

# VGC News

No. 157 - Winter 2019/2020



47<sup>th</sup> VGC International Rally  
Tibenham



30's German Expeditions to Sweden  
Part 2



Feature Article  
Minimoa at Weight Watchers



and much, much more...



## The VGC welcomes the following new members :

5816	Carl Tunnicliffe	UK	5811	Magnus Einarsson	USA	5806	Andre Harms-Zumbrägel	Germany
5815	Christopher Chapman	UK	5810	Christopher Birkett	UK	5805	Charles Smith	USA
5814	Christian Willer	Germany	5809	Aaron Cole	UK	5804	David Worron	UK
5813	Annika Basse	Germany	5808	Paul Garrahy	Australia	5803	José Costa	Portugal
5812	Severin Lohberger	Germany	5807	Peer Thorsten-Kessler	Germany	5802	Paul Wells	UK



Our Milfield 50<sup>th</sup> Anniversary Party held in early September, celebrating the first flight and formation of the club here at Milfield on 31<sup>st</sup> August 1969. The Slingsby T.42 Eagle 'BBQ' was the first to fly from the site, piloted by the late Dave Wilson, and is still airworthy today. BBQ gave rides to many, both on the Saturday before the party and the Sunday after. Thank you to the new Eagle owners from Portmoak for re-acquainting her with Milfield for the weekend and was guest of honour on the night.  
Photo: Trevor Dale

David and Peter Underwood recently visited the GHC to be united with their medallions after winning the International Rally Challenge Trophy for their wonderful rebuild of the Prototype Kirby Kite 1.  
Photo: Christine Whittaker



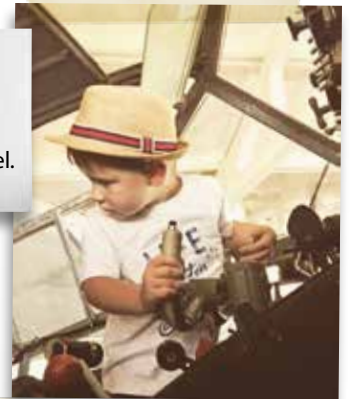
The Reid boys, (L) Scooter (Robert) and JJ (Jonathan) get to grips with the vagaries of rigging the Prototype Kite 1.  
Photo: Ellen Sikkelbroeck



Move over lad, let an old pro do it...Grrrr, if only I could get my hands on the monkey who built this! Oh yeah, hang on... (R) Peter Underwood gets serious with the Kite!  
Photo: Ellen Sikkelbroeck



Sit down, shut up, and let me get on with the driving dad! 3-year-old, Reinhardas Ivanauskas, gets to grips with the gearstick and steering wheel.  
Photo: Lina Ivanauskienė



6-year-old Arno Zimmer has been busy in the 'Lego' workshop with his perfect SG-38!  
Photo: Patrick Zimmer



6-year-old Ben Zahn gives Conni Bruns a lesson or two on how to rig a Minimoa. Photo: Ellen Sikkelbroeck

4-year-old Lia Pullen has found the perfect glider to match her wardrobe!  
Photo: Gary Pullen



7-year-old Freya Pullen about to blast off on her first T-21 adventure; what's more, Grandad was doing the driving!  
Photo: Gary Pullen



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:** Ulf Kern enjoys the open cockpit of the Zlin Krajanek (OK-8560), at Tibenham.

**Photo:** Alexander Gilles

**Rear Cover:** Early morning magic at Hahnweide.

**Photo:** Andy Davey



**find us here**

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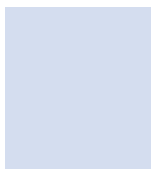


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Andrew Jarvis

# From the President's Corner



## Flying Straight and Level ...

*I'm looking back over my first full year as President, and while neither taking credit, nor I hope, sounding complacent, I think the VGC as a whole is flying straight and level, and at a reasonable height, thanks to our very competent Board. Pursuing this familiar analogy just a little further, we are certainly not heading for a field landing, but neither do we see any strong thermals coming our way! The hoped-for young members mostly drift back to the comfort zone of their tablets and social media, or even white gliders. So we fly on steadily, in zero sink!*

Our most recent major event was the superb Annual Dinner, expertly organised by Erik Goeke at the beautiful Movenpick Hotel, Munster. The Dinner was rounded off with a really memorable talk by Professor Frank Janser, of Aachen University.

I feel very happy that our two international events; the Rendezvous at Husbands Bosworth, and the 47<sup>th</sup> International Rally at Tibenham, which were both successful, lots of fun, and went off without a hitch. The 'unique' pre-Rendezvous event, the Wood Week at the Long Mynd, added a wonderful touch of variety with its timeless views and newly updated motorised bungee launches. If you missed that, don't despair, as there are two more Mynd events in 2020; see my Rally news!

Looking forward to 2020 (can it really be twenty years since the Millennium?), we can be sure of a superbly organised 48<sup>th</sup> International Rally at Achmer. I'm also very much looking forward to the

Rendezvous at Nordhorn. Why especially? Well, I'm a great Zeppelin enthusiast and Nordhorn was a Zeppelin base in bygone days. I don't suppose there are any airship remains lying in the long grass of the airfield, but maybe an antique market will have some relics tucked away?...

Owen Anderson has some really exciting news from Northern Ireland. Recently I said there was more chance of seeing a pterodactyl than seeing the Short Nimbus fly again. Suddenly the situation has reversed, as Owen will tell you on page 40, so here is another reason to attend the 2021 UK National Rally, which is at the Ulster Gliding Club, Bellarena. I'm sorry if this is sounding like Rally News.

Now, 'something completely different' and not all that welcome: health, or rather, un-healthy matters. I've written briefly about this in S&G, but I felt it worth repeating. In summary, I had a random blood test at my doctor's and the practice nurse told me I had what they now term 'pre-diabetes,' on the basis of having raised blood sugar over the last few weeks. A newly-introduced blood test, called Hb1Ac, (which you can't cheat on!), gives this information. Like many of us, I have blood pressure which is higher than ideal, and cholesterol, ditto. Add in the raised blood sugar, and as the nurse told me, I must change my ways. I think a great many of us are 'in the same boat' and this is why I mention it. No use having an immaculate glider if you're heading for a medical crash-landing. The answer is simple and not unbearable; a rather austere diet, less beer, and probably a lot more exercise. Lastly, I hope you don't get sick of reading my various reports. If you do, don't be shy and volunteer your writing services to the Editor, Bruce. And on the subject of 'Situations Vacant,' there are several. Most importantly, the VGC still needs a new Treasurer. I also think it's time for a new UK Rally Secretary, which is a nice little job!

**Andrew Jarvis**  
VGC President



Klaus Schickling

# Chairman's Report



## A Warm Welcome To Our New VGC Chairman

*Over to you Klaus...*

*We have had some nice events during the past few months. The Rendezvous at Husbands Bosworth has been well organised. During the rally the idea was born to have the 50<sup>th</sup> anniversary International Rally at the birthplace of the VGC. Martijn is discussing this with the local club, as there are*

*some details that will need to be improved for an International Rally.*

The International has been held at Tibenham for the third time. So we knew what we were to expect and we have not been disappointed. We met a lot of old friends and made some new ones.

Norman, you might have to organise a fourth International Rally in a few years' time!

On the first weekend of October we had our Annual Dinner at the Mövenpick Hotel at Münster, which was very well organised by Ege Goecke. The Dinner was well-attended with more than seventy people.

At Tibenham we also had our AGM. Two members left the Board, Christine and Sue. Both did a very good job for the VGC. Christine was Secretary and Chairmen of the VGC for quite some time and she handed over the club in a very healthy condition. Sue brought the finances of the club to a very professional level. She stepped back from the Board, but will continue keeping the books until we find a new treasurer.

This brings me to an important point; the Board. We urgently

need new Board members. And we especially need a new treasurer! You will find further details in this issue on page 7.

We are also delighted to announce that the 2020 Annual Dinner will be held in Maastricht on the 3<sup>rd</sup> of October, further information on page 13. For 2021 we will be seeking input from the members for location ideas, so if you have any suggestions for a suitable Dinner location, or if you would like to organise such a Dinner, please get in touch with Martijn Hoogenbosch, or any other Board member.

*Während der letzten Monate hatten wir einige schöne Veranstaltungen. Das Rendezvous in Husbands Bosworth war wunderbar organisiert. Während der Veranstaltung entstand der Vorschlag, die Internationale Rally zum 50. Jahr der Vereinsgründung am Geburtsplatz des VGC zu veranstalten. Martijn diskutiert dies mit dem dortigen Verein, da wir uns bei einigen Details Verbesserungen wünschen.*

Die Internationale Rally fand zum dritten Mal in Tibenham statt. Wir wussten, was wir zu erwarten hatten und wurden nicht enttäuscht. Wir trafen viele alte Freunde und gewannen neue. Norman, in einigen Jahren wirst du vielleicht doch eine vierte Rally organisieren müssen.

Am ersten Oktoberwochenende fand das Annual Dinner im Mövenpick Hotel in Münster statt. Es wurde von Ege Goecke sehr gut organisiert. Das Dinner war mit über siebzig Gästen gut besucht.

In Tibenham hatten wir auch unsere Jahreshauptversammlung. Zwei Mitglieder, Christine und Sue, verließen den Vorstand. Christine und Sue. Christine war über viele Jahre Secretary und Chairman des VGC. Sue brachte die Finanzen des Vereins auf ein sehr professionelles Niveau. Sie ist aus dem Vorstand ausgeschieden, führt aber die Bücher weiter, bis ein Nachfolger gefunden ist.

Your membership fee for 2020 will be due by end of January. We changed the policy of reminding the members who have not paid in time. There will no longer be a yellow reminder in the Spring issue of the VGC News, but there will be no VGC News in 2020 until you have paid your membership.

It is time for me to close by wishing you all the Season Greetings and I look forward to seeing you all at our events in 2020.

**Klaus Schickling**

Dies bringt mich zu einem wichtigen Punkt, dem Vorstand. Wir brauchen dringend neue Vorstandsmitglieder. Und besonderes einen neuen Kassenwart. Weitere Details hierzu auf Seite 7 dieser Ausgabe der VGC News.

Wir freuen uns, Euch mitzuteilen, dass das Annual Dinner am 3. Oktober 2020 in Maastricht stattfinden wird. Weitere Informationen auf Seite 13 dieser Ausgabe.

Für die folgenden Annual Dinner suchen wir Ideen. Hierzu benötigen wir Eure Mitarbeit. Wenn ihr einen guten Ort für die Veranstaltung kennt oder selbst ein Dinner veranstalten möchtet, wendet euch an Martijn oder ein anders Vorstandsmitglied.

Euer Mitgliedsbeitrag für 2020 wird bis Ende Januar fällig. Für diejenigen, die nicht rechtzeitig bezahlt haben, wird es keine gelbe Erinnerung in der Frühjahrsausgabe der VGC News mehr geben. Ihr werdet keine News mehr erhalten, bis ihr euren fälligen Beitrag bezahlt habt.

Jetzt ist es Zeit für mich mit den saisonalen Grüßen zu schließen in der Hoffnung, euch alle im kommenden Jahr auf einer unserer Veranstaltung wiederzusehen.

**Klaus Schickling**

Bruce Stephenson

## Editor's Comment



### Flying in Zero Sink... but still not climbing!

*Flicking through the latest issue of S&G I stumbled across a wonderful little article by Ebenezer Grimshaw, on the delights and frustrations of owning wood and the benefits it can bring. Wonderfully entertaining and a huge boost in making our plight more visible amongst the wider gliding community, it was as welcome a bit of publicity as the VGC could wish for, and what's more, by a non-member.*

Ironically, looking to current issues raised in our President's Address in this issue by our own, Andrew Jarvis, when he touched upon the same subject with a rather interesting observation in the plight of the present and future when he wrote: "*Pursuing this familiar analogy just a little further, we are certainly not heading for a field landing, but neither do we see any strong thermals coming our way! The hoped-for young members mostly drift back to the comfort zone of their tablets and social media, or even white gliders. So we fly on steadily, in zero sink!*"

Now, if I may indulge, just for a moment, can I pluck out the one little bit that I think most revealing; ... "*or even white gliders*".... Now most of you will agree, most young participants in our sport do not zip about with a Shark, or ASG 29, in a shiny new Cobra trailer in tow behind their ageing Opel or VW. These cutting-edge ships, with their equally cutting-edge price tags are far more likely to be behind a middle, or old-aged, successful Professional, with an equally shiny Audi or BMW providing motive power for the entire ensemble.

So what would be in tow behind that keen, young gliding enthusiast who has probably taken out some form of, what they must liken to taking on a 3<sup>rd</sup> World loan, to finance his, or her, dreams? What will be in that now tired looking trailer behind that ageing Opel or VW?

Well, that will vary but I can bet you the majority of gliders tucked away in that 'tired looking trailer' will be classic plastic machines that can still hold a relatively clean heel to the latest hot-ships on the block. They will typically be your early LS's, or your Standard Cirrus' of this world. What's more, younger people are known to

## BOARD NEWS

be quicker in both reaction and faster thinking. Be they a young competitor, or be they simply an enthusiastic proponent of our sport; even a moderate degree of performance and a suitable handicap, along with a big dollop of unbridled enthusiasm, can rapidly close the performance gap at a fraction of the cost. So let me get to my point. Take even a more pedestrian ASK 15, or Astir CS, are now approaching 45, or more years old! Now if that doesn't classify as a 'Classic,' then I don't know what does? And that's my ongoing argument; that the VGC doesn't do nearly enough in both positively promoting and attracting a segment

of our gliding community that I think are vital in both carrying our sport into the coming decades. With a seriously ageing VGC membership in some countries, founder members are fast becoming rare birds indeed!

So my message to this, or any other future VGC Board, remains consistent and clear; if we continue to ignore 'plastic,' ultimately it will be at own peril. It needs have a clearer vision for the future, more publicity and support, and above all, like all good parenting practices, our young need nurturing.

