûrement. Je t'ai donné un tout petit mouton.

Il pencha la tête vers le dessin :

- Pas si petit que ça... Tiens ! Il s'est endormi...

Et c'est ainsi que je fis connaissance du petit prince. »



The box in the two pictures does not contain a sheep. It contains a mythical creature. We will open our mysterious casket in the next issue of the VGC News....

Photos: Thomas Fessler

FROM AROUND THE WORLD

UK



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Kirby Kite BGA 327 Update

I don't remember when I last gave an update? Since my last update, when we fitted the wings to the fuselage, the wings have now had the plywood fitted and spoilers from the prototype Kite were used. I made a nose-block buck from the fiberglass mould that came with the project I got from Tony Maufe.

From this new buck, I made the plywood nose cone, which is the hardest thing I have ever made (but now I could make an even better one!) The tow hooks, which I had refurbished by Roger Andrews at the time of the prototype Kite project, were fitted by my father, Peter, to the fuselage. Many metal fittings have been made and were taken over to Graham Saw at Booker to be welded up by an approved airframe welder. The fittings were then fitted to the airframe. Work has been slow over winter due to the fact Peter feels the cold and his left hand has not much feeling after a stroke some years back. He is now 91 but gets out to the workshop every day, much more than I do.



All coming to together nicely with fabric on the wings.

Some weeks back we had to proof-load the wings. Graham Saw came over to watch the fun as he is now the BGA inspector for this Kite. Peter gave up his ticket last year. Sixteen bags of cement placed along the wing simulated an equivalent loading of 4G. All went well and the tree in which the wing was fixed to, at least didn't break! During the last few months I also purchased an old glider trailer and modified it to fit the glider. This meant fitting new aluminium to the front, back, and roof. It is almost all sorted out to accept my newest Kirby Kite.

Peter worked on the new control cables and runs. New rudder pedals were made and bolted on. Over the last month the plywood nose cone was glued on to the fuselage. I varnished inside the wings, tail-

plane, and rudder. With Peter working on one or two other bits, I started to apply the fabric adhesive, giving at least three coats. The first of the fabric to go on was the fuselage, then the wings. Today I ran out of things to do, so we went out and bought the paint, using a sample of old paint from the fuselage. So this afternoon I gave the fuselage the first coat of paint. Peter meanwhile, is working out of the sun in the workshop.

Hopefully it will not be long before its test flown and used now and then. Since Peter or myself do not fly, we will start another project. Though lovely to see the Kite fly, I have no wish to fly it, but also do not want to sell it just yet.

David Underwood



The nose-cone was the hardest thing I have ever had to make



The moment of truth...trees make useful for essentials such as props to hold up wings!



With the control cable in place, fabric goes on.



The fuselage looking splendid with its new fabric.

FROM AROUND THE WORLD

Going from strength to strength

This summer has not turned out to be the barbeque summer of last year, but that does not mean that things have not been happening in the Gliding Heritage Centre...

Hilton and Paul's efforts in organising the Wasserkuppe coach trip have paid off, we now have enough people who have booked the trip to make it viable. We are really looking forward to visiting this most historic gliding site and the premier gliding museum on the European mainland next April [See page 10].

Our collection of gliders still continues to grow and our second hangar is already nearly full. We have to thank John Hopkins and Kevin Freeson for their very generous donation of the Slingsby Prefect prototype. This historic glider was actually the first glider to be put on the Dutch register and bore the registration PH-1. She flies beautifully and I think she will be very popular with our members.

But the Prefect is not the only prototype Slingsby glider we have been given; with thanks to Robin Birch we now have the Slingsby Dart prototype. The Dart was the last mass-produced wooden glider to be designed in Britain and succeeded the Skylark family of gliders. We are really looking forward to getting this glider airborne in the near future.

As if having two prototype Slingsby gliders donated to us is not enough we have also become custodians of the Bergfalke II/55 previously owned by Reiner Karch from Germany. Reiner very kindly donated this glider to us along with its trailer. The Bergfalke is significant as it was quite a common training glider predating the now ubiquitous K13. We hope to have both the Bergfalke and Prefect flying at the VGC International rally at Tibenham.



Bob and Sylvia van Aalst handing over the logbook of the Pink Panther to Colin Simpson.

I have also just heard the news that Gary Pullen and Paul Wheatcroft have very generously donated their airworthy T38 Grasshopper to the GHC collection complete with a valid CofA. With the recent adoption of Dyneema launch cables at Lasham, we are looking forward to some fun and slightly scary times with this aircraft!

Whilst we are on the subject of fun, we have been donated a great fun glider! The GHC is now the very proud owner of our very first pink (yes pink!) glider. Bob and Sylvia van Aalst, who were instrumental in getting the appeal going to bring the Scott Viking to Lasham, have kindly donated to us their prized Slingsby Tutor, dubbed the Pink Panther. The glider comes complete with bespoke artwork of the actual Pink Panther by Bob and Sylvia's daughter, Mira, who painted it on the glider's nose.

David Siddell and his band of volunteers have embarked on a restoration of the Clarke Glider. When this glider came to us from the RAF museum it was in a very fragile condition and it was a major challenge to put it on display without causing

it significant damage. The fabric is in the process of being replaced and doped to make it more durable in the GHC environment and work is being done to make the wings a little sturdier.

Gary's Grunau Baby is also undergoing refurbishment which should be completed later this year.

The GHC has been out and about, we enjoy great relations with our neighbouring airfields. On the 20th of July, the 50th anniversary of man's first walk on the moon, we helped Kestral gliding club celebrate its 70th Anniversary. The Beast, along with the Capstan, the T31 and the T21 all landed at Odiham to give flights to significant visitors to the club. We have also visited Popham to support their microlight fly-in, Goodwood on their members day, and have attended events in Basingstoke, plus the village fetes at Bentworth, and Medstead.

We have had some major cash donations of late towards our aim of building a dedicated maintenance facility. We reported the sad passing of long time GHC supporter, Pat Garnett. We were more than a little over-



Surprise, Surprise! -Mira's stunning artwork explodes out of the side of the Pink Panther



Gary is just about to carry out the first flight of the new GHC Prefect prototype.



Sarah Garnett presents a generous cheque of £5,000 on behalf of her late husband, Pat, to Gary for our workshop appeal.