**Happy Landings,  
Bruce**

## Your Club Needs You!

**A**t our last AGM at Tibenham two members left the Board, Christine and Sue. Both did a very good job for the VGC. Christine was Secretary and/or Chairman of the VGC for quite some time. Sue brought the finances of the club to a very professional level. She stepped back from the Board, but will continue keeping the books until we find someone to replace her. This brings the Board down to six members, the quorum at our meetings is five. So, if more than one Board member misses the meeting, we cannot action anything. This means, your club needs you! We urgently need new Board members and specifically, we need a new Treasurer!

The amount of time you need to invest is about one hour a week

on average. We usually have three to four Board meetings a year, typically at the International Rally, the Annual Dinner, and in March, in England.

Any VGC member can become a Board member, but you should intend to be at least at two Board meetings every year.

The Treasurer shall be a UK VGC member qualified in book keeping. You can find a detailed job description in this issue of the News.

If you are thinking about joining the board, please contact me, or any other Board member. If you know a VGC member, who you think would be qualified for the Board, talk to him or her and advise us.

Without volunteers your club will be in trouble!

**Klaus Schickling**

### Dein Club braucht dich!

Bei unserer letzten Versammlung in Tibenham haben zwei Mitglieder den Vorstand verlassen, Christine und Sue. Beide haben sehr viel für den VGC geleistet. Christine war für einige Jahre Secretary und/oder Chairman. Sue brachte die Finanzen des Clubs auf ein sehr professionelles Niveau. Sie verließ den Vorstand, führt aber weiterhin die Bücher bis ein/e Nachfolger/in gefunden ist.

Dadurch besteht der Vorstand jetzt nur noch aus sechs Mitgliedern, bei Anwesenheit von fünf ist er beschlussfähig. Wenn also mehr als zwei Vorstandsmitglieder nicht an der Sitzung teilnehmen können, kann gar nichts beschlossen werden. Das bedeutet, dein Club braucht dich! Wir benötigen dringend neue Vorstandsmitglieder.

Und besonders brauchen wir einen neuen Kassenwart!

Der Zeitaufwand beträgt im Jahresdurchschnitt eine Stunde pro Woche. Wir haben normalerweise drei Vorstandssitzungen im Jahr, bei der Internationalen Rally, beim Annual Dinner und im März in England.

Jedes Mitglied kann Mitglied des Vorstands werden, aber er/sie sollte versuchen an mindestens zwei Sitzungen im Jahr teilzunehmen. Der Kassenwart sollte im Vereinigten Königreich wohnen und sich mit Buchführung auskennen. Eine detaillierte Aufgabenbeschreibung in Englisch findet ihr weiter unten.

Falls du darüber nachdenkst, für den Vorstand zu kandidieren, wende dich bitte an mich oder jedes andere Vorstandsmitglied. Falls du ein anderes VGC Mitglied kennst, das du für den Vorstand qualifiziert hältst, sprich ihn oder sie an und informiere uns. Ohne Freiwillige sieht der Club schwierigen Zeiten entgegen.

**Klaus Schickling**

## THE VINTAGE GLIDER CLUB LTD – TREASURER'S JOB DESCRIPTION

**Estimated time:** 1 to 2 hours per week.

**Role:** to ensure we keep a good accounting system, pay suppliers, prepare and file the quarterly VAT payments, prepare and file the year end accounts for both Companies House and HMRC.

To report to the Board on Club finances on a regular basis (however, it is not absolutely necessary to attend all the Board Meetings).

To present audited End of Year Accounts which are sent to the members each year by way of inclusion in the VGC News Summer Edition. It is normally expected to present

a more detailed report, and where possible, a personal presentation of the financial year at the AGM for the members, in conjunction with the main Board report.

### Want to learn more?

The role of Treasurer is a vital and rewarding club post, so if you want to learn more about the role, please feel free to contact me.

**Kind Regards,  
Sue Brooke**

**Email: [treasurer@vintagegliderclub.org](mailto:treasurer@vintagegliderclub.org)**

## Important new changes to the nominations for the VGC News Skywriters Award

**D**ue to administrative reasons [namely my own forgetfulness!- Ed], the VGC Board has put forward a sensible suggestion that we bring voting for our annual VGC News Skywriters Award in line with our many other trophy announcements, to the closing ceremony of the VGC International Rally. This means 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, however only your latest vote will count. Where there are split

votes, the decision of the Editor will be final with registered voting closing on the 1<sup>st</sup> of August, 2020.

This of course means that voting for this year will be based upon material that will have appeared in only 2 Issues by the deadline (Issues 157 and 158), with the issuing of the award returning to the more traditional voting based over 3 Issues in 2021.

On behalf of the VGC News Team,

**Happy Reading!**

Andrew Jarvis

## VGC Annual Dinner 2019 - Münster



*Come on Klaus; get on with it, everyone's starving!*

**T**his year's dinner was superbly organised by Erik Goeke, in VGC better known as Ege, brother-in-law of past President, Dr Nick Newton. Very wisely, Ege chose to host the Dinner in his beautiful home city of Münster. The venue was perfect, being the Mövenpick Hotel. The Mövenpick chain is Swiss-run, and you could tell this, by the watch-like precision of the hotel's management. The hotel is in a prime location, virtually in the city's great park and just two minutes from the Aasee Lake, which looked so picturesque in the afternoon, with many sailing boats.

By the Friday evening, some familiar faces were there in the restaurant. Saturday morning was allocated to the Board meeting, which was efficiently despatched by our new Chairman, Klaus Schickling. Sue Brooke, as always, presented meticulous accounts, right up-to-date and accurate to the penny. So far, hopes of finding Sue's replacement have come to nought and I fear she is in fact irreplaceable.

Saturday afternoon was free for exploring Münster. My wife and I had a beautiful autumnal walk round the lake. Sadly my suggestion of hiring a sailing boat was vetoed.

The dinner proceedings began around 7:45pm. Everyone looked very smart. Just a few bow-ties on view, of which the most memorable was that of Joachim Jeska, in ecclesiastical purple!

We were led into a spacious dining room with nice round tables. I was honoured to be at the table of our after-dinner speaker, Professor Frank Janser and his wife. I quickly discovered that 'the Prof' was



*Sue Brooke receives the prestigious, and well-deserved, Syd Davies Trophy for all her hard work as the outgoing VGC Treasurer.*

a true aviation polymath, who is just as happy towing gliders, as delivering high-powered lectures.

At the appropriate moment, Prof Janser fired up the projector and presented a dizzying talk in perfect English. He covered many topics, first showing us his superb department at Aachen University. Then followed his research into the low-level turbulence around wind-farms and high level waves in the Himalayas. For this they use a highly instrumented Stemme motor-glider, which, with underwing pods, looked quite menacing. I found the Prof's company to be fascinating. He even corrected my long-held belief that we would one day have huge flying-wing airliners; rather sadly, nothing beats the flying tube with glider-like wings and winglets. (Boring!)

During the evening, the year's prizes were awarded, with Chairman Klaus briskly reading out the names, and me handing over the hardware. (See list below).

The evening rounded off with a raffle in time-honoured fashion and in due course we went off to our various bedrooms, or campsites, feeling happy to have attended such a well-planned event. Only now I can reveal the remarkable news that Ege had been urgently admitted to hospital with a potentially serious illness, just days before the event. Somehow, he escaped from the doctors just hours before the Dinner (maybe they are still looking for him)! We are all the more grateful to our host for doing such a brilliant job.

**Thank you Ege!**



## CLUB NEWS



*The man of the moment, the wonderful Ege Goeke (centre) wasn't going to miss all this for all the money in the world! Vielen Dank Ege.*

*Gere Tischler's outstanding work to the VGC is recognised through the awarding of the Phil Tiley Memorial Cup.*



# VINTAGE GLIDER CLUB AWARDS 2019

## POKALE UND AUSZEICHNUNGEN DES VGC 2019

AWARD/POKAL	DESCRIPTION/BESCHREIBUNG	AWARDED TO/AUSGEZEICHNET FÜR
Syd Davies Trophy	<ul style="list-style-type: none"> <li>Award for exceptional Service to the VGC during the past year(s)</li> <li>Auszeichnung für besondere Dienste für den VGC während des letzten Jahrs/der letzten Jahre</li> </ul>	<b>Sue Brooks</b> For her extraordinary service as treasurer
International Rally Best Achievement Trophy	<ul style="list-style-type: none"> <li>Best flight at the International Rally</li> <li>Bester Flug während der internationalen Rally</li> </ul>	<b>Mike Armstrong</b> 296km in Oly463
VGC Commendations	<ul style="list-style-type: none"> <li>For noteworthy flights during the International Rally</li> <li>Für bemerkenswerte Flüge während der internationalen Rally</li> </ul>	<b>Alexander Gilles / Peter Hibbard</b> Photoflight Standard Austria and SHK
International Rally Challenge Trophy	<ul style="list-style-type: none"> <li>Best Restoration/Replica of a vintage or classic glider attending the International Rally</li> <li>Beste Restaurierung/Bestes Replica eines an der internationalen Rally teilnehmenden alten oder klassischen Segelflugzeugs</li> </ul>	<b>Peter and David Underwood</b> Kirby Kite Prototype
Commendation(s) for Good Restoration(s)	<ul style="list-style-type: none"> <li>Medal(s) for Good Restoration of a vintage or classic glider attending the International Rally</li> <li>Medaille(n) für die gute Restaurierung eines alten oder klassischen an der internationalen Rally teilnehmenden Segelflugzeugs</li> </ul>	<b>Lazlo Revy, Otto Bacher, Christian Matthieu</b> Minimoa D-1480
Phil Tiley Memorial Cup	<ul style="list-style-type: none"> <li>For Outstanding Non-Flying contribution to the VGC during the Rally or in the past year</li> <li>Für einen aussergewöhnlichen, nicht das Fliegen betreffenden Beitrag zur VGC Rally oder während der letzten Jahre</li> </ul>	<b>Gere Tischler</b> 10 years AERO organiser
Shaw Slingsby Trophy	<ul style="list-style-type: none"> <li>For the best flight in a Slingsby Open Cockpit at the International Rally or during the previous 12 months</li> <li>Für den besten Flug in einem offenen Slingsby Cockpit während der internationalen Rally oder vorangegangenen 12 Monate</li> </ul>	<b>Roger Andrews</b> T.21 Long Mynd Bungee Checkrides
Chairmans Trophy	<ul style="list-style-type: none"> <li>Founded by David Shrimpton and awarded for meritorious services to the VGC</li> <li>Herausgegeben von David Shrimpton für verdienstvolle Leistungen für den VGC</li> </ul>	<b>Christine Whittaker</b> For her extraordinary service as secretary and chairman, for some time both at one time
Skywriters Award	<ul style="list-style-type: none"> <li>For the most meritorious Article in the VGC News during the Year</li> <li>Für den erwähnenswertesten Artikel in den VGC News des letzten Jahres</li> </ul>	<b>Rex Moorey</b> Ted Hull Obituary

Eric Munk

# Workshop Flyer

## Basic Wood and Fabric Courses...

### a must in know-how and encouraging newcomers



Courses are tailored for all walks of life. Photo: Jan Roza

**"I would love to get a vintage glider, but they are so darn difficult to maintain and repair!"**

It's something you hear at many rallies and at bars of clubhouses across the gliding community. The knowledge base supporting our vintage gliders is getting increasingly narrow. In the Netherlands, the Vereniging Historische Zweefvliegtuigen (VHZ, the Dutch national vintage glider club) has been experimenting with courses in basic wood and fabric repairs. Demand, it turns out, is high. This episode of Workshopflyer takes a closer look at these courses.

VHZ has its own technical committee. A small group of five experienced engineers who have all seen their fair share of work on wooden aircraft. Some fifteen years ago the technical committee members were curious to see if they could help spread basic knowledge on small wood and fabric repairs to a wider audience. The objective was to give owners of vintage gliders the skills and know-how to repair, say, a hole in the fabric of their glider, or a minor puncture in the D-box plywood.



Paperwork- in all shapes and sizes. It governs our lives and keeps gliders in the air! Photo: Jan Roza

#### Booked in no-time

As an experiment, a small two-day workshop was set up. Volunteer-run, in space made available by a conveniently located gliding club. The course was fully booked in no-time; to everybody's surprise. A one-off workshop, that was hands-on and to-the-point. Not to mention great fun too!

#### Supporting local initiatives

In the meantime, the same group of committee members supported bands of enthusiastic but inexperienced historic glider owners in furthering their skills, on their own local airfields. Contributing knowledge, advice, helping in the more complex

repairs, and providing the legal framework and aircraft paperwork associated with major restoration projects. The result was a small number of 'new' wooden glider owners, cum engineers, at a number of airfields; each supporting a small group of local club members with their vintage and classic gliders in turn. They would often start with a K8 or Ka6, then progress into more rare types, with projects getting more challenging each time. After some years several of these local engineers became committee members themselves with VHZ.



Jan Forster talks basic theory. Photo: Jan Roza

#### Basic theory

At around beer-o'clock at a national Rally, the idea was hatched to revive the original wood and fabric course, update it and see if anybody was interested. This was in 2016 and courses have run most autumns since, with an entrance fee covering travel costs and materials expenses. The revived course now runs over two weekends. Each of the four days begins with a PowerPoint presentation full of photos, to provide course members with theoretical know-how on techniques, materials, tips, and tricks. Relevant technical documentation is made available in a digital format beforehand. This includes classic works like Hans Jacobs' magnum opus, and a wide range of other publications from around the world. The presentation, by Jan Forster, will be available in English shortly, to facilitate international versions of the workshop, too.



Martijn Hoogenbosch (L) gives instruction to student, Hendrik van Putten. Photo: Jan Roza



Everyone is included. Photo: Jan Roza

#### Wood and fabric

Participants spend, by far, the largest part of their course days by putting theory into practice, practice, and more practice. As most who have undertaken work on vintage gliders will have experienced, practice makes perfect. And so they are off to the workshop

## CLUB NEWS

after the basic theoretical presentation and one more cup of coffee. The first weekend covers wood repairs; the second weekend focusses on fabric repairs and the recovering of glider structures.



*Hands on is the name of the game as Ella Schets, gets to grips with even the most basic of tools.*

*Photo: Jan Roza*

### Hands-on approach

Workshop time is done from a very hands-on approach aspect, where experienced mentors take a maximum of four participants each, through common glider repairs; such as a plywood repair to a D-box or stabiliser, a repair to a wing-rib, and finally a trailing edge repair. Demonstration material is usually an old written off wing, aft fuselage or stabiliser. One would be surprised how much of this turns up for a workshop if needed! Plywood, glue, sandpaper, and some tools are supplied through the organisational committee. Wood comes from the written-off parts and participants are required to bring their own set of rasps, hammer, and chisels. Of course, all repairs are first done by hand. This gives a feel for the materials and to try out different techniques.



*Basic fabric repairs are a must to keep hangar rash at bay.*

*Photo: Martijn Hoogenbosch*

### On to fabric

The fabric-repair weekend focusses on smaller field-repair types of patches. Both of the permanent and temporary (stitched) variants. This weekend also sees participants choose a fabric (Ceconite, Stewart, or traditional fabric) to practice recovering a small section of wing or a control surface, in pairs, with other participants. Materials are generally provided by the organisational committee from left-overs of projects and donated out-of-date materials from commercial workshops; these, after all, are not meant to be airworthy repairs but practice of techniques only. As with all wood and plywood repairs, results and mistakes made are discussed in the group, in order to learn from each other's approach to repairs.



*Basic scarf joints are a must in the wooden world. Photo: Jan Roza*



*Gluing clamps come in a variety of designs. Photo: Jan Roza*

### Workshop results

The most important result of those workshops is fun. Lots of it. The more fun had, the better. It is what drives people to be curious, to learn more, to embark on a project of their own. And if they do, they do so in the knowledge that they can fall back on more experienced engineers for advice and a helping hand.



*From all walks of life: From young...*

*Photo: Martijn Hoogenbosch*



*...to old.*

*Photo: Jan Roza*

### Backgrounds

In the three editions of the Dutch courses thus far, we have had over 65 participants learn basic skills in wood and fabric repairs. Their backgrounds varied. Some were experienced GFRP engineers, others 'just' an owner of a historic glider. Some worked in aviation, others had a background in music, sales, or engineering. We have had people from four countries join in. All of them went home and shared their knowledge, and in some cases, brought new people for the next year's course.

### Spawning projects

The 2016, 2017, and 2018 courses all saw a glider come in for repair and inspection after years of storage. The 2017 Ka6Br-Pe and 2018 K8B were both adopted by a course member as their first project. After a survey by experienced engineers, both are flying again after many years on the ground. The third, another K8, is still looking for love, but things are looking bright for its future.



*To inspire... Our future is their hands. Photo: Bert (JR) Kluitenberg*

### Enthusiasm

Lastly, courses that are fun and offer a challenge, help people get enthusiastic about wooden gliders. They have played a major role in getting younger Dutch generations interested in historic gliders and developing the skills needed to maintain and restore them. After all, aren't we all just custodians of these aircraft; to preserve them for future generations and enjoy them in the meantime?

If you are a VGC member who is interested in organising a course in your own country, the VHZ is happy to share its experiences with you. For more information, please contact Martijn Hoogenbosch at: [martijnhoogenbosch@gmail.com](mailto:martijnhoogenbosch@gmail.com).

## 2020 Vintage Rally Dates

05/01/2020-11/01/2020	Vintage Gliders Australia Annual Rally 2020	Arkansas (USA)
15/02/2020- 21/02/2020	Vintage Kiwi 2020	Waipukurau (NZ)
18/02/2020-22/02/2020	SSA Convention (with VSA stand)	Little Rock, Arkansas (USA)
01/04/2020- 04/04/2020	AERO 2020	Friedrichhafen (D)
10/04/2020- 13/04/2020	Hunter Valley Gliding Club Easter Vintage Rally	Warkworth, NSW (AUS)
01/05/2020-03/05/2020	8 <sup>th</sup> VGC Season Opening	Alternbachtal Flugplatz (D)
08/05/2020-11/05/2020	Park and Glide Rally 2020	Kingston Deverill (UK)
21/05/2020- 24/05/2020	35 National Dutch Oldtimer "Hemelvaart" Rally	Axel (NL)
22/05/2020- 25/05/2020	Western Vintage/Classic Regatta	Mountain Valley Airport, Tehachapi, CA (USA)
23/05/2020-30/05/2020	MGC Vintage Rally 2020	Long Mynd (UK)
23/05/2020-31/05/2020	The gliding competition of "Šohaj" type	Rana (CZ)
27/05/2020-05/06/2020	German Baby Meeting 2020	Grunau, Jelenia Gora (PL)
08/06/2020-12/06/2020	Parham 90 Rally	Parham (UK)
11/06/2020- 14/06/2020	Hood River 2 <sup>nd</sup> Saturday Glider Weekend	WAAAM, Hood River, OR (USA)
15/06/2020- 21/06/2020	Midwest Vintage/Classic Regatta	Wabash Valley Soaring Association, Lawrenceville, IL (USA)
19/06/2020-26/06/2020	25 <sup>th</sup> Camphill Vintage Rally	Camphill (UK)
20/06/2020-28/06/2020	27 <sup>th</sup> Czech National Rally	Pribyslav (CZ)
26/06/2020-29/06/2020	IVSM Rendezvous 2020	Massey, MD (USA)
04/07/2020-11/07/2020	IVSM Elmira 2020	Elmira (USA)
13/07/2020-17/07/2020	Wenlock Olympian Gliding Games	Long Mynd (UK)
25/07/2020-30/07/2020	VGC Rendezvous 2020	Flugplatz Nordhorn-Lingen (D)
01/08/2020-09/08/2020	VGC International Rally 2020	Achmer (D)
29/08/2020-30/08/2020	Dutch Ka6 Rally	Nistelrode (NL)
29/08/2020- 30/08/2020	23 <sup>rd</sup> Classic Glider Rally, Fliegerclub „Hugo Junkers“ Dessau e.V.	Dessau (D)
04/09/2020- 07/09/2020	Experimental Soaring Association Western Workshop/Vintage Sailplane Regatta	Tehachapi, CA (USA)
14/09/2020-18/09/2020	19 <sup>th</sup> Dutch Vintage Glider Autumn Rally	Asperden (D)
17/09/2020-20/09/2020	Great Plains Vintage/ Classic Regatta	Wichita Gliderport, Wichita, KS (USA)
19/09/2020-20/09/2020	End of Season Rally	Mengen (D)
25/09/2020- 28/09/2020	Autumn slope flying above Rana Hill	Rana (CZ)
09/10/2020-12/10/2020	Eastern Vintage/Classic Regatta	Chilhowee Gliderport, Benton, TN (USA)
17/10/2020-25/10/2020	VHZ Basic wood and fabric courses	Nistelrode (NL)
31/07/2021-08/08/2021	49 <sup>th</sup> VGC International Rally 2021	Celje (SLO)

## UPCOMING EVENTS

Martijn Hoogenbosch

# Vintage Action for 2020

**D**ear members, the flying season is at its end. We have had a great gliding season, with beautiful flying locations and vintage members who are always ready to turn the rallies into wonderful events.

Looking back on the pre-rendezvous on the Long Mynd, the Rendezvous at Hus Bos, along with the International Rally at Tibenham, I would like to thank the organisers for their efforts and unbridled energy. They have managed to make all the events a great success.

Now it is time to make plans for the coming year 2020.

The upcoming International 48<sup>th</sup> International VGC Rally and Rendezvous Rally will take place in Germany. The Rendezvous Rally takes place from 25-30 July, 2020, and will be held at the Flugplatz Nordhorn-Lingen, located close to the German-Dutch border.

The 48<sup>th</sup> International VGC Rally will take place at Flugplatz Achmer from 1-9 August, 2020. This will be the third time that the VGC International Rally would have been held at Achmer and already the club is busy in their preparation in organising the rally. Achmer, of course, is located just to the north of Osnabruck.

We have a lot of vintage events in different countries from all our vintage members. Take a look at our website. If you know of, or are indeed holding a Vintage Rally, or similar other event that you wish to advertise through our VGC website, please send me an email with the following details: **Event Information, Name of event, Date, Place, Website, and Organiser.**

Have fun gliding in the coming year and I look forward to seeing you next year!

Regards

**Martijn Hoogenbosch (VGC International Rally Secretary)**

## STOP-PRESS!...attention to all our Italian and Austrian clubs.

We still need to find a suitable location for the 2021 Rendezvous Rally to be held before the VGC International Rally in Celje, Slovenia. The Rendezvous Rally is a unique and relaxed event supporting the main VGC International Rally that is open to all. Held the week prior to the VGC International Rally, the event typically attracts around 40-50 gliders and their crews. Ideal locations would be around 4-6 hours' drive west from Celje and located either in Austria or Italy. The Rendezvous is a

popular event amongst Rally goes and is an informal and intimate event, which presents a fantastic opportunity for your club to not only host a week of fun, but can be a very rewarding in both publicity and monetary return.

If this is an opportunity your club would like to consider, please contact me with your details, along with some information on your clubs location and facilities.

**Martijn Hoogenbosch**

# The Dutchies invite you the 2020 VGC Annual Dinner

**3<sup>rd</sup> October, 2020 Maastricht (NL)**

Write it down in your diary!

**Have you ever had a dinner in an old Kings estate? Or ever been to a site where the first military gliders in the 2<sup>nd</sup> WW made their landings to conquer the Fort?**

If not, you are very welcome to join us and to find out.

Visit the 'Eben-Emael Fort,' ([www.fort-eben-emael.be](http://www.fort-eben-emael.be)) for a guided tour for only **€8**...or visit the historical town of Maastricht; maybe both! A 4-course dinner + welcome drink at the 'Buitenplaats Vaeshartelt' restaurant and hotel awaits ([www.vaeshartelt.nl](http://www.vaeshartelt.nl)). Prices for the dinner itself is **€46.50**. Accommodation is available at the hotel, with a double room costing **€149/night**. Single rooms are also available and all prices are inclusive of breakfast.

For more info go to the VGC web-site; [www.vintagegliderclub.org](http://www.vintagegliderclub.org) Please book and pay soon as possible by e-mailing Jan Forster: [jftandemtutor@hetnet.nl](mailto:jftandemtutor@hetnet.nl)

Please include your name, number of participants and numbers for both the dinner and Fort tour.

Payment details for the Dinner can be made out to Jan Forster at the following account details: **IBAN; NL59 ABNA 0864 4339 13 in the name of J.F.J.M.Forster.**



*Eben-Emael Fort, the location of the world's 1<sup>st</sup> assault by military gliders.*

*Photo: Fort Eben-Emael website*

Bookings for the Hotel can be made directly with the hotel itself. There are currently 20 rooms reserved for this special price until the 1<sup>st</sup> of July, so book early to avoid disappointment. We look forward to welcoming you all!

**Martijn Hoogenbosch and Jan Forster**

Jim Short

# Big Show at Little Rock

Join the Vintage Sailplane Association on the 18-22 February at the Soaring Society of America's Convention in Little Rock, Arkansas, for a full schedule of lectures, luncheon, and the introduction of the revised printing of VSA's popular translated manual, Workshop Practice.

The VSA's booth will again be located between the booths of the National Soaring Museum and the 1-26 Association. Besides being a rallying point for vintage enthusiasts, the VSA will be offering membership renewals and a selection of VSA logo T-shirts and polo shirts to purchase.

Matt Gonitzke will display his restored Schempp-Hirth SH-1 glider and his newly designed and constructed enclosed trailer as

part of the display. The 'Vintage and Old Timers' luncheon will be held at noon on the Friday.

Jim Short will present a talk entitled: 'Soaring – Germany's Gift to Sporting America' on Friday afternoon and Jim Short will be offering an update on IVSM 2020 and vintage soaring's future on the Saturday morning. In between, you can catch up with friends and sample all the available gear for your glider, whether it is vintage, classic, or still in the dreaming stage.

SSA conventions are always worth attending no matter what kind of gliders you like, so if you happen to be in America, or in the area, please make sure you come and visit us!

For more information please contact: [www.ssa.org](http://www.ssa.org)

**Jim Short**

Jim Short

# Pilgrimage to the Hallowed Hill Harris Hill – IVSM 2020

The quadrennial vintage pilgrimage to Elmira and Harris Hill is on tap again for July 4 – 11, 2020.

Upstate New York's Finger Lakes region has been beckoning soaring vacationers (with or without gliders) for decades with its scenic countryside, varied activities and aviation attractions. Adding to the experience this year is a Rendezvous, in the European tradition, to be held at the Massey Aerodrome in Massey, MD. Rusty Lowry is planning hospitality and a chance for people en route to Elmira to stop to relax, polish their flying skills on Massey's 3,000 foot grass runway, and to join up with others before the one-day drive to Harris Hill.

Harris Hill, a landmark in the soaring world, is the long-time home of one of the oldest soaring clubs in the US, the Harris Hill Soaring Corporation (HHSC). 'The Hill' is a treasure to see and a fantastic place for summertime soaring. This year is the first full year with the HHSC's new flight center built with a combination of donations and volunteer effort. IVSM participants will be able to enjoy a lot of time in and around this new facility that blends perfectly into the ambiance of Harris Hill.

The National Soaring Museum (NSM) will again be the focus of the IVSM functions and meetings. Its evolving and expanding exhibits and constant improvements are worth the trip, whether one is a glider pilot or not. It is a world-class museum in an inspiring setting. This year, the HHSC, NSM, and of course the VSA, will combine to make IVSM 2020 a spectacular, fun event with a number of people, planes, and activities seldom seen in the skies anywhere. The symbol of the meet is Chad Wille's completely rebuilt Midwest MU-1 Utility glider, designed by Arthur Schultz in the late 30's. This is the only Midwest flying in the world and the plane is better than new. It also soars remarkably well for having a published glide ratio of less than 20.

Jerry Wenger's restored gull-wing Minimoa will be another highlight. It is the only Minimoa in North America. Jerry's 1938 Slingsby Petrel (also gull-winged) that visited the IVSM four years ago, before it was flown after refurbishment, is now flying and will grace the skies of Elmira for the first time. Ron Martin's shiny natural aluminum 1943 Schweizer SGS 2-8 will make its first eastern appearance, all the way from Tehachapi, CA. With its history researched



*IVSM 2020... something for everyone! Photo: Jocki Selinger*

meticulously by Ron, this plane was determined to be a surplus Navy aircraft never flown by the military forces. It flew for the first time ever in 2018 and was certificated by the FAA as a new civilian Schweizer SGS 2-8. A contemporary Army Schweizer TG-2 will be brought by Jeff Byard, also from California. What a couple of two-seaters these are! But these are not the only planes to be at IVSM 2020. There will be many more, including classics from the late wood, metal and early fiberglass age.