FROM AROUND THE WORLD

come when we had a visit from Pat's widow, Sarah, who bought with her a cheque from Pat's estate for £5000 to be put towards our workshop appeal. The grand total of our appeal stands at £25,000, which is well on the way towards making us think about

starting some of the preliminary work to building the workshop.

If you wish to find out more about how to help bring about the much needed GHC workshop please visit www.glidingheritage.org.uk/donate to find out more.

In the meantime, that's all from me and I hope the rest of your gliding season is a good one.

Paul Haliday

All photos: Colin Simpson

USA



Correspondent:

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Vintage Sailplane Association(US) updates IVSM Update

The National Soaring Museum, Harris Hill Soaring Corporation and VSA continue to work on making IVSM 2020 an awesome event. At the NSM Board Meeting in May, IVSM Chairman Bill Batesole reported that the National Soaring Museum website is being updated to include a section dedicated to IVSM and linking directly to Registration, Event Schedules, Information on area hotels, and Flying Tips at Harris Hill Gliderport. The site will include a plea for participation (and culinary donations) for the International Evening.

An Event Program is being planned to include information on the participants and their vintage sailplanes. The Harris Hill Soaring Corporation, which provides towing and ground operations, plans to complete its brand new Flight Center this summer (2019) to provide an even more comfortable and efficient focal point for flying and visitors than ever before.

A special invitation is extended to international visitors. Bill Batesole will be attending the Vintage Glider Club (VGC) International Rally in Tibenham, England this summer to promote a strong international showing. If international visitors would like to bring a sailplane with them to sell in the US or Canada, please let us know so we can help spread the word to potential buyers.

If clubs would like a copy of the Ted Williams-designed IVSM poster for advertising at their club or local venues, please let the NSM know so they can try to get the appropriate material to you.

Mark July 4 – 11, 2020 on your calendars for the 7th International Vintage Sailplane Meet at Harris Hill.



Bowlus-DuPont Albatross displayed at the National Soaring Museum above the Evolution of Gliders and Sailplanes (EOGASE). The Harris Hill and the NSM will be the focus of many of the activities, including International Night at IVSM2020. Photo Jim Short

NSM 50th Anniversary Celebration Saturday, 5 October 2019

Elmira calls itself the soaring capital of America. It is as holy a place to American glider pilots as the Wasserkuppe is to the Germans. Located in Chemung County, Harris Hill rose to prominence when it hosted the first 13 national soaring contests between 1930 and 1946. It is also the home of the nearby, and famous, Schweizer Aircraft Company (founded in 1939) in Big Flats.

With national soaring contests during the 1950' bringing about the concept of remembering past soaring history, a local history museum in Elmira offered space at the Strathmont Estate. During the 1960s, the gliding portion of this small collection was relocated to Harris Hill through the efforts of Harris Hill Soaring Corporation (HHSC), led by Schweizer Aircraft co-founder, Paul A. Schweizer.

In 1969 the Soaring Society of America earmarked Harris Hill as the location for the future National Soaring Museum (NSM). The museum was established as an independent non-profit corporation. After fire destroyed the Works Progress Administration (WPA)-era administration building in 1979, the NSM replaced it with a new 16,000 sq. ft. facility.

The Board of Trustees undertook the second major capital campaign, culminating in 1989 with a 12,000 sq. ft. addition to the museum. Another 3,200 sq. ft. Collections Annex was completed in 1993 to house a

segment of one of the world's largest collection of motorless aircraft, and features an education centre, and a gift shop.

With so many significant gliders from US soaring history, fascinating gliders include sailplanes from the late 1890's through to recent models, perhaps NSM Director, Trafford Doherty, recently summing up Elmira perfectly when he said; "When people think of Elmira, they think of Mark Twain, the Civil War camp and soaring."

Working closely alongside the Harris Hill Soaring Corp (who are currently upgrading their flight centre), an exciting 50th Anniversary celebration is planned in October of this year with a banquet and entertainment by a local big band (recalling an earlier period), the Hep Cats. In the afternoon, Simine Short will lecture on Octave Chanute and his biplane gliders, including the Arnot-Chanute glider, which played a significant role in Elmira soaring history.

After dinner, retired National Air and Space Museum curator, Dr. Tom Crouch, will talk about the Wright brothers' glider experiments.

Quite a line up!

*Works Progress Administration (WPA; renamed in 1939 as the Work Projects Administration) was an American New Deal agency, employing millions of job-seekers during the 1930's (mostly unskilled men) to carry out public works projects.

Jim Short

Chris Williams

Bit of a mixed bag for the weather ...

Due to some miraculous mix up with the Weather Gods, the second scheduled Scale Fly In at the White Sheet club not only had decent weather, but a decent forecast, too!... As a consequence of which, the turnout was the largest we have seen in years and a great time was had by all. Because of the big turnout, the club's committee decided that next time around it would have to be scale models only, as we had hitherto peaceably coexisted with the sport fliers in years gone by. Of course, the chances of such a weather forecast happening again this, or any other year, are vanishingly small, but you never know. Not long after, it was time for the Ghost Squadron's first event at the iconic Middle Wallop venue.

This time around, a pretty miserable forecast kept the numbers down, despite which there was hardly a drop of rain all weekend. These are parlous times indeed for model aeronautics; not only have MOD drastically increased the fees for holding events on airfield, thus rendering small turnouts highly uneconomic for the organisers, but the government's knee-jerk reaction to the drone incursions at Gatwick and Heathrow are threatening to curtail model flying activities to the point of extinction, according to those of a less sunny disposition.

Project completions

My pal Motley (Geoff Crew) has finished his version of the HW4 Flamingo, built

this time to 5th scale. (My Flamingo was featured last time around). Once again we can see that it's perfectly possible with our deeper understanding of the issues involved to achieve excellent flight characteristics with smaller models that were denied to us in the past. My success with the ¼ scale lightweight Minimoa led me to cast around for something similar that would be equally pensioner-friendly. The MG19a Steinadler, at the same scale, is now theoretically mission-capable, and at the time of writing, fingers are crossed that one day the flippin' rain will stop! Lastly, a quick update on the new Minimoa I mentioned last time around. You can see her sporting with the clouds by putting 'MINIMOA No 8!' into Mr Google's search box.