Evening dinners at Harris Hill and nearby at Elmira's famous Hilltop Inn will add to evening enjoyment. Jim and Mary Stoia and crew will be presenting an authentic 'Low-Country Boil' of American southern seafood cuisine. K&L Soaring will host a tour and evening buffet at their facility in Cayuta, NY, just a short drive from 'the Hill.' Schweizer family hospitality (a tradition for many decades) is not to be missed, and the production, maintenance and engineering capabilities at K&L are astounding. International Night will offer a sampling of hospitality and morsels from countries, states and regions, a perfect place to congregate and socialise. Daily talks and featured sailplanes are all part of IVSM as they have been in the past.

Registration is open at [www.soaringmuseum.org](http://www.soaringmuseum.org). Click on the IVSM poster icon on the NSM home page or call the National Soaring Museum at: **607-734-3128**. For information contact Chairman, Bill Batesole, at: [IVSM2020@aol.com](mailto:IVSM2020@aol.com) or by phone at: **603-762-8137**.

Andrew Jarvis

UK

# VGC Rendezvous, Husbands Bosworth

22-27 July 2019



Hus Bos airfield. Photo: Simon Swart

For those who had attended the Long Mynd Wood Week, the contrast between the two sites was extreme. After the precipitous descent from that magical hilltop kingdom, the land of the bungee launch, sheep, and heather, came an undramatic arrival at the croquet-lawn smoothness of Husbands Bosworth Airfield where the BGA National 18/20 metre Comp was still in progress. Somehow their organisation then had to change gear; from goals measured in hundreds of km, to the vintage business of 'staying up' for 20 minutes if you're lucky!

The Rendezvous opened with a briefing and welcome from rally organiser, Tony Lintott. The briefing room was full, with

many familiar faces and some new ones too. Tony welcomed us back to the VGC's 1973 birthplace and as soon as he set out his plans, we knew things would run smoothly.

Rigging and launching soon got under way. The westerly wind and the long field easily gave launches of 1500 feet. I thought the 4-cable set up worked very well, but we were politely told the next day that slow VGC pilots were the limiting factor in the launch rate! The only thing missing, under a promising sky, was proper thermals.

On the Monday evening the opening ceremony was attended by Councillor (Mayor-ess) Barbara Johnson, her consort, and her grandson. Councillor Johnson gave a

beautiful speech. We were impressed by the research she had done, including studying the VGC Website. The VGC President responded, pointing out an historical symmetry; last year, the Rendezvous at Anklam was in the home-town of Otto Lilienthal, and now we were in the environment of our own gliding hero, Percy Pilcher.

The rally continued efficiently and safely until the closing ceremony on a very hot Thursday, 27<sup>th</sup> July afternoon. 24 visiting pilots flew at the Rendezvous. It was a pleasure to welcome Jennie and Dave Goldsmith, visiting from Australia; they had some good flights during the rally, when the thermals came back. I must also mention the irrepressible Rally co-organizer, Rolf Pietema, whose lively briefings and innumerable T21 flights brought a great sense of fun.

Hus Bos has a vast experience of all kinds of gliding, and looking forward to the VGC's half-century in 2023, this Rendezvous should prove to be an excellent rehearsal for a much bigger meeting then.



'Beer', the golden-retriever does what comes naturally, as he retrieves the boss' (Astrid's) Ka6, with chauffeur and 'handyman', Martijn Hoogenbosch, obediently piloting! Photo: David Weekes



Andrew Jarvis samples the delights of Walther Hoekstra's Ka7. Photo: Walther Hoekstra



David Goldsmith teams up with Roland the Rat in Dave ('Corny') Cornelius' Ka6. Photo: David Weekes



A lovely Elfe S4 belonging to Simon Swart. Photo: Simon Swart

# RALLY REPORTS

UK

Andrew Jarvis

## 47<sup>th</sup> VGC International Rally, Tibenham, UK

27 July- 3 Aug 2019



Norfolk GC Club President, Graham Ashworth, and VGC President, Andrew Jarvis, open the 47<sup>th</sup> International Rally. Photo: Alex Gilles



Great timing Joachim. Too bad Mr Whippy has just arrived in his ice-cream van and here's you off flying! Alex Gilles (L) and Bernd Hurrle (R) make the most of tormenting Joachim Jeska with their creamy treats. Photo: Andrew Jarvis



Andrew Jarvis awaits his turn in the queue for a bit of 'IFR' alongside his Oly 463. Photo: Alex Gilles



A rare sight indeed... 4 Minimoas lined up together for the first time in nearly 50 years! Photo: David Underwood

The last time we arrived at Tibenham, in 2010, we were ushered in by Air Cadets. Sadly, the uniformed cadets are all gone, but we were de-trailed by two keen juniors, Tom and Jack, one of whom was still too young to solo. We were directed to a very efficient registration desk, 'manned' by the bilingual Birgit, who provided the rally pack and information. Noel Coward famously said, 'very flat, Norfolk'; and how right he was. No levelling wedges needed for the campervans and this, Britain's largest private airfield, could be called the National Space Centre!

The rally opened on Saturday 27 July, with an eloquent speech by Graham Ashworth, Norfolk GC's President. As VGC President I responded, thanking our hosts for their unique contribution to vintage gliding, having now hosted three International Rallies over 19 years. The airfield is huge, but the club is small and the organising team had worked extremely hard. Stormin' Norman Clowes seemed to be everywhere in his High-Vis jacket, while Steve Flowett-Hill seldom left his computer. CFI Mark Wright discreetly maintained 'law and order.'

A fickle atmosphere had decided that this, of all weeks, was the time to break the long drought. Wind and rain washed out flying

for the whole weekend. Were we downhearted? Well, slightly! However, with an ever-growing row of unusual trailers, and even a film-making team, it was still an interesting weekend.

Monday 29 July proved to be an unforgettable 'vintage' day. With unsettled weather returning soon, there was no time to be lost. Old hands rigged before a speedy briefing and soon the wonderful assortment of gliders, no two alike, were being transferred from the launch queues to the boisterous early thermals. There was a unique choice of tow-planes; either a nimble Rotax Falke, or a big, rumbling, radial-engined Yak 12, which apparently uses less fuel than a Robin tow-plane.

I was launched by the Rotax Falke in the Oly 463. It's surprising how soon you can be alone in a busy sky. I set off along the A140 to Stowmarket, flying IFR (I follow roads and railways!), then turning north-east to the seaside at Lowestoft, where some dramatic curtain cloud was forming in the sea-breeze front. Mostly around 4,000ft, and eventually up to 6,000ft, this was a perfect outing in a loveable glider. We had to land rather early, as the famous International Evening was scheduled and what an evening it was to be! Before that, however, there was a special event; FOUR Minimoas were

briefly lined up. This was the very first time that four examples of Wolf Hirth's gull-wing masterpiece's have been seen together since the 1976 VGC rally at Dunstable.

We all love the International Evening, when each country sets out a table of national food dishes and often very powerful beverages. The British table, brilliantly organised by Peter Boulton, was quite outstanding. It featured Cromer crab, cheese from Lofty Russell's Stilton Syndicate, Scotch whisky from David Weekes, and still more temptations.

A swirling depression arrived on Tuesday, and the strong winds prevented meaningful gliding for two days. Happily, things soon settled down. By Thursday the wind veered, the sun came out and winning legend Pete Salisbury (Mr Skylaunch), with his assistant, Ed, were providing silky-smooth launches on the long airfield. Thursday was a particularly nice day for extended local soaring; Friday and Saturday all provided that amazing spectacle of dozens of vintage gliders in a glorious tapestry of different colours and shapes.

It's sad that the media don't seem interested, we did do press releases and so these pages provide one of the few published records of a glorious week of painted wood, craftsmanship and sheer beauty in the



## RALLY REPORTS



2 lovely ladies; the legendary *Minimoa* and *Constanze Bruns*. Photo: David Underwood

(R) Andrew Jarvis maybe took the model competition to a new level with matching superb 1950's trailer!  
Photo: Astrid Van Lieshout



David and Jenne Goldsmith surely took the prize of 'longest cross-country' trophy as visitors from Melbourne, Australia, to join in on all the fun! Photo: Alex Gilles

Norfolk skies. One hundred pilots attended, with 60 gliders coming from all over Europe. Time was somehow found for a fish and chips evening, large model flying, and a lively race night.

The rally closed on the evening of Saturday 3 August. Speeches were made, medals presented and awards announced. After that, our ceremonial bell was rung and the rally was closed. A splendid BBQ and a Dixieland jazz band rounded off this very

happy event. Tibenham Airfield, built for the 445<sup>th</sup> Bombardment Wing of the United States Air Force, now really feels like a

home to the Vintage Glider Club. I'm quite sure this won't be our last visit. Thank you, Norfolk Gliding Club!



Lofty (Russell) and his 4 dwarfs!  
Photo: Mike Vo

Tomas Mezera

CZECH

## The 26<sup>th</sup> Czech National Rally, Jičín

15-22 June 2019

Incredibly, this is the twenty-sixth time members of Czech POTK (Oldtimer gliding club) have met for our national rally. This time we converged on the airfield of Jičín, in the picturesque landscape of the fairytale character of many bedtime stories of Czech children, Rumcajs, the Little Bandit of the Forest.

The third week of July was well chosen, as the second half of June did not suffer from such hot conditions and the weather was very favorable. We flew every day from the Monday to Friday. About thirty-five POTK members met with 18 historic gliders, plus two machines from the local Jičín aeroclub (training gliders, Ka7, and Ka8), along with two members with their ASW15's, which can also be considered a classic glider.

The weekend got under way with both arrivals by road and air, some of the stars of the rally being the side-by-side, two-seater, *Kmotr* (Godfather), and the *Krajanek*; both from *Raná*, and both arriving by aerotow after a two-hour flight. On the Monday we



The *Morelli M-100S* from the *Zagreb Aero Club* was an exotic visitor amongst the assembled Czech gliders. Photo: Tomas Mezera

were greeted by blue skies that accompanied us all week. At the opening briefing we were possibly a little over-confident in promising excellent gliding weather however, because the cloudbases proved to be quite low before noon and the better weather occurred far further north towards the mountains. So whilst 500 km cross-country flights were flown over the rest of the country in glass ships; at our rally, Jiří

Lískovec, managed a very respectful 219.5 km with a Ka8, which was a very good result. Four other gliders (two VT116 *Orlík's*, a Ka6CR and a VT425 *Šohaj*), landed out however, fortunately without damage. That same day, Jaroslav Kareš, flew the longest flight of the rally; a seven-hour flight in 'Sophie,' a SF27A.

On Tuesday thermal flights didn't start until after lunch, whilst all the time we looked to-

## RALLY REPORTS

wards the foothills of Krkonoše Mountains, which were full of cumulus. Despite this, it was gloom over Jičín. It was therefore necessary to make a stealthy jump to push north, where in much better conditions, you could enjoy the better gliding conditions.

On Wednesday the weather was very similar, but the forecast threatened us with thunderstorms, which eventually did not materialise in the Jičín region. The braver pilots decided to turn for Sněžka (the highest mountain in the Czech Republic) and fly on the Krkonoše ridge. The result was 192 km by Jiří Lískovec, in the Ka8. Vladimír Abrahám managed 152 km in a Ka6CR and Luboš Stibůrek in VT-116, flew 131 km (the latter two landed out and were retrieved by trailer). The rest of the pilots chose to fly locally, where conditions were still rewarding. Thursday saw the mountains to the north heavily cloaked in cloud, with huge cumulonimbus' hanging over the mountains all day. This unfortunately quite literally sucked all the energy from the surrounding area, so this time it was beautiful gliding weather in the plains to the south of Jicin,

but alas, where the restricted airspace was active.

The Friday saw good, strong, thermals returning again, but in the afternoon we were literally swept out of the sky by a large shower, which, together with higher clouds, dampened the thermal air for the rest of the afternoon, and lasted well into the evening's flying. At least we made some enjoyable flights with some of the interesting Oldtimers such as the Luňák, Krajánek, or Kmotr. The Luňák treated us to a couple of very nice aerobatic routines, all performed by Jiří Lískovec. With the weekend approaching, we were greeted by much worse weather, so most of us devoted our remaining time to trips around the beautiful surroundings, or departing early for home.

Concerning the composition of the Czech Rally, types present were mainly the Orlík, both the VT116 and VT16 versions prevailing. Older Czech designs were represented by the Šohaj 3, Luňák, Kmotr, and Krajánek. This was followed by gliders of western origin, with Czech OK registrations: Scheibe SF-27 Zugvogel V, Schleicher Ka6CR, Ka6E

and the Ka8. Among the more exotic machines attending was a rarity of the rally, an Italian glider of the standard class, the Morrelli M-100S. Constructed in the late fifties in France, it was brought to the meeting by our Croatian friends from the Zagreb Aero-club. Other visiting gliders included an EoN Olympia 2b from Slovenia, and two SZD24 Foka 4's, one from Poland, the other from Germany.

The host aeroclub of Jičín provided some excellent launches behind the UL Dynamic, which fully meets the requirements of the Oldtimers. But because there was only one, the launch-point was a pleasant social event, with less-patient pilots simply being given priority to keep harmony. The Czech Oldtimer meeting was yet another success. It was an enjoyable week with good weather and in a beautiful corner of our country. We hope to return to fabulous Jičín in the future, but for 2020, we will be holding the Czech National Rally at the airfield of Příbyslav from 20-28<sup>th</sup> of June 2020. You are all welcome.



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Daniel Steffen

**SWITZERLAND**

## Swiss Rally Roundup



*The end result was happy pilots and happy helpers, with everyone tired, but very happy in the evenings! Photo: Daniel Steffen*



*Thomas Fessler enjoys an energetic and powerful bungee launch. Photo: Daniel Steffen*

### 4<sup>th</sup> Bungee Launching Event at Hayingen

**T**he Hayingen airfield is not in Switzerland; we know. However the countryside of the Swabian Alb is similar to some regions in Switzerland. Moreover, the local language is as strange as Swiss-German! Further the organiser of the event, Marius Fink, and his family, lives in Switzerland. Finally, the bungee cord, two gliders and five participants came from Switzerland, so in some ways, one could say it was an honorary Swiss event!

The weather from 11-13 October 2019 was (once again) perfect for bungee launching a primary! This event gives pilots the opportunity to gain, or renew, the bungee launch endorsement on our licence. It is also an opportunity for pilots to fly the Schulgleiter, SG 38 (D-7038), of the Baden-Wuerttembergischen Luftfahrtverband e.V. The only requirement (besides a glider licence) is to be member of this association.

The 23 pilots (2 female and 21 male), carried out 54 bungee launches and 24 aero tows during the weekend. The Swiss correspondent was impressed by the enthusiasm of the many young pilots. Some drove a long distant by car just to hop for some short seconds in a primary. There is hope for our movement yet! Some participants put in a lot of hard work on the bungee cord, but did not fly. They were happy, just to help and see others to fly. "One for all and all for one", is a generally accepted gliding rule.



*Swiss VGC correspondent, Daniel Steffen readies himself for an aero tow on the lovely SG 38, D-7038. Photo: Daniel Steffen*

## RALLY REPORTS



L-Spatz 55 (HB-255) landing at beautiful Bellechasse.  
Photo: Res Stotzer



Spalinger S-19 (HB-225), on short final for another enjoyable flight.  
Photo: Daniel Steffen

### 30th OSV Meeting at Bellechasse

The 2019 Swiss vintage glider meeting took place at Bellechasse from 16-18 August 2019. The weather was dry with weak thermals. The Swiss correspondent recorded the following vintage gliders at Bellechasse: Spalinger S-19 (HB-225),

L-Spatz 55 (HB-255), Moswey III (HB-374), Spalinger S-18 IIB (HB-411), AeCS-Zögling (HB-429), Karpf Baby (HB-442), WLM 1 (HB-552), K 7 (HB-653), K 7 (HB-768), K 8B (HB-811), AN 66B (HB-904, not airworthy), and a Ka 6CR (HB-1052). The Bellechasse airfield is located in lovely

countryside near three lakes. The nearby railway station of Ins, inspired Friedrich Dürrenmatt for his play 'Der Besuch der alten Dame' in 1955. Is this Swiss play world literature, or not? Wikipedia says yes!

Astrid van Lieshout

NETHERLANDS

## Bungee weekend on the Wasserkuppe

7-8 September 2019



Astrid and friends enjoy a beautiful sunset to remember the fallen with more than one type of 'beer.'

Two years ago we went with 20 Dutch VHZ members, and family, to the Wasserkuppe for a bungee course. There we decided that it was great fun and the Dutch Vintage Club has since obtained our own bungee,

but nevertheless it was time for another course. If you do a course under the auspices of an official instructor, you can put this launch method onto your LAPL licence. You have to make at least three flights. The flights, or should I say glides, are often just that, short glides but very intense, and depending on the wind, they last merely between 15-25 seconds.

What is even more intense is running the bungee itself down the hill. You need at least 12 people, six on each side and up to four people holding the tail of the glider.

At the Wasserkuppe, one of the most beautiful gliding spots in Germany, the Oldtimer Segelflug Club (OSC) has two SG38's and offers opportunities to do a weekend course.

Most of our 18 participants arrived on a beautiful Friday evening, so we decided to watch the sunset near the "Monument for all pilots" with some beer to toast to their remembrance.

Next morning at nine o'clock we started the course. One of our own Dutch members, Wiel Zillen, is also a bungee instructor at the OCC. He arranged some German friends to help and fly with us. Unfortu-



Have tractor, will travel. A classic 'Wasserkuppe' tow out vehicle as Rob Wulfers volunteers as the 'dead' weight.

nately, there was hardly any wind and what little there was, blew from different directions so we had to change from one hill to another. This was in the opposite direction and 1 kilometre away. Then it started to drizzle which brought a halt to proceedings for a few hours. At 4 in the afternoon the weather improved, so we were able to start operations again, so everyone made at least one launch.

In a hotel which was a little way down the road, we had a great meal together with

## RALLY REPORTS

not too much beer because next morning at nine we had to be present and fit again. Luckily the weather forecast was wrong again. 900-meter-high hill has his own climate and instead of the predicted rain, it was dry the whole day so everyone could make their second or third launches. Tired but happy we made the five-hour drive home and felt our aching muscles for at least another week. But it was great fun and many thanks to Wiel and his friends.

*All photos: Astrid van Lieshout*



*Martijn Hoogenbosch prepares for another 'ballistic' flight!*

*Getting all in a tangle? It seems that Erik Poerstamper, Marcel Pelzers and Karel Dop are fed up with Rob Hartog and Arie Barendrecht's antics; at least it's one way of keeping them tied to the spot!*

Andrew Jarvis

UK

## Dover Glue-Birds Rally Sept 7-8<sup>th</sup> 2019



*The vintage line-up of 1960's woodwork.*

*L-R: G-CFOM is Phil Drake's SF-27 from The Park. Next is the newly restored Challock Capstan, BPU. Next is the Challock Oly 462, BWE, while last in line is another Oly 463, BYE, from Ringmer.*

This wasn't quite the smallest-ever 'vintage' rally, but nevertheless we had a small group of true vintage enthusiasts. From The Park (Bath and Wiltshire) came Geoff Pook and Phil Drake, with Phil's SF27. The only other delegation was from nearby Challock, who had brought three gliders; an Oly 2b, Oly 463, and a Capstan, though in the end, they flew just one; the glorious Capstan (more of which later). The final entrant was me, with the trusty Oly 463, BYE, from Ringmer.

You can wait ages to see an SF27 and suddenly there are two at once! As soon as Phil and Geoff had rigged theirs, Channel GC member, Graham Smith, set about rigging his own SF27, which is currently a non-flyer. Much brain-power was expended, but eventually the wings went on. A damp Saturday morning was then spent happily

scrutinising the finer details of Scheibe engineering. Graham is an aviation polymath and you can follow his achievements on his website for Sprite Aviation Services.

Saturday afternoon proceeded smoothly, with alternating sessions of aerotow and winch. I was fortunate to have a nice soaring flight in the SF27, which lived up to all its proud owner's claims; a superbly balanced, late wooden-era glider.

On Saturday evening there was delicious barbecue, very efficiently organised by Dover Club members.

Sunday quickly developed into a very nice soaring day. The geography means you are never far from a sea-breeze front, so after an early aerotow launch I found myself circling lazily above Dover harbour for a long while at a safe height, watching the ferries plying the incredibly blue seas. I could almost see the breakers on



*Two SF-27's together. Phil Drake, (L), and Geoff Pook, closely study Graham Smith's beautiful SF-27 (Phil's '27' is in the background).*

Calais beach. Photos?... Sorry, I forgot my camera!

If there was a 'best glider' it had to be the superbly restored Challock T49 Capstan, brought by Bob Lloyd and Malcolm Kerley. It proved extremely popular, even doing some trial lessons during the weekend. I was again lucky, having the last flight of the meeting; an hour's mutual with Malcolm as we pushed this amazing flying sofa to its limits, including some very sporting chandelles from Malcolm and a landing 'by committee,' which worked out very nicely ending just a couple of yards short of the trailer.

It was a memorable and very rewarding weekend and we are most grateful to Channel GC for inviting us. If we are invited back, do please come with a wooden glider and a friend.

*All photos: Andrew Jarvis*

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Andy Davey

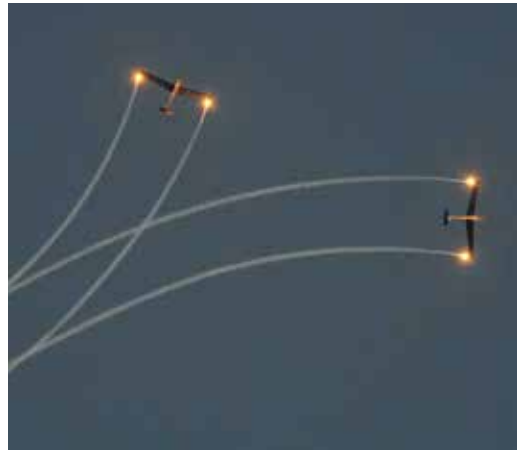
**GERMANY**

# Fantasy Land - Hahnweide 2019

13-15 September



*The SG-38 is always a guaranteed crowd-puller.*



*Guy Fawkes night? No. Its just another evening at Hahnweide!*

As September is my month of leisure between the summer in Provence and the winter in Myanmar, I decided to head to the Oldtimer Fliegertreffen at Kirchheim-Teck airfield, more commonly known as (the) Hahnweide.

It ran over the long weekend of 13-15 September, and as the weather looked set fair for the entire time, I decided to head over from my home west of Frankfurt on my motorbike; which turned out to be a great idea after discovering the autobahn between Stuttgart and the airfield was one long traffic jam caused largely by road-

works on the stretch of road conveniently between my hotel and the site. 'Filtering' is technically illegal in Germany but many bikers, including myself, took their chances to shave 45 minutes off the journey.

Anyway, after eventually finding a parking space right next to the entry gate (another plus for bikes!) I headed into Fantasy Land; What a place! A rather lovely airfield filled with vintage machinery as far as the eye could see.

Wooden gliders were tied down along the crowd line with some gems to drool over including a couple of Minimooas, and a constant stream of aviation history landing

and taking off kept everyone entertained. As dusk arrived, the 'Red Bull Blanix' team took off and climbed to height; The normally non-stop jabbering commentators were silent and gentle music wafted through the speakers as they released and performed a truly spectacular display with smoke and flare accompaniment against a sky of deep blue- It was worth the trip just for this display!

Next morning dawned misty and chilly with a lowish cloudbase which made for moody pics as the gliders rigged for their mass take-off and flypast. The great unwashed were allowed onto the field to



*It seems it was not only the gliders that were on display...there were some aply dressed 'Oldtimers' kicking about the place too!*



*Christoph Zahn gave his usual polished performance in the Habicht.*

*Göi Wolf. The blue skies made the perfect backdrop; looking radiant with the sunlight shining through their wings.*



## RALLY REPORTS

take unrestricted pics before the display started, which was a nice bonus. A very Germanic exodus from the field at the appointed time ensured a prompt start to the waves of aerotows.

The sight of a sky full of vintage gliders is always a wonderful sight and this morning was no exception although the cloud meant that photos weren't as spectacular as they could've been. However it was still a stirring sight, with everything from an SG38 Schulgleiter to a VFW FK-3 (D-7183) in the air. They were all towed in a wide circuit passing over the flightline so there were several chances to get pics. Obviously thermals were non-existent at 0900, so there was a steady spiral of descending aircraft with some coming down like the proverbial brick outhouse whilst the FK-3 and SHK aviated in a rather more sedate manner back to earth at least until Peter Hibbard in the British registered but locally based G-OSHK popped his tail-chute and descended almost vertically!

The fly-in and displays filled the day, enlivened by Christoph Zahn displaying the Habicht accompanied by the rather pretty Lo-100 D-1060 in the early afternoon.

I headed back to my hotel late afternoon as it had been a long day and planned to be at the field again early Sunday morning for a repeat of the early morning vintage glider cavalcade.

My ride to the field at 0700 the next morning was somewhat 'bracing' but the sight of the airfield at dawn with clear skies and mist in the valleys was spectacular; Gliders were rigging everywhere and combined with the early morning dew, low-lying mist and rising sun made for amazing photos. Proceedings were much as the previous morning with the field clearing promptly in time for a punctual starting of tug engines.

Unlike the previous morning, the blue skies made the perfect backdrop for pics with the SG-38, Kranich III (D-4788), Rhonbusard (D-7059), Baby III (OE-0061) and Go.1

(D-0926) looking especially lovely with the sunlight shining through their wings.

The noisy bit of the display continued as the last glider landed and continued throughout the morning, interspersed with departing aircraft; Proceedings were brought to an abrupt halt when a UK registered Jodel collided with a German Cessna 172 in the launch queue. Luckily there were only slight injuries but obviously all flying was stopped.

This then led to an almighty balls-up on the traffic front as the emergency services temporarily blocked access to and from the airfield, combined with the already heavy traffic on the autobahn and the perfect storm of a car accident nearby. Eventually us bikers were allowed out after a chaotic series of detours through the site and a manic stint of filtering again saw me through the jams. A sour end to a wonderful weekend...

*All Photos: Andy Davey*

Bartłomiej Kot

**POLAND**

## More fun at Litwinka

13-15 September 2019 Czarna Góra, Litwinka



*Old and new, the magic of Litwinka against a stunning backdrop. Photo: Laco Rychnavský*

**O**n September 13-15, 2019, the gliding section of the Nowy Targ Aero Club organised the 2<sup>nd</sup> Meeting of historic gliders, which was traditionally held in Czarna

Góra on the top of Litwinki Mountain. The first meeting that took place a year ago turned out to be a great success. The aviation world quickly spread the news about this interesting and unusual event

that you will not find anywhere else in Poland, and possibly, not even in Europe?

This year's event brought together over a dozen historic gliders with crews from all over Poland, and the presence of the Lithuanian crew, made the event an international one. At the launch-point, one could see historical gliders such as 2 X SZD-12 Mucha 100's, an aerobatic SZD-21 Kobuz, a prototype SZD-38 Jantar glider, and a more modern PW-2 Gapa, which was open-cockpit and without its canopy; all presented by the Mielec Aero Club. From the Zamojski Aero Club came a lovely Lis, whilst the iconic IS-A Salamandra (replica) was a visitor from the Gliwicki Aero Club, an SZD-32 Foka 5 came from Stalowowski Aero Club, a Ka-6 from the Rzeszowski Aero Club, a Ka-7 from the Warsaw Aero Club, a Ka-8 from Bezmiechowa, a wonderful Grunau Baby from Lithuania, and finally a SZD-22 Mucha Standard from the Nowy Targ Aero Club.