1: Unusual view of the White Sheet Scale Fly-In for the author's Cantilever Gull
 2: Trevor Hewson's electrified Fauvel AV36 at White Sheet

3: Geoff Crew's 3.5 scale TG3 at the White Sheet event
 4: Geoff's new 5th scale HW-4 Flamingo gets its maiden tow at the CMFC club
 5: Line of four Flamingos at Middle Wallop
 6: Richard Edmunds' 5th scale Minimoa at the Ghost Squadron event
 7: Author's latest: ¼ scale MG19a Steinadler

All Photos: Chris Williams

LETTERS TO THE EDITOR

With tow-pilots, who needs enemies?

Not so much a letter in its traditional form, but in a recent interview sent to me by Wings Over Nz (WONZ) podcaster, Dave Home-wood, where he interviewed Neville Clarke, a 97-year-old veteran Ferry Command and RNZAF pilot. In one part of the interview Neville recounts an episode where early trials were being carried out to supply England by flying gliders across the Atlantic, here is just one little nugget...

"They decided that they were going to practice towing gliders. To see if it were worthwhile towing them across the Atlantic, by short runs, Goose Bay. I don't know if they were going into Bluie West [today known as Narsarsuaq Airport], I think that they were going onto Reykjavik or something like that. They had to service these places. They had a stripped down Ventura

[medium bomber] that they could put all the supplies for both Goose Bay and so on. So they used that for practice, for towing the bloody glider. They had a Canadian guy who was a bit like Screwball Beurling,* a bit of a hard case. He was going out of Goose Bay and he lost an engine. The Ventura has got a lot of power, but it hasn't got enough to keep the aircraft up and the glider [on one engine]. So he dropped the glider off; this is winter, so all the lakes are covered in snow, then he went back and forgot to tell anybody. He went in the next day to see what he was doing, and they said; "Christ you're supposed to be out delivering this bloody deal." Oh no we had to come back because of engine failure. "Well what about the glider?"

Jesus Christ the glider! (Laughter). So they went down and there was apparently a squadron flying [in the area] and they found a very irritable crew on the lake! The story was they took a Ventura out and landed on the lake and took off"....

* George Beurling, Canada's most successful fighter pilot of WW2

For the full interview, visit:
www.cambridgeairforce.org.nz and click on; Listen To The "Wings Over New Zealand Show", episode 202.

Postscript: Sadly Neville Clarke passed away since the publication of this piece.

The flying Pie-cart...

Ryan Warby



As found, early 90's (you can see the glider trailers and hangar in the background). The bracket on the front was where the windsock would be placed. Photo: Ryan Warby



This Photo taken around 1976 shows the bus in use on the Airfield. Photo: Bruce Adams



The Kombi underwent a full restoration by Stephen Muller in the early 2000's. To get it back on the road, the exterior was kept Rat-style, 'as-found'. It now sports a 2-liter, air-cooled VW engine, and easily keeps up with today's traffic. Photo: Ryan Warby

Hi Bruce,
 I used to do a lot of soaring, however that all went on the back burner with the arrival of a family. I took photos of this bus back in the early 90's on the airfield at Forbes, NSW. Years later I discovered some photos, called the club and secured the Kombi. The Kombi used to be the Forbes Soaring

Clubs 'Pie Cart.' It was used as shelter and home base on the airfield, painted bright yellow, so to be seen. It was not used under its own power (no engine) and was pulled around with a tractor. I stored it on a farm in Mudgee for another few years before getting it back on the road.

Ever since then its been part of the family, going on numerous camping trips and holidays.
 Ryan is keen to learn more of the van's history, so if you are reading this and can help, please contact Ryan at:
ryanwarby@gmail.com

Ron; a wonderful gliding bum...

RON DAVIDSON (17/06/1932 - 06/04/2019)



Photo via Tony Lintott

From his first days on a course at Lasham in 1969 his life became filled with gliding in ways that most of us can only dream of. As a single man successful in a business he sold by the age of fifty in 1985, he had the time and money to become a "gliding bum", as he put it, demonstrating his dry sense of humour.

Ron had a very interesting back-story. His parents were prominent members of the pre-war Red Brigade, right at the top left of the Labour Party, and Ron recalled playing with his toys alongside

his Dad involved with party matters. At the age of eighteen he was called up for National Service and became an aerial rigger working at height on the Chain Home arrays along the south coast, the development of which Philip Wills and others had helped by being towed out to sea, as graphically related in Philip's book 'On Being a Bird.'

After National Service Ron opened an electrical shop in Nottingham, but when someone brought in a broken bicycle in need of repair, he saw an opportunity and developed a new line in bicycle sales and repair. That drew him into competitive cycling where he eventually made something of a name for himself.

Having passed his peak - in cycling terms - his brother, in passing, suggested that maybe gliding might be worth a look. Ron took himself to Lasham on a course and appears to have turned up at Hus Bos just about ready for solo. At that time Hus Bos trained on side-by-side T49s and had been sending pilots solo in a Swallow. The two types were so very different in their handling characteristics that there was an obvious mismatch, so the then CFI - intent on rectifying the problem - sent Ron solo in the under-used Skylark 3, which he handled perfectly. The rest is history...

Having soloed in 1969, Ron rose to become CFI at HB in 1978, serving for three years.

Ron was no fool. He knew very well that flying is great fun, but getting it wrong can be painful in more ways than one. He recognised his responsibilities in keeping people safe - instructors, pupils, and passengers alike. Transgressions were clearly explained, and woe betide anyone who failed to understand, or ignored his advice.

In 1973 he bought the lovely white Petrel and flew it at the founding of the Vintage Glider Club at Hus Bos. Flying it to Dunstable he took another launch and flew it back, cheering up VGC founder, Chris Wills, no end.

Ron also played a large part in organising the wonderful Pilcher Centenary at Stanford Hall in 1999, to commemorate Percy's unfortunate death on the cusp of solving the problem of manned flight.

He enjoyed flying in competitions, 'Enterprise' suited his style, where he made many friends. He also travelled widely in Europe, Australia and New Zealand, passing on contacts that would help others who followed. He owned several gliders in syndicates, plus an SB5 which he owned for thirty years, generously allowing others to fly it. Just two weeks before he passed away he stepped in to advise with its Annual inspection.

Not just gliding, Ron also built a Quickie light aircraft on his own, then a Europa with others. He toured Europe in various aircraft from Ireland in the west to gliding sites on the eastern borders. On more than one occasion he towed back gliders purchased abroad, with the usual adventures when things didn't go to plan.

An expert in Helicoil, he would cheerfully get friends out of a hole. (No pun intended).

His years as an instructor, examiner, and inspector provided a great number of fascinating tales and valuable advice for anyone who asked, and he was always ready to help a fellow enthusiast if at all possible.

He will be sorely missed....

Keith Nurcombe

Cheers Ron...

RON DAVIDSON (17/06/1932 - 06/04/2019)

I first came across Ron many years ago when he arrived in New Zealand from Australia for a bit of a breather, I gather after flying his syndicated glider there. Apparently, along with his own glider, he would fill up a big 40 ft. container with private gliders, ship them out and base them at an Australian gliding site so they could all fly their hearts out and then return them back to the U.K. I gather that the gliders would stay on site for up to three months, so as to allow other syndicate members to also fly out and be part of this International 'away gliding camp.' Australia is a magnificent, 'mega' place to fly, with very high cloud bases which allows for very long distances to be flown. He briefly held the British record for a 750km out and return flight which he did in Australia during one of those camps.

The idea of doing this was well supported, so this annual 'camp' become an established part for a lot of the UK pilots, either as a 'to do' list, or become an annual affair for many. His 'rest and recreation' arrival here in NZ originally was to visit his sister, Marian, in Whangarei, Northland. Eventually one day he found himself visiting our gliding club here at Matamata.

That started a very long-term friendship, often staying at our place during his journeys. He was a very skilled and knowledgeable pilot, an 'A' Category Gliding Instructor, and examiner, as well as being a highly regarded glider engineer. He helped our club and many others here in NZ as a fill-in Instructor during his trips here. He had high personal flying standards which I am sure helped raise the 'bar' in a number of the clubs that he visited. Ron and I would often debate for hours putting the gliding world to rights, as you do, which he enjoyed immensely. I would always joke to the fact that he was really out here to do an audit on the colonies! Ron loved that idea and would at times play upon it.

After I think what must have been his third trip here, he purchased a car which he kept in my hangar so as to use when he came to NZ. This was obviously a commitment to continue to come to this country to enjoy the flying scene here. His last trip was about eight years ago, but looking back now I guess the signs that he was not so well health-wise were now starting to show. He was getting tired easily but was always in high spirits however. I noticed he did not fly much, which was a major turnaround from his earlier years here. One time he drove his car to our place, parked it and then fell asleep at the wheel. He looked exhausted. From that moment on I made sure I drove him locally but was always somewhat concerned when he did drive down to the south island which he now took a lot longer to do. That was the year he sold his car and we said we would visit him instead. Unfortunately I put it down to getting older, so was not too shocked to find that later on he was on dialysis when he fell very ill after returning back home to the U.K. . He made an amazing network of gliding 'mates' both here and certainly on a world-wide scale. He really enjoyed his trips here and we all were so lucky to share in some part his life.

On a more personal note...

Over the years I seem to have accumulated a number of English glider pilots as friends, all of whom have been pressing for me to come over to the UK for a holiday with promises of some flying being in the holiday mix. "I will only come if I can actually get to meet god himself, -Derek Piggott," I always stated, thinking that would be the end of that rather expensive subject. "That's not a problem"



Photo: Les Johnson

said Ron some years ago. "He is a good friend of mine, so just get on over here." And, so we did.

Lyn and I had the most wonderful four weeks, sightseeing our way around the UK, and staying at Ron's place of course. Ron took control of our itinerary. As well as doing the normal tourist things, visiting historic castles and such like, I was still able to visit at least six airfields, three air museums and flew with him in his syndicated Duo Discus. But I have to say this type of personal indulgence was nothing compared to when I actually got to meet with 'God' himself. I was lucky to have had an all-day one-on-one chat with Derek, about all things gliding – instructing being the main topic of interest to us both. I have always been so grateful to Ron for arranging such a meeting with the very person whose book I first read [Gliding 1st edition] as a fourteen-year-old wannabe soaring pilot, that so influenced my gliding career. Ron has never explained how he was able to drag Derek Piggott away from his London residence to Old Warden - the home of the famous Shuttleworth museum to meet this unknown glider pilot from NZ as his own personal guest and is something I will never forget. Ron, you were a really amazing individual I have to say.

A few days after we were notified that Ron had passed away, I decided to fly my Standard Libelle. There was no tow-plane operating that day, so the club were using the winch to launch the gliders. The winch driver was new, his first day. There was also a cross-wind which had the combined potential for not such a great launch. Not sure if Ron would have approved, however I took the launch and because the new winch driver pulled me up a little slower, we only made a launch height of only 1000ft above ground. Not so good as that really is the height one would be now deciding to land, certainly not mucking about looking for a thermal up-draft to climb away on. However, just at that moment and out of nowhere, a 'winch' thermal left the ground, right under me which allowed me to comfortably climb away on. I remember saying "Cheers Ron" as if it was the most natural thing to say.

He will never be forgotten, certainly within my own flying world, and who, no doubt, will hopefully be forever looking over my shoulder. Ron will always be missed on this side of the world and certainly never be forgotten.

Roger Brown

Ein Leben für die Luftfahrt BERND EWALD (1929-2018)



Foto: Alexander Gilles

Am 26.06.2019 verstarb unser langjähriges Mitglied Bernd Ewald nach langer Krankheit.

Sein Leben lang war er mit der Fliegerei eng verbunden. Beruflich war er als Professor für Aerodynamik an der TU Darmstadt tätig, wo er insbesondere im Bereich der Weiterentwicklung von Windkanälen und deren Messtechnik große Verdienste erlangte. Auch die Anschaffung von Flugzeugen für das Institut zur Ausbildung von Piloten und praktischen Versuchen geht auf seine Initiative zurück. Und nach Abzug der Amerikanischen Streitkräfte vom Flugplatzes in Griesheim war er eine treibende Kraft dabei, dass die TU den August-Euler-Flugplatz übernehmen und erhalten konnte. Auch privat war er ein begeisterter Segelflieger, auch wenn er in seiner Zeit an der TU viel zu wenig Zeit dafür fand.