The weather was kind to us throughout the rally, which meant that a lot of spectators came to the top of Litwinki to admire the gliders to an amazing panorama of the Tatra Mountains. Undoubtedly, the big-

## RALLY REPORTS



*All the colours of the rainbow? Polish beauties bask in the autumn sun. Photo: Bartłomiej Kot*



*Our Lithuanian guests officially made the event 'International.' A very warm welcome was extended to our new friends, Ben and Lina, with Ben's gorgeous little GB. Photo: Lina Ivanauskienė*



*Bungee launching proved a huge hit with the families and spectators alike as Bartłomiej Kot's lovely Mucha Sto leaps into the autumn air. Photo: Bartłomiej Kot*

gest attraction for viewers was the opportunity to watch unusual and spectacular bungee launches, and subsequent flights, which took place a short distance from the cliff on the Białka River; from where they glided down the valleys to landing-pads located at the foot of Litwinki (next to a pitch) and on the other bank of the Białka river in Białka Tatrzańska. After landing, the gliders were dismantled, packed into special trailers and taken back to the launch-point, where they were reassembled so that they could fly in the next round of flights.

The warm Sunday made the surroundings of the viewing area quickly fill with whole families and their picnic blankets. The entire atmosphere of the event was wonderful and intoxicating; surely a good omen in attracting even more visitors for next year? The rally had really already begun on the Friday, when the first bungee training launches from the summit were made in the afternoon.

Saturday greeted us with sunny skies and crews assembling their gliders at the

launch-point. Unfortunately, the winds were light, so it was interesting to compare flight times to the bungee launches that took place at exactly in the same spot during the 1<sup>st</sup> National Gliding Competition in Poland in 1923. At that time flight times of around 60 seconds were recorded. This time around typical flight-times lasted a few minutes, demonstrating just how far gliding has come since then! The second round of launches were preceded with a presentation of the gliders by their crews. The take-off was open to the public to join in on the bungee launch itself, which was a unique opportunity to get to know these wonderful machines up close and talk to their pilots.

In addition to the presentation of historic gliders, the rally formula was also intended to present contemporary gliding. During Saturday and Sunday's shows, viewers could admire more contemporary gliders like the JS3 Rapture, JS1 Revelation, and DG-1000 flying. In addition to the gliders, the sky was treated to a duo of historical Nieuport aircraft from the First World War.

Undoubtedly, a main attraction was the flight demonstration of the gyro-plane, Brako-Gyro, and a historic Boeing Stearman; which formed an amazing view for audiences of this unique biplane against the backdrop of the Tatra Mountains. However, without doubt, the most important stars were old gliders themselves. They were amazing both on the ground and in the air! And just how amazing did they look? Well you can rate that yourself with the accompanying photos!

Summing up, the event was considered to be very successful and we hope to continue to develop the event year on year, not just nationally, but internationally as well. We want to promote this rally as a professional and safe event, blessed with beautiful weather, in a beautiful environment, and stunning views of the wonderful Tatra Mountains. What more could you want? So what are you waiting for, why not join us here in Poland next year for our 3<sup>rd</sup> Litwinka rally and join the growing circle of followers.



*A rare Polish Kobuz 3. Photo: Bartłomiej Kot*



*Judge for yourselves...sheer poetry in motion! The little GB II of Benvenutas Ivanauskas. Photo: Lina Ivanauskienė*

# RALLY REPORTS

Bert Kluitenberg

NETHERLANDS

## Last of the Summer Beer Asperden: 16- 20 September 2019



Tuesday saw the weather clear, let's get going! The Ka7 of the Groninger Studenten Aero Club, blasts off into the wide blue yonder.

Obviously there was a line dedicated only to Ka4's!

This yearly autumnal meeting is one of the busiest events in the Netherlands. Asperden is a small airfield just across the German border and within reach of our vintage friends; no pun intended. The event is now famous and was set up by its organisers, who set up the meeting many years ago. It is now an official club meeting and is an established season event for most of us. During the weekend the first participants arrived and settled themselves on the small, but cosy, camping ground. For people with fear of wet feet, there is a very nice local guest-house with an excellent German kitchen as well. We had, more or less, the complete airport at our disposal, including the hangar, clubhouse (and kitchen), and the winch. Our own tow-plane flew in to give us very comfortable launches for both us and our guests and to give us more air-time. Officially the Rally began on the Monday, and perhaps predictably, the rain predictions proved correct! So we rigged several gliders inside and did some hangar packing practice. We are always very proud to get as many gliders inside as possible; so the challenge was on for the coming days. On Tuesday the weather cleared and we started flying. The flying-conditions were good and the sky around the airfield soon filled up with old wood. The good weather lured even more gliders to the strip and we had a busy operation...and thankfully it stayed that way for the rest of the week.

Because the event is, for most of us, at the end of the flying season, the pace is rather 'tranquil,' as the French would say. So at the end of each afternoon, the call from the nice local beer lured us back to the hanger! It has an amazing effect, as after each days hangar packing, we state; "there is even more room for even more planes in there!" I had the luxury of bringing two gliders to Asperden; my K6 CR and the Sagitta, in which I share with my flying mate, Rob. I decided to rig only the Sagitta because Rob's mother sadly passed away and he wasn't able to come and join in on the fun, but in the end, he couldn't resist missing out on our fun and came for one day. The Sagitta is a joy to fly although it has the reputation of being a difficult plane. I don't agree with that. Digging into the history of this unique glider, designed and build in the Netherlands, I discovered that the pilots in the early sixties got a hold of

a Sagitta with poor flight-characteristics, and consequently, found it difficult to handle. However when I compare its flight-characteristics with more modern air-foils, it is clear it is not for beginners. But after getting used to its quirks, it turns out to be a very enjoyable glider to fly, and for members with enough courage and experience, it is an enjoyable challenge to fly this beast from the sixties. Because we were lucky with the very nice weather and enough sunshine for the accompanying non-flying spouses and partners, the camping ground turned into a big terrace, with chairs and tables in every colour and form imaginable. For everybody's taste there was the entertainment and many stories where exchanged. Friday the fun came to an end and together we de-rigged our gliders; with many of them going into hibernation, ready for their necessary maintenance and/or some



Bert makes like a home-sick angel in the Sagitta.





## RALLY REPORTS



The Nord 2000 of Hans Dijkstra comes serenely sailing on by on short-finals.



There were some of our (sometimes) more noisy brethren there too! The lovely ASK-14 belonging to Jan van de Ven.

improvements. My K6, besides a new paint-job, will also get a new radio and a slightly, more modern, variometer. The Sagitta is going to be completely

stripped and will get the necessary wood repairs to the wings and will be repainted. Next year we will be again appearing in several meetings, in and outside, the country.

I hope to see many of you again and hopefully meet some new friends, on the strip and in the air.

All Photos: Andy Davey

Neal Pfeiffer

USA

# Wichita Great Plains Vintage Meet

19-22 September, 2019



Transitioning across a growing cloud-street, over the endless plains of central Kansas. Vintage gliders like it here. Photo: Jim Short

The 14<sup>th</sup> Great Plains Vintage/Classic Sailplane Regatta was held at Wichita Gliderport during the period of 19-22 September, 2019. Wichita is one of the significant aircraft capitals in the US and this year drew pilots from several states. The weather was fairly typical for a mid-west Autumn, with moderate temperatures, a range of wind speeds, and a wide range of cloud cover. Vintage gliders flew on three of the four days, and local training was done as

well on the other day, when soaring flight was not possible. Chad Wille, Jim Short,



Chad Wille returns to Wichita in his beautifully restored Sagitta. Photo: Bob Walker

and Harry Clayton had nice long flights on Thursday in their Sagitta, Phönix, and Standard Cirrus respectively. Dave Oschner and Neal Pfeiffer flew the Ka-2b on Thursday as well. Fine weather returned on Sunday when several long flights were made; Chad in the Sagitta, Steve Leonard in the Phönix, Neal in his Ka-6BR, and Harry Clayton made two flights in Mark Johnson's Slingsby Capstan, the first with Mark and the second with Mark's grandson, Mitch.

An informal symposium on soaring topics was held on Saturday morning. Harry Clayton provided information on glider ADS-B systems, for both experimental and standard categories. Ron Blum gave a presentation on the 1902 Wright Glider, which highlighted its various aerodynamic break throughs; Ron's presentations always involve significant audience participation. Jim Short described preparations for IVSM 2020 next July and future VSA plans for longer meets and a poten-

continued on page 28

# Reader's Album

ALEX IN AND AROUND TIBENHAM 2019



# Reader's Album

ALEX IN AND AROUND TIBENHAM 2019



## RALLY REPORTS

... continued from page 25



Steve Leonard greases the Phönix onto the beautiful grass at Wichita Gliderport. Note the towering mid-west cumulus from the late afternoon. Photo: Jim Short



Vintage and classic pilots always eat well in Wichita where restaurants and hotels are near the gliderport. Photo: Neal Pfeiffer

tial American Vintage Flying Conservancy. Neal Pfeiffer described a concept for a mid-performance, two-place motorglider that could be homebuilt. Food and social events were not neglect-

ed. Matt Gonitzsky hosted a BBQ at his house on Thursday evening to kick off the meet. A burger and brat cookout was held on Saturday at the gliderport, and on Saturday evening, everyone drove to a nearby

pizza restaurant for great food and pleasant conversation. So don't miss out, why not visit us next year!

Andrew Jarvis

UK

## Whispering Wardrobes Rally Sept: 21-22 2019



Iron curtain stablemates, Graham's lovely Lunak in the foreground with the beautiful lines of the Jaskolka in the background.



Rigging by committee. Robin Wilgoss takes time out to remember how all the bits fit together again.

**B**y tradition, the Booker Whispering Wardrobes Rally, is organised by Graham Saw and closes the UK vintage gliding season. An additional tradition seems to be that the weather is an anticyclonic (if not raining!) So there was a completely cloudless sky, but as one drove up the M40, the red kites could be seen thermalling over the road, although just flying tiny circles a few feet across. As we arrived, work was still in progress on

a beautiful blue glider, which proved to be Robin Wilgoss' SZD Jaskolka, nearing flight after a year or two's 'rest'. Out at the launch point, which you reach by a tortuous route past the remains of a Meteor fighter, the Jaskolka was rigged and eventually the controls were properly connected. I'm sure it gets easier with practice, but it was soon parked next to its 'iron-curtain stablemate', which was Graham Saw's bright yellow Lunak. Graham took the Jaskolka up for a brief

test flight. It has a semi-retractable undercarriage, but oh dear, an uncomfortable landing revealed that perennial curse of glider wheels- a deflated tyre! Booker's T21, was kept busy. I had a lively flight, battling the low-level thermals on the aerotow. Amazingly, this T21, which today is known as 'Snoopy', is in fact none other than 'Red 31', in which the late Derek Piggott reached 17,000 feet, in an ice-laden cu-nim cloud, in 1953.

Photos: Andrew Jarvis

## RALLY REPORTS

Gere Tischler

GERMANY

# German End of Season Rally, Mengen

21-22 September 2019



*Peter Ocker is all concentration as he approaches to land in Olaf Meindl's lovely little Stark Turbulent.*

*Thorsten Kremer's Bergfalke III is framed by a clear sky for our end of season event.*

Sunny, warm days allowed us to make the most of the 16<sup>th</sup> VGC Season's closing event weekend. 31 participants responded to Gere Tischler's call to our traditional closing event. Christian Hülshager came from Borkenberge with his beautiful Klemm 107 and was the German participant who had the distinction of travelling the furthest. We also had a visit from Olaf Meindl, who came by air with his beautiful 'Stark Turbulent,' what a lovely aircraft and powered by a Volkswagen Beetle engine. For the first time, we exchanged some motorised experiences, with both Klaus Schickling, and Peter Ocker, being fortunate to sample the delights of the Turbulent. Not to be outdone, Jürgen Doppelbauer decided to double the number of Turbulent's present and also joined in on the fun, dropping in with his similar Stark Turbulent too! This

duo was also joined by Matthias Hörber, from Aalen-Elchingen, who flew in a Pilatus P2. Margaret and David Shrimpton, who are regular visitors at our event, didn't disappoint, and stopped by during their return leg from their French holiday. With a healthy launch-grid of 13 gliders, we were delighted to welcome 2 x L-Spatz55's, a Grunau Baby III, a Bergfalke 2 ('Hilla,' see our German report on page 39), a Bergfalke 3, a SF27, a Weihe 50, a Ka 6E, a Sie 3, Kranich III, a Standard Austria S, a Slingsby T.30 Prefect, and the freshly restored Scheibe SF-25 (A-Falke) who had also participated at the Int Rally at Tibenham. Being supported by the host Luftsportgruppe Ravensburg Club, we enjoyed 67 launches with a total flight time of 12:22min. The SF25 was also able to carry

out its own self-launches with its 27hp, 2-stroke engine, which worked very well. After the Saturday evening's dinner at the Donaublick Restaurant, Alexander Gilles put on his wonderfully funny slideshow. He added 'speech bubbles' to his beautiful pictures from various VGC events, which is better than any comedy on TV. Peter Ocker showed a presentation on the recent assembly of the Heinkel He 219, night fighter, at the Udvar Hazy Center, in Washington D.C. As ever, the evening was capped off with a wonderfully social atmosphere, with friends talking well into the evening. It is heartening to see that we are now seeing many more younger faces taking part in this wonderful event. So don't miss out on next years 17<sup>th</sup> Season Closing Rally at Mengen on the 19-20 September, 2020.

*All Photos: Alexander Gilles*



*Klaus Schickling, in deep contemplation...*



*'Hilla' is about to take to the skies for another aerial adventure.*



*Gerd Hermjacob's old Weihe, now operated by a syndicate and looking gorgeous after a major restoration...a study in 'Oldtimer' art.*

Thorsten Fridlitzius

## German Gliding Expeditions to Sweden in the Thirties

Part 2

In part 2 we continue our history of the impact of German gliding upon the early history and establishing of gliding within Sweden.

### The consequences of the International Aviation Exhibition in Stockholm (ILIS)

Stockholm was in a state of aviation euphoria. The Sunday show at Bromma had attracted over 70,000 spectators (paying and non-paying). This was the equivalent of ten percent of Stockholm's population! The displays and people's interest in them seemed endless. The international aviation exhibition, ILIS, at Lindarängen attracted a large audience. The exhibition opened on the 15<sup>th</sup> of May, 1936 and when it closed on July 1<sup>st</sup>, it had attracted over 83,000 people. The exhibition took place in the large seaplane hangar (which today is considered a culturally significant building).