Wenn ein Leben so sehr von der Faszination für die dritte Dimension geprägt ist, dann lässt einem diese Passion auch mit dem Eintritt in den Ruhestand nicht los. Und hier begann dann auch das Projekt, das wir für immer mit Bernd verbinden werden: Den flugfähigen Neubau der Horten IV. Seine Vision war es, nicht nur den Nurflügel wieder an den Himmel zu bringen, sondern auch zu ermitteln, wie leistungsfähig sie im Vergleich zu den besten Flugzeugen ihrer Zeit wie dem Reiher war. Es wurde ein gewaltiges Projekt mit vielen Hindernissen und als er mit einer gebauten Rippe 2002 sein Projekt bei der Rally in Achmer vorstellte, glaubten viele der Zuhörer nicht, dass hier viel mehr zu erreichen sei. Doch bereits 2009 konnte er wiederum in Achmer bereits das bei der Lufthansa gebaute Mittelstück und die bei Sascha Heuser entstandenen Flügel im Rohbau zeigen. Spätestens zu diesem Zeitpunkt verstummten die Zweifler.

Während der Bau der Horten nun immer weiter fortschritt, ließen Bernds Kräfte mehr und mehr nach. Unglaublich viel Energie und auch finanzielle Mittel hatte er in das Projekt gesteckt, das er nun selbst nicht mehr allein stemmen konnte. So gab er dann die weitere Fertigstellung in die jüngeren Hände einiger seiner früheren Studenten, und ihren ganz großen Auftritt hatte die Horten dann auf dem Stand des Vintage Glider Club auf der Aero in Friedrichshafen. Leider entwickelte sich der Bau der Außenflügel zu einem so großen Hindernis, dass er die Fertigstellung nicht mehr erleben durfte.

Wir verlieren mit Bernd einen Visionär, von dem wir lernen konnten, dass man mit Tatkraft und Begeisterung für eine Sache Unglaubliches erreichen kann.

Alexander Gilles

A life-long dedication to aviation

On 26.06.2019 our longtime member, Bernd Ewald, succumbed after a long illness.

All his life he was closely associated with aviation. Professionally he worked as a Professor of Aerodynamics at the Technical University (TU) of Darmstadt, where he gained great merit, especially in the development of wind tunnels and in terms of aerodynamic measurement. The acquisition of aircraft for the institute for the training of pilots and practical experiments goes back to his initiative. After the withdrawal of American forces from the airfield in Griesheim, he was a driving force that enabled the TU to take over and move into the August-Euler airfield. Privately he was an avid glider pilot; despite finding too little time during his time at the TU. If a life is so strongly influenced by the fascination for the third dimension, then this passion will not let you retire. And here began the project that we will forever connect with Bernd; the construction of a new airworthy Horten IV. His vision was not only to bring the flying wing back to the sky, but also to determine just how well it performed in comparison to the best gliders of its time, for instance, gliders like the Reiher. It became a huge project with many obstacles. When he introduced his project at the Rally in Achmer with a single rib built in 2002, many of his audience did not believe that much more could be achieved here. But already by 2009 he was again able to show in Achmer, a complete center-section built by Lufthansa and the wings created by Sascha Heuser. At last, the doubters fell silent.

As time progressed, Bernd's powers gradually subsided. He put tremendous energy and financial resources into the project, which he could no longer handle on his own. So he gave the project to younger hands; engineers who were former students, and through their efforts, saw the Horten on display at the booth of the VGC at Aero, in Friedrichshafen. Unfortunately, the construction of the complex outer wing has proved such an obstacle, that he has been no longer been able to experience the project's completion.

In Bernd we have lost a visionary from whom we could learn that with energy and enthusiasm, one can achieve incredible things...

Alexander Gilles



*Am Ende verstummten die Zweifler ... Foto: Alexander Gilles
Finally the doubters were silenced...*



Happy Landings Mr Weihe

WERNER TSCHORN 24.02.1932 – 24.06.2019

Am Morgen des 24. Juni 2019 hörte das Herz von Werner Tschorn auf zu schlagen. 10 Tage vorher ging er ins Krankenhaus, ohne dass genau klar war, was ihm fehlte.

Werner wurde in Hirschberg, heute Jelenia Gora geboren.

Er lebte in einem Haus am Flugplatz und sah als kleiner Junge die Segelflugzeuge starten und landen. Das wollte er auch – das war sein Traum! Der Krieg kam, sein Vater wurde eingezogen und er musste kurz vor Kriegsende mit seiner Mutter flüchten. Direkt zuvor hatte er auf dem Segelflugplatz noch "Liegekraniche" gesehen. So kam er nach Uchte (Niedersachsen). Dort wuchs er auf, machte eine Schreinerlehre und lernte Luise kennen. Sie heirateten und der erste Sohn Wolfgang kam zur Welt. Luises Schwester und deren Mann gingen nach Köln, da es dort bessere Arbeitsbedingungen gab, als in Uchte. Werner und Luise folgten ihnen. Sie arbeiteten zuletzt beide bei Rheinbraun, bauten ein Haus und bekamen drei Jahre später ihren zweiten Sohn Werner.

Sie wohnten nicht weit entfernt vom seinerzeit mitten in Köln gelegenen Flugplatz Butzweilerhof, so dass Werner eines Tages seinen Traum vom Fliegen verwirklichte. Sein Sohn Wolfgang begann mit 13 Jahren ebenfalls zu fliegen und tut dies heute noch.

Wer Werner persönlich kennengelernt hat, weiß, dass er eine Beinprothese hatte. Ursache dafür war ein Betriebsunfall. Er chauffierte den Rheinbraun-Direktor zu einer Veranstaltung. An einer Kreuzung nahm ein Motorradfahrer ihnen die Vorfahrt. Er raste ungebremst in die Fahrtür. Das war Anfang der 1960er Jahre. Dennoch hörte Werner nicht auf zu fliegen. Im Gegenteil, als die Wunde verheilt und die Prothese angepasst war, flog er einfach wieder. Als er dann das nächste Mal zum Fliegerarzt ging, sagte dieser, dass er mit der Prothese nicht mehr fliegen dürfe. Werner sagte "wieso, das habe ich die letzten Monate doch schon getan". Insofern wurde er wieder flugtauglich geschrieben.

Werner erwarb seine Weihe Baujahr 1958 als Bruch im Februar 1973 und baute sie wieder auf. Aufgrund seiner Beinprothese änderte er die Seitenruderaufhängung (hängende anstatt stehende Pedale) und baute neben einer Schwerpunktkupplung für den Windenstart auch ein Rad ein, was die Handhabung am Boden wesentlich erleichterte. Ab April 1974 war Werner mit seiner D-7080 ein gerngesehener Gast auf unzähligen VGC-Oldtimertreffen. Schon beim zweiten VGC-Treffen auf der Wasserkuppe im Jahre 1974 war er dabei und wurde im folgenden Jahr in Gruyère VGC-Mitglied. Auch an unzähligen kleineren Treffen innerhalb Deutschlands nahm er jahrzehntelang teil, etwa in Blumberg – auch wenn er nur morgens und abends persönlich anzutreffen war. Denn Werner lernte seine Weihe über die Jahre genau kennen, flog auch Wettbewerbe damit. Anfangs gab es bei den VGC-Rallies noch richtige Flugaufgaben, da hatte Werner natürlich leichtes Spiel. Er wusste, wann die Thermik gut war für die Weihe - lange bevor andere Flugzeuge von ihr getragen werden konnten. Folglich startete er zwar nicht immer als erster, aber er war immer der erste, der hängen blieb. Und meist war er auch der letzte, der landete. So sammelten sich zwischen 1974 und 2007 zwar "nur" 811 Starts an, aber sage und schreibe 2.389 Flugstunden: das sind knapp 3 Flugstunden pro Start!

2003 waren die Tschorns mit fast der ganzen Familie in Jelenia Gora, da alle sehen wollten, wo Werner geboren wurde. Sie sahen sein Elternhaus, die Haustür stand offen und der alte Dielen- oder Küchenschrank stand noch immer dort. Werner war auch in seiner Grundschule (Volksschule seinerzeit) und in seinem alten Klassenzimmer. Auch das war fast unverändert.

An einem Tag wollte Wolfgang fliegen. Die Flugleitung wollte aber an diesem Tag unbedingt mit dem Wind starten und nicht gegen den Wind. Diskussionen um Diskussionen, aber nein die Flugrichtung blieb. Wolfgang hat daraufhin, auf seinen Start verzichtet. Wutentbrannt kam er zum Campingplatz zurück. Werner, der das Spielchen beobachtet hatte, war ebenfalls wütend auf die Flugleitung. Er ließ sich zum Start ziehen, ging an die Winde und klinkte bei 280 m Höhe aus. Er kämpfte und kämpfte und kämpfte, schaffte es an den Berg - und war weg Richtung Schneekoppe. Fünf Stunden später kam er zurück - stolz, dass der es den Pfeifen da gezeigt hatte. Keiner blieb an diesem Tag oben!!!

Besonders wichtig war Werner, aber auch Peter Ocker, der 17. Juli 2007 in Aalen-Elchingen. Peter erinnert sich: "Wir beide stiegen in unsere Weihen und flogen über die schwäbische Alb, Werner aufgrund der besseren Flächenbelastung schneller als ich - oder einfach, weil er "Mr. Weihe" war. Abends landete er, natürlich nach mir, und sagte "so, das war's, das war mein letzter Flug". Noch am selben Abend ging die Weihe in den Besitz des "Vereins zur Förderung des historischen Segelfluges" im nahegelegenen Donauwörth über.

Werner konnte es trotzdem nicht lassen. Er flog weiterhin im Doppelsitzer mit und begann mit Modellflug, wobei er die Flugzeuge natürlich selbst baute und erneut stundenlang in der Luft blieb. Zuletzt traf ihn eine größere VGC-Gemeinde 2017 bei der Beerdigung von Dr. Jörg Ziller - und natürlich war er mit seiner Frau Luise im Mercedes selbst angereist.

Unsere Anteilnahme geht an Luise und seine Kinder, Wolfgang ist ja ebenfalls VGC-Mitglied und Werner, seine fünf Enkelkinder und zwei Urenkel.

Guten Flug, Mr. Weihe...

Peter Ocker

Happy Landings Mr Weihe

On the morning of June 24, 2019, Werner Tschorn's heart stopped beating. 10 days before he went to the hospital, without knowing exactly what was wrong.

Werner was born in Hirschberg, today Jelenia Gora. He lived in a house at the airfield and saw as a young boy, the gliders taking off and landing. He too wanted to fly - that was his dream! When the war came, his father was drafted and he, along with his mother, had to flee the area shortly before the end of the war. Immediately before, he had seen the "Liegekranich" out on the glider airfield. So he came to Uchte (Lower Saxony), where he grew up. Here he did a carpentry apprenticeship and got to know Luise. They got married and their first son, Wolfgang, was born. Luise's sister and her husband went to Cologne, as there were better working conditions there than in Uchte. Werner and Luise soon followed. They both worked at the Rheinbraun company, built a house and, three years later, they had their second son Werner.

They lived not far away from Butzweilerhof airfield, in the middle of Cologne, so it wasn't long before Werner realised his dream of

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flying. His son Wolfgang also started flying at the age of 13 and is still doing so today.

Anyone who has met Werner, knows that he had a artificial-leg. The result of an occupational accident, he was chauffeuring the Rheinbraun director to an event, when at a crossroads, a motorcyclist took the right of way and raced unchecked, into the driver's door. That was in the early 1960's. Nevertheless, Werner did not stop flying, on the contrary. When the wound had healed and the artificial-leg was adjusted, he simply flew again. The next time he went to for his medical, the doctor said that he could not fly with the artificial-leg. Werner said: "Why? I have been flying for the past few months"! It was in this fashion, his medical was renewed and he was officially cleared medically fit to continue flying again.

Werner acquired his 1958 built Weihe as a project in February 1973 and rebuilt it. Due to his artificial-leg, he changed the rudder suspension (with the pedals hinged from the top rather than the bottom) and built in an addition of a centre of gravity winch-hook for winch launches, and a landing wheel, which facilitated much easier ground handling. From April 1974, Werner was a welcome guest with D-7080 at countless VGC Oldtimer meetings. He had visited the Wasserkuppe during the second meeting of the VGC International in 1974 and became a VGC member in Gruyère the following year. For decades, he also took part in countless smaller meetings around Germany, for example, Blumberg – despite being a morning and evening person, as he was in the air all day long! Because Werner got to know his Weihe so well over the years, he flew competitions in it. In the early days, there were some flying tasks that used to be set at the VGC rallies, of which of course, Werner had an easy time. He knew when the thermals were good for the Weihe, long before other gliders could remain aloft. Although he did not always start first, he was always amongst the first to stay up and most of the time, was the last to land. So with only 811 launches recorded between 1974 and 2007, this encompasses as many as 2,389 flight-hours; that's almost 3 flight-hours per launch!