Germany came to dominate the exhibition and showed off a wide array of machines, ranging from a little Klemm 25d, to a big Junkers Ju-86 for twelve passengers. DFS (Deutsche Forschungsanstalt für Segelflug), exhibited a wind-tunnel and a Rhönsperber 'cabriolet' hung from the ceiling.



ILIS exhibition at Lindarängen. Hanging from the ceiling on the left is the Rhönsperber 'cabriolet.' It was later flown at Bulltofta, Malmö. In the foreground is a wind tunnel. Photo: Swedish National Archives

In the new Technical Museum in Djurgården, seminars were held for anyone who was interested in aviation. One of the many orators was Alexander Lippisch, who talked about 'die Bedeutung des Segelfluges für die Luftfahrt' (the importance of gliding for aviation).

### More Shows

The German Expedition returned home via Norrköping, Jönköping, Ljungbyhed, and Bulltofta. Hanna, who was very popular, had travelled home straight after the inauguration of Bromma airfield, but had made an appearance in Malmö on her return to Sweden, where she showed off her skills high above Bulltofta harbour.

Peter Riedel returned to Hamburg straight after Bromma, to collect one of the tow planes (most likely a Klemm 25d, a plywood monoplane). According to Riedel, he, Küttner, and Jachtmann, made a stopover in Norrköping, where Riedel was towed by Jachtmann (this we know for a fact) in the Klemm which had been flown up from Germany.

The Condor, La Falda, was struck with bad luck. Riedel was forced to release early on a tow in Stockholm because the glider was mishandling badly after repairs. Subsequently, on the way to Norrköping, the Condor trailer was hit and ended up in a ditch. Luckily the damage to the glider was minor; still it was deemed unfit to fly.

In addition to this, Rhönsperber, D-Richard Pätzold, had been on loan by Lufthansa's



Peter Riedel in Rhönsperber, D-Richard Pätzold, Norrköping 1936. To the right is Heinrich Heinz Kipp. To the left is Ernst Jachtmann. Photo: SFF archive

## GERMAN GLIDING EXPEDITIONS



The local newspaper, *Smålands Allehanda*, with Peter Riedel pictured sitting in his 'La Falda' with the Kroeber (Köller) engine fitted.

gliding department and the unique two-seater, a Grunau 8, were left behind in Stockholm to be brought home later with the German ILIS-planes.

On the 29<sup>th</sup> of May, Peter Riedel improved his record in Norrköping. This time he reached an altitude of 2600 meters after half an hour in the air. He spent a total of 4 hours and 12 minutes airborne. "I could have stayed up longer if it hadn't been so cold," Riedel later said.

On the 30<sup>th</sup> of May in the Jönköping newspaper, *Småland's Allehanda*, published an image of Peter Riedel in his Condor, with a Kroeber-Köller 18ps motor attached. The *Småland's Allehanda* also included an article informing readers that the aviation shows were to start the same day: "The German glider pilots will stay for a couple of days to map out suitable gliding routes(!)."

One of these routes, which Riedel was set to fly, was to finish in Stockholm. Unfortunately the trip ended somewhere in the vicinity of Norrköping, 160 kilometres from Stockholm, where Riedel was forced to land in a field. Even though he didn't reach Stockholm, it had been a good attempt in the Rhönsperber, especially considering that he had forgotten to drop the dolly-wheel!

A report from Jönköping, (*Sydsvenska Dagbladet*), states that Küttner; "left Jönköping in a glider-plane that belonged to the group and was towed by Jachtmann in the Klemm to Ljungbyhed. He released at an altitude of 1000 meters, where strong winds took him to the very end of Hal-

landsåsen." The report continues: "Küttner remained at an altitude of 2000 meters for two hours, until he reached the end of Lahlholm Bay, from where he intended to reach the airfield at Halmstad. Instead, he ended up carrying out an out-landing close to Torekov, where he was later picked up by trailer."

By now the expedition had reached Skåne in southern Sweden, where a new day of air shows awaited. Location: Bulltofta Airport (Malmö)

To rehearse for the shows, Peter Riedel flew over Öresund to Kastrup on Saturday June 6<sup>th</sup>. This flight received a lot of attention. He released a couple of kilometres south of Lund and landed five hours later at Kastrup. As a surprise prize, he received one thousand Swedish Krona from the Danish newspaper, *Politiken*, and also got the opportunity to meet with Count Douglas Hamilton, 'the Father of Swedish gliding', who was at the Rhön in 1923, and with the help from Willy Pelzn, had attempted to win the prestigious prize multiple times. Riedel was towed to Bulltofta behind 'herr Holtz, in the Klemm, D-EDUA;' according to the well-informed newspaper, *Skånska Aftonbladet*.

On the 8<sup>th</sup> of June, in response to this popular air show, the newspaper, *Skånska Dagbladet*, wrote: "Until today, glider flying has never been shown in Malmö and that is why the audience was following the tow of the two Rhönsperber-planes with particular interest. Once they had reached an altitude of around 800 to 1000 meters, the lines were detached and the two beautiful birds began their graceful, silent turns. A sight of rare elegance. And when both of the pilots, of which one was a woman named, Hanna Reitsch, proceeded to loop three or

four times in a row, the crowd roared 'oh' and 'how beautiful(!)'"

Unfortunately the report was wrong. It wasn't Hanna but Dr. Küttner in one of the gliders. However we do not know which one he was flying; the 'cabriolet' from the ILIS exhibition, or the converted, D-Richard Pätzold.

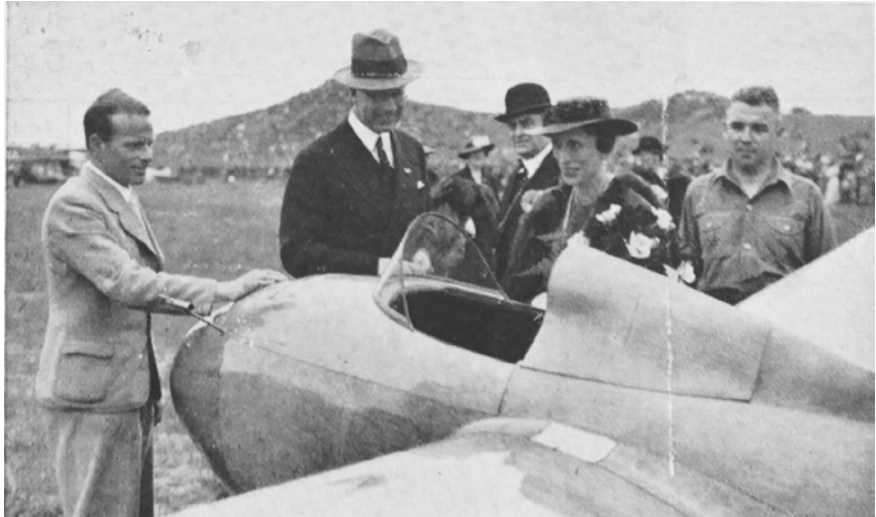
This happened on Sunday 7<sup>th</sup> of June. The same day Rolf von Bahr wrote in his travel diary: '14/05: 13.50L- 15 min towing glider: Riedel.'

This was the last time Rolf von Bahr used his autogiro, SE-AEA, as a tow plane. We now know that von Bahr and Jachtmann towed a Rhönsperber each. But why didn't the newspaper write about this? However, in the Swedish journal, 'Flying,' it states: "Peter Riedel and Dr Joachim Küttner were more successful this time, than in Stockholm. One of the machines was towed by their own Klemm and the other by Bahr's Autogiro. At an altitude of five hundred meters they were flying side-by-side over the field, and almost simultaneously, detached from the motor-driven machines."

But one mystery remains; was it Hanna or Küttner who was towed by the Klemm?

This double act put an end to the German expedition to Sweden, which had come to inspire so many Swedes to take up gliding (and purchasing German gliders).

Rolf von Bahr was never to tow another glider again. He had become Sweden's official autogiro pilot, well known for his mid-winter rescue missions and surveillance flights. But few know that he was the first person in the world, and maybe the only person ever, to tow a glider with an autogiro!



Crown Prince, later King Gustaf VI Adolf and his wife, Louise, inspect the open-cockpit Rhönsperber in July 1936. Kurt Reindorf is on the far right, whilst Joachim Küttner stands at the nose.

# GERMAN GLIDING EXPEDITIONS



Rolf von Bahr used his autogiro early on in the war in supplying assistance to maritime shipping. As photographed, this included ice reports to the Captain of the ice-breaker, Göta Lejon. Photo: Swedish Maritime Museum Archive



Peter Riedel in Rhönsperber; D-Richard Pätzold, in 1936. Heinrich Kipp standing to the right.

### The German elite in Norrköping 1937 and 1938

When it came to gliding in Sweden, Norrköping was a pioneering site. Norrköping's Model and Glider Flying Club had opened as early as April 29<sup>th</sup>, 1935. When the German Expedition returned home, they made a stop at this very club in Norrköping.

It was likely that the German-born engineer, Heinrich Kipp, was a major contributor to the success of the club. Early on, Kipp had tried hang-gliding in Germany. In the spring of 1936 the club contributed to finance Kipp's education to become an aircraft building instructor in Germany. While there, Kipp made time to fly at Grunau.

With the 1936 expedition and Peter Riedel 'suddenly' (or at least according to club historians), appearing in Norrköping, it was likely that Heinrich Kipp, and his network in Germany, had played a part. As mentioned, Peter Riedel managed to carry out a

4 hour and 12 minute flight during his short stay there, which increased the interest in glider-flying in Norrköping particularly.

### Aviation Day 1937

Only a year later, a couple of German pilots visited the Aviation day in Norrköping. May 23<sup>rd</sup>, 1937, was a result likely of the ties to Germany and the Aeroclub von Deutschland. They brought along a Klemm and a Göppingen 3 Minimoa, a gull-wing glider that caused a bit of a stir because it was so beautiful (it also received a great deal of praise from the pilots who said that it was so easy to fly).

It was Franz Wehland, a flight instructor from Köln, and the famous competitive flyer, Hans Heinemann, who held audiences spellbound through his advanced acrobatic routine. A newspaper in Jönköping published a photo of Hans Heinemann visiting the local aero club. We can assume that Heinemann drove the glider (in its trailer), and Wehland flew the Klemm, home with them to Germany. It is likely that Heinemann was later shot down in his Messerschmitt Bf 109 above the English Channel in 1940. We know that Wehland

became a flight inspector and that he was also active at the Rhön in 1950 to help re-invigorate German gliding.

### Aviation Day 1938

The Norrköping Club was not holding back. The following year, on May 22<sup>nd</sup>, 1938, it was time for another aviation day. This time, exclusively with gliders for the first time in Sweden. Otto Bräutigam and Hans Heinemann arrived from Germany with some of the best Germany had to offer; Minimoa, Habicht and a Kranich (the latter was manufactured under license by AB Flygplan 1943-44).

The star of the show was the DFS Habicht, the world's first engineered and appropriately stressed aerobatic glider. It was this glider that had captivated countless spectators during the Olympics in 1936. In Norrköping, the agenda was the same. The Habicht had been towed from Berlin, a full 1,140 km. The fact that Bräutigam, together with the journalist, Evald Gustavsson, flew from Norrköping to Stockholm in the Kranich in two and a half hours was also a big deal. This new record gained a lot of attention.



Heinz Kipp (L) and Hans Heinemann (R) in front of the Minimoa.



Göppingen 3, Minimoa D-15-93, Norrköping 1937 (Hans Heinemann sitting on the nose). Photo: SFF Archives.



## GERMAN GLIDING EXPEDITIONS



*Habicht D-6-441. Photo: Stig Fägerblad (who learned to fly in Grunau)*



*Hans Heinemann and Otto Bräutigam, among the worlds most skilled glider pilots, came to Norrköping in 1938.*

Sweden was far behind. The manufacturing of Norrköping's Grunau Baby, SE-SAA, which had commenced in 1937, was now ready and the first C-badge had been conquered by a student in Norrköping. Bräutigam and Heinemann stayed until June 2<sup>nd</sup>, which gave the club an extra push. Norrköping also received a grant by the KSAK (The Royal Aero Club) later that year to teach students from around the entire country.

Sadly, Bräutigam became the victim of another futile war. He volunteered as a low-ranking officer, and ended up storming the fort at Eben-Email with gliders. After this he was granted a more purposeful duty as a test-pilot and got to test the unreliable Messerschmitt Me 321 Gigant (among others). This was when tragedy struck. Although Hannah had permission from Udet to fly any plane she wished, Bräutigam knew the risks of this particular test was very high as they were carrying out the test with water as ballast to simulate a full load. Thunderstorms were active within the area, and Bräutigam knowing the risks in exposing additional passengers, ejected a furious Hanna from the Gigant just before the flight began. While on approach to land at Obertraubling airfield, the Gigant flew into a sudden updraft

(according to meteorologists, 40 m/sec), which caused the tail-section of the Gigant to fail. At 20:55 hours the aircraft crashed near the village of Barbing from a height of 120 meters, killing all 5 crew on board.

### Conclusion

So what was the motive behind all these German expeditions to South America, Finland, Sweden, Northern Africa and Iceland? (The last two of which were in 1939). In addition to this was the individual travels of Hanna Reitsch to the USA, Spain, and Portugal, and Wolf Hirth's travels to Japan, South Africa, etc.

In her autobiography 'Fliegen mein Leben' (Flying, my Life), Hannah wrote that the Finnish Government had invited the German glider pilots to Finland to give the Finnish people an opportunity to experience gliding. When the German pilots were invited to Bromma, the aim was the same. At this time, the Swedes were unaware of all the opportunities that gliding could offer. At that time it was even questioned whether it was even possible to fly gliders in Sweden at all!

The expedition was also most likely to be for some propaganda; a means to show how superior Germany was in aviation.

Why else would the embassy in Stockholm give the participants such detailed briefings? Maybe the expeditions were subsidised by the German government (or at least the one to Africa!).