In 2004, the Tschorn's were in Jelenia Gora with almost the whole family, as everyone wanted to see where Werner was born. They saw his parents' house. The front door was open and the old floorboards and kitchen cabinet was still there. Werner was in elementary school at that time (during the war) and his old classroom too, was almost unchanged.



Werner's geliebte Weihe Foto: Alexander Gilles
Werner's beloved Weihe.

Wolfgang wanted to fly one day. Airfield management wanted to start on this day with a tail-wind, not a head-wind. Discussions and more discussions, but no the flight direction remained. Wolfgang then waived his start. Furious, he returned to the campsite. Werner, who had watched the precedings, was also angry with the flight management. He was dragged to the start, went to the winch and released at 280m altitude. He fought, and fought, and fought, but eventually made it to the mountain - and was off towards Schneekoppe. He came back five hours later, proud he had made his point to the short-sighted clods. Nobody stayed up that day!

Particularly important to Werner, but also Peter Ocker, was on the day of the 17th of July 2007, in Aalen-Elchingen. Peter remembers: "We both climbed into our Weihe's and flew over the Swabian Alb. Werner was faster than me because of the better wing-loading - or simply because he was 'Mr Weihe' Of course he landed after me, and said; "that's it, that was my last flight." That same evening, the Weihe came into the possession of the 'Association for the Promotion of Historical Gliding' in the nearby Donauwörth.

Werner could not help it anyway. He continued to fly in 2-seaters and took up model flying, where he of course built the aircraft himself, and again, spent hours in the air.

Most recently, a larger VGC community met him at the 2017 burial of Dr. Ing. Jörg Ziller; and of course he traveled, with his wife Luise, driving his Mercedes himself.

Our sympathy goes out to Luise and their children, Wolfgang (who is also VGC member), and Werner, five grandchildren and two great-grandchildren.

Good flight Mr. Weihe...

Peter Ocker

BOOK NOOK

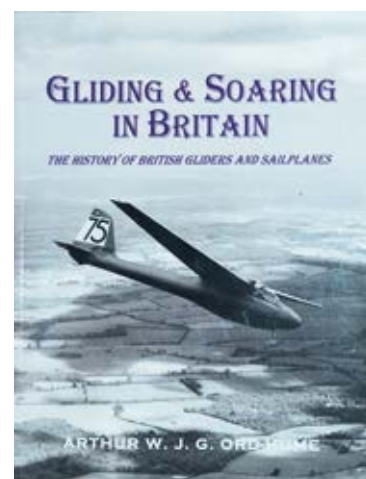
Gliding and Soaring in Britain

The History of British Gliders and Sailplanes

By Arthur W.J.G. Ord-Hume

Anyone who has had a passing interest in either vintage light aircraft or in British aeronautical history, the name Ord-Hume will be as familiar as the irrepressible Pou de Ciel. A literary giant amongst aviation experts in the last 20-30 years, Ord-Hume has many a book under his belt to date, and although

more of a powered man, I guess it was only time that dictated, that one day he would turn his attention to bringing the history of British gliding to his readership. British gliding history has always been fragmented in the way its been covered over the last 100 years. With detailed books appearing before the war and with



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the budding sport's rapid development, history was often far from any authors pen, after all, it was still in the making! As a result, authors understandably tended to focus more on the sport itself, with Latimer Needham's 1932 book, *Sailplanes*, even giving over to one entire section which is dedicated to working out the bending moments of different spar sections, before romping into the vagaries of sailplane 'pilotage' (nevertheless, Needham's book was considered a most important publication of the day). At a time of the infancy of the then fledgling BGA, Needham provided British gliding with a basic reference manual enabling those without previous experience to safely navigate through the entire spectrum, from design to club flying.

Later in that same decade came other, less engineered, books on gliding such as Terence Horsley's, *Soaring Flight*, a beautifully written work that flows as easily as the opening pages of Homer. Post-war saw the first of any real histories beginning to be recorded as the sport began to mature, these publications however, are now either outdated, or were often no more than thumbnail histories by giants of the gliding world like, Philip Wills and Ann Welch. So it was with anticipation that I opened the Ord-Hume's book to begin a journey into our gliding past. As the author notes in his opening pages of acknowledgements, almost all of those he cites as having contributed in terms of material have now virtually all passed on. This reinforces the notion that this country is long overdue for a really up to date history of British gliders as well as a comprehensive essay on the sport's development within these shores.

The biggest problem with taking on British glider manufacture is that this country hasn't seen anything new since the Edgley's aptly named 'Optimist', which in a word, sadly encapsulates British aspirations in the field! The trouble is, authors past have tackled the same subject in various formats, primarily with either similar cameo histories and diagrams of each type, or in most cases, short histories as part of a wider context on gliding.

Ord-Hume's book opens with the fledgling beginnings of British gliding, leading up to the Itford contests of 1922, before entering the mid to late 1920's when the sport took two metaphorical steps backwards. From there we enter the 1930's and how British gliding finally began to invigorate many enthusiasts to the aerodynamic and technical developments, with the war

years following. Post-war covers a broad brush development of gliding, from the wood age to the introduction of the glass age before the book matures into a summery of British manufacturers and builders. The largest single chapter of the book covers brief individual histories and drawings of individual British gliders.

With some of Ord-Hume's books already on my library shelves, there was going to be no question as to the skill of the author to carry the reader along. As is the trade-mark of his other publications, I particularly like the way in which Ord-Hume intertwines snippets of history which are often not directly related to the subject in hand but helps the reader to appreciate both political and social views of the day. This allows the author to reinforce a point he may be making. I particularly enjoyed reading about the Itford competition, not because I was unaware of the event, but rather this is where I felt Ord-Hume was probably at his most comfortable in terms of both periods and historical recourse.

On a more critical note, I was a little disappointed as often there wasn't the coherency I was expecting. At times Ord-Hume seemed to jump about like a cat on a hot-tin-roof in terms of eras. He often got bogged down in technical explanations, sometimes arriving at points that were both only partially correct and arguably irrelevant to the immediate story as a whole. At times it was confusing to know if one was about to stumble into a technical paper on a particular subject at the expense of more generalised points. I would personally deem the latter far more important in terms of both the development of the sport as well as the key designs that allowed the transition of one technology to another. This is especially significant when explaining to a reader as to why designs such the Foka, Zephyr, and Neukom S-4 Elfe, lent themselves perfectly for the advent of glass construction methods, which was just around the corner.

Not only that, Ord-Hume, as a prominent power enthusiast, has a hard row to furrow with Vintage gliding enthusiasts and would have benefited more proofing of the final texts by gliding specialists in their fields, which sadly, often shows through. One perfect example of this is Ord-Hume's claim that the Rhonsperber and Rhonbusard were 'fully aerobatic.' (Page 81). Ask any gliding historian and they would readily dispute the point, as it was indeed the fact that there were mounting deaths from structural failure whilst carrying out aerobatics with these very types, especially

with the Rhonsperber, which prompted Hans Jacob's to design the worlds first fully stressed, fully aerobatic glider, the Habicht. Ironically, to reinforce this rather macabre point, it was at the public debut of this very glider (Habicht) during the 1936 Olympic Games, that one of the Austrian pilots was killed when his Rhonsperber catastrophically failed in flight! (The XIth Olympic Games, Berlin 1936. Official Report, Volume II, page 463).

Personally I would have also liked to have seen more mention of the social history of British gliding. I feel that this was very much a missed opportunity to present a more encompassing bible which would enhance the story of British soaring history, one in which is long overdue. But as this is a book on British gliders, important points sometimes got either missed or were not expanded upon. Rapid advances in, for example, rigging systems is hardly mentioned. Nor does it adequately reinforce the way in which German glider design had a huge impact on individual manufacturers, like Slingsby, and on many of their individual designs; before and immediately after the war.

Furthermore, there is the rapid development of infinitely more powerful avionics, with Ord-Hume only scratching the surface: "How dependable GPS navigation is, remains open to assessment. One still needs a map and map reference." As any modern glider pilot will testify, that question has been answered ten-fold with a whole new world of GPS navigation based tools now at the pilots disposal, I couldn't help feeling that this book is happier in the 1990's, not 2019.

Finally at some 300 pages, 'Gliding and Soaring' features hundreds of black and white photos, many of which are very grainy. Comparing Stenlake's other Ord-Hume publications, such as his edition on the 'Flying Flea,' I felt that both the quality of low, and especially higher, resolution photos of this publication suffer with the non-gloss finish when comparing the two publications.

All in all, *Gliding and Soaring* is a worthy publication but has it drawbacks as outlined above. Whilst this book will appeal to many aviation enthusiasts, gliding aficionado's and book collectors however may balk at the accompanying price-tag of a softcover book at £37, and as a result, may well put the book firmly in a limited market within the aviation world?

You can order your copy direct with Stenlake at: <http://stenlake.co.uk>

For Sale

Mucha Sto and Kobuz gliders

1958 SZD-12A Mucha Sto SP-1969, production number 430

Full documentation and history from production to the last flight.

No instruments but the glider is in excellent condition. A classic glider with few examples remaining out of the original 186 production numbers of this version.

Glider does not come with a trailer, but I am willing to deliver the glider up to 1000km. Asking price is 4000 euros ONO.



1960 SZD-21 Kobuz 3 SP-2500.



Full documentation and history from production to the last flight. This classic glider is in excellent condition. A rare aerobatic classic glider with only 30 examples being produced.

It was the Kobuz that the highly successful Polish aerobatic pilot, Jerzy Makula, won multiple medals in the FAI World Glider Aerobatic Championships. 360 hours TT. Again the glider comes without a trailer, but I am willing to deliver the glider up to 1000km.

Asking price is in the region of 7,000 euros.

For either glider, please contact Bartek Kot at: Okothek0@gmail.com

For Sale

Unique SG-38 Primary glider



This stunning glider was rebuilt in 2017, utilising many used original German SG-38 parts (especially metal) and documentation.

The original SG-38 served as a faithful pattern in the replacement of much of the structure and is in full airworthy condition.

Jiří Leník flew its maiden flight after this immaculate rebuild, and since then, the glider has flown very little with around 20 starts and 3 hours in the air.

The glider can be viewed at Hranice airport (LKHN).

Sensible offers considered in region of 30.000 Euro.

Contact: Jitka Vokralova at vokralovaj@volny.cz

Wanted

Either a 50mm Askania or a Kollsman 132b compass.

The Askania can often be found fitted to older German gliders like the K8 etc.

I have a lovely pre-war era 80mm bubble compass to swap if interested (80mm will not fit my in my small instrument panel).

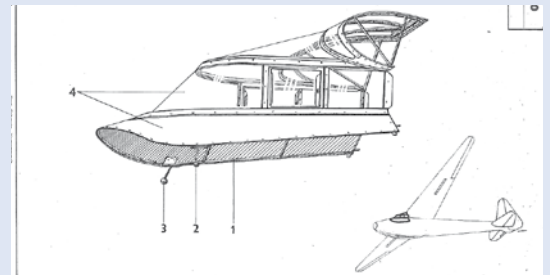
Please contact: Bruce Stephenson at:

stephensons@talktalk.net



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

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

So if you have any gliders or gliding equipment you wish to sell, or locate, why not advertise them here? For non-members, fees apply.

Contact the editor at editor@vgc-news.com

SALES

NEW LOGO

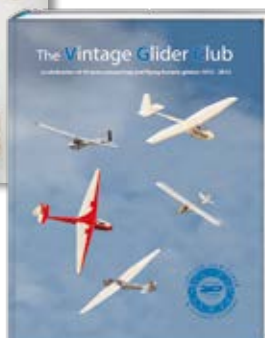
Please note: We can now supply a very wide range of styles, sizes, and colour options, both for men and ladies. Just ask!



TRADITIONAL LOGO



NEW!



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

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

VGC Bear	Price £
28 cm	10.00

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

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

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

Mugs	Price £
White with traditional logo	4.00

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

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

Payments by Credit Card via the VGC Website 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.



Photo: Andy Davey