Whether it was propaganda, or just business for the German plane manufacturers, the result was a substantial win for the budding glider industry in Sweden. The expedition showed that it was actually possible to glide in Sweden and that the sport had a bright future here.

*A big thank you to Henrik von Bahr who kindly gave me access to his father's logbook and neat scrapbook. Peter Riedel has given a detailed description of his Öresund flight in his book 'Über sonnige Weiten,' and for anyone interested in his life, I can truly recommend Martin Simons book: 'German Air Attaché.' Also reference to Knut Uller, now no longer with us, who was the first person in Sweden to write about the autogiro towing at the famous Barkaby field and Peter F Selinger who also tipped us off about Rolf von Bahr's exploits.*

*Unless otherwise stated, all photos via: Thorsten Fridlitzius*



*Hanna Reitsch on the wing of a Rhönsperber. Despite her fame as a woman glider pilot, as a woman she was not allowed to participate in the Rhön competition in 1935. Photo: Peter Riedel's 'Über sonnige Weiten'*



*The von Bahr brothers, Henrik, and Helge, looking over their father's autogiro, now housed in the Technical Museum's storage area.*



*As light as a feather? The rejuvenated 'Mini' is back where she belongs.*

Constanze Bruns

## It's Weight-Watchers time for a certain Minimoa

**O**n a weekend in March, four of our five Minimoa-owners met in the workshop to carry out the last works to finish our fuselage overhaul. I catch a glance of Rolf, the one who got this Minimoa-adventure going two and a half years earlier. He is smiling from one ear to the other and mentions; "That is the best purchase I've ever made." I could do nothing but give a big smile back.

Shortly afterwards we finish the weighing of the glider, and after the last center of gravity calculations, it becomes clear that our beloved old glider lost 23 kg during the last 1 ½ years. We do not need to put any lead anywhere so we achieved much more than we could have hoped.

The adventure started in early 2017. Rolf called us and murmured something about old gliders, he would like to get involved, and he is looking for persons to join...

What? A Minimoa? Yes, yes, of course, we will join. It was like dreaming. Shortly afterwards the dream became real. In March 2017, we became Minimoa-owners. Or better, caretakers. (Can you own such a piece of history?)

As the certificate of airworthiness was valid until late September, the following spring and summer we flew this precious glider whenever possible. We first hesitated but then took the glider to the VGC-rally in Hungary and we were overwhelmed by all the pleased reactions we got there.

Not only could we fly a lot, we got to learn more about our new VGC family.

Besides all the joy, it became quite clear that our baby needed some work. Not only were the steering controls getting a little worn, sorry to say, but this lady was also quite portly! So with the beginning of autumn, the next chapter of our Minimoa-adventure started. It was clear that the fuselage and the tail-end needed to put on a crash-diet!

So we started, very carefully, to remove the paint. And under the paint, filler... and more filler, and yet even more filler. Perhaps appropriately enough, the filler (which was up to 10 mm thick) was the same colour as the wood underneath.

So this first step took time. It was around Christmas that the fuselage was nearly fully naked, and then there was still a rudder and the tailplane left to do. They also bore a thick layer of filler.

So with the beginning of 2018, we could start with the woodwork and the overhaul of the metal parts. Being a syndicate of five people meant that the work could be divided, which worked very well.

The rudder pedals needed some replacement parts and it was not that easy to find the right materials and welding methods. Most of the pushrods and further metal parts were sanded and inspected carefully. Some holes were worn, some bolts needed to be replaced.

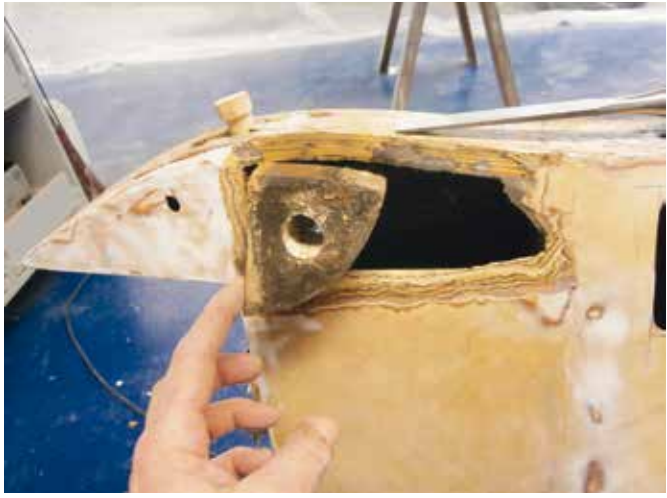


*There's makeup to enhance a ladies natural beauty and then there's makeup! This old girl had her makeup 'foundation' slathered on in layer-upon-layer...up to 10mm thick!*

**FEATURE ARTICLE - MINIMOA**



All stripped and ready for repairs. The metal fittings were lovingly overhauled and ready to be installed.



The result of a blocked drainage hole? Amazingly, this was the only area of any real glue failure found.

The tow-hook and instruments were sent to the manufacturers to be overhauled. Concerning the wood; there were several 'hotspots.' The area of around the tailskid showed some signs of glue-failure. Fortunately it was the only area on the whole fuselage. This could be the result of a neatly-closed drainage hole... Some pieces of wood had to be renewed at the main bulkhead. In some other bulkheads we found smaller cracks, or just some cracks in the plywood. Some woodwork was necessary to make the canopy fit more snugly to the cockpit. In former flights, especially during sideslips, this gap proved to be quite musical. After another unbelievable amount of fill-

er was scraped off, the tail-plane revealed a long crack in the leading edge. We got a very nice piece of plywood from our friends in Achmer for replacing this part. When the old plywood was removed, we learned that the old casein glued joints were safe and sound; good to know! Also while working on the tail-plane we found a handwritten date telling us that the first parts of our glider were built in 1938 (the papers state 1939 as construction year). A new skid was built after I got a fabulous piece of ash from my favourite boat builder and our 'rubber man,' Johan, made us new rubber-doughnuts. The Zahn family lent us some tools for making proper tubular rivets for guiding

the steering cables. For the new rudder cables it was necessary to practice splicing. Fortunately this is quite nicely described in Hans Jacobs' 'Werkstattpraxis,' a book of priceless written knowledge that guided us through the whole project. The Braunschweig-based part of our syndicate made some tests on bending Perspex, and as a result, our glider got a brand-new fixed rear canopy. The rudder also got some new pieces of plywood, and then along with the elevator, they got new fabric. In the cockpit, some wooden parts were replaced. Instead of the heavy beech and burr wood interior we installed some birch. A new instrument-panel was made, a new bat-



The 'splice' of life? Old traditions had to be relearnt.

Constance gets 'up-close and personal' as she prepares to get 'serious' and sort out the mainframe, once and for all!

## FEATURE ARTICLE - MINIMOA



*Work starts on the rudder...*



*...as with the tail-plane. You can never have too many clamps!*

tery installed and the speaker got located to a better place, as did the microphone. Then we brought the project to southern Germany where the tremendous varnishing job was carried out in the workshop of Hartmut Sammet.

And then...came the weighing. Needless to say that we are very pleased with the result. The former leader of our club workshop promised us 10 € for every kilogram the glider would lose. Obviously he did not think that it would be that expensive, with the 'Mini' ending up with a lovely new 'hat' (cockpit cover) as a result!

Well, yes, now you see all the waves and curves and wrinkles. But isn't that how you would expect an eighty-year-old glider to look like? Our forerunners, back in the late eighties thought otherwise and tried to make the machine look like a brand-new fiberglass glider. They even got a 'best restoration award' for their work. Nobody could see the cracks in the plywood underneath all the layers of filler.

So we have another opinion about a good restoration... [And raises some very valid points about modern finishes on Oldtimer gliders and how the VGC should judge them. Ed]

On the 19<sup>th</sup> of April everything was ready.

The Minimoa wants to head for the skies again...and how she does.... We are really pleased with the result.

Now, we need to take a closer look at the wings. But not this year; we have a little bit of flying to do first!



*At last, all ready for the paint shop!*

# A RARE VINTAGE



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



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## FROM AROUND THE WORLD

# Belgium



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### Skids and Surprise Trailers...

#### Anchors away!

I have recently had a problem landing the Rhönbussard. The old metal-shoe which is fixed to the wood (Ash), skid had two bits of protruding metal. During landing the glider slowed so fast that it tilted violently forward, with the rear of the fuselage rising alarmingly, before falling violently back onto its rear skid. Such was the force, that there was a risk of breaking either the elevator or fuselage. I have since removed the old shoe and replaced the skid with a stainless steel shoe which allows the skid to slide much better across the ground, thus alleviating the problem.

#### The longest day...

The attached photo of the Ka13 in the hangar was taken during a special event that takes place every year at Maubray aerodrome, near Tournai, in the East of Belgium. Every year, on the longest weekend of the solstice, saw the gliders out on the field at 5am on the Saturday ready for the first winch launches of the day. The sun had not yet appeared, it was still very cold with fog and the cockpits misted up before we could fly.

The first flights take place at sunrise and continue until sunset, creating a very pleasant atmosphere. The pilot's wives prepare sausage and bread for lunch, later followed by a hearty meal in the evening to reinforce the festive mood.

Sunday usually follows a more normal operation, needless to say that we carry out a lot of flights during the weekend. Another advantage is that there is a very reasonable price structure in which we pay the same price as the home-club members. It is also an opportunity to carry out our check flights and revalidate our winch qualification.

#### Supporting handicapped gliding.

Saturday, 14<sup>th</sup> September at Kiewit Airfield saw the Belgium Veteran Glider Club participating with the North 2000 as one of the gliders present. The event is de-



*A new stainless steel skid for the Rhönbussard.*



*The Ka13 Cabrio provided many happy smiles for the longest day! The first flights started at 05:00 hours, with the last flight taking off 22:15.*



*A small briefing for a new pilot who was given the rare opportunity to fly a real classic, the Nord 2000. He enjoyed a beautiful flight and returned delighted.*



*Meanwhile, back at our own club, we held our clubs annual event at Saint Hubert, which is our opportunity to publicise our beloved club.*

signed to highlight and promote gliding for paraplegics. The controls are modified so as the glider can be controlled by hand movement only, thus meaning rudder control is by hand as well. This is a very worthwhile and welcome organisation in which we are proud to support.

#### Getting more than you bargained for?

Recently a gentleman bought a trailer to put his glider in but was not aware of what came with the trailer! Upon opening the rear door, there was a complete glid-

er within, along with all its paperwork. Upon removal for further inspection it turned out to be a lovely Elfe SF4D which was in relatively good condition, but hadn't been flown in 15 years. Although its condition is very good, it will need a thorough check and some maintenance before it is deemed ready for the air again and represents a really nice surprise as it is such a nice glider. Flight tests will have probably taken place by the time you read this report.

Firmin Henrard  
*All photos: Firmin Henrard*



*A pleasant surprise within! The Elfe S4D was completely unexpected and in surprisingly good condition as a general clean-up and refurbishment gets underway.*

## FROM AROUND THE WORLD

# Netherlands



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### Two seats are better than one...

By far the most exciting news this autumn is the acquisition of a 1943 Goevier II by Bas van Beek and Ton Wolfert. The aircraft, formerly owned by Bob Arnold, and a veteran of many VGC Rallies, had been undergoing restoration for some time and will soon be the subject of a ground-up restoration here in the Netherlands. Bas is a second generation Goevier owner. His father used to own a share in a 1954 Goevier III, which itself was a participant of several early VGC rallies. No time-frame has been set for the project, but judging by the quality of work on a previous project (an M.200 Foehn), the aircraft's future is looking bright. Another two-seater undergoing work is the Slingsby T.21B prototype. This has



*Goevier II BGA.1992 about to leave for the Netherlands in October this year (photo: Bas van Beek). Photo: Eric Munk*

been the subject of major work and a full restoration at Lemelerveld over ten years. The aircraft is now undergoing paperwork transition, which will see it emerge as PH-200, number 2, after the first PH-200 was lost in a hangar fire at Lemelerveld in 1979. The first flight is expected shortly. A promising development is the proposed new Dutch national regulation for historical aircraft maintenance and operation. This is now in the process of consultation, but should offer a way forward for foreign

registered Annex-II gliders, now grounded in a regulatory Catch-22 (they cannot be flown in Amsterdam FIR if they are registered abroad, but they cannot be put on the Dutch register either). If the new rules are indeed finalised in law, a fair number of Tandem Tutors, Grasshoppers, Capstans, and the like, should see air under their wings and over the Netherlands again in 2020...

Let's hope for the best.

*Eric Munk*

# Finland



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### A Mucha resurrection

In June 2014 I purchased an SZD 22C Mucha Standard glider. The glider was originally purchased by my flying club, the Turku flying club, directly from the factory in Poland in 1962. After many years of faithful service it was sold to a flying club in the north of Finland. There the glider started to decay after having often been kept outdoors instead of in proper storage. It once more changed hands and moved to the south-east of Finland, where a partial restoration took place. I then undertook the task to carry out a thorough inspection, and once transported to my place in Masku (in the south-west of Finland), I started a more serious restoration. Paint was stripped off and patching up



*Job done! OH-412, a most pleasing little glider indeed.*

began on various areas of the fuselage and tail feathers. A selection of standard materials were ordered from Germany. Then frustration met me when it came to the deep inspection of the wings. A lot of work ahead! Blue stained spars, glue joints loose, ripped plywood areas, rusted metal parts, etc! What to do?

Then from out of the blue came an advert in VGC News; a Mucha 22C for sale by a fine gentleman, Ingvar Hyllander, well-known amongst VGC members and the former Swedish Correspondent. We made a deal and off we went with Antti Jouppi (current VGC secretary), who kindly joined in on the fun with his car to Skåne, in southern Sweden. Upon my return to Finland, my wife,

Soile, asked me just how many aircraft I intended to have? The answer was simple; 'just one more' (I also have an experimental FW-190- replica under construction).



*The original Turku flying club's Mucha 22C was in a bit of a sorry state.*

## FROM AROUND THE WORLD



Antti Jouppi was a faithful supporter along the way and was a welcome companion on our journey to and from Sweden when I collected the Mucha from Skåne.



A deep inspection of the wings revealed very little in the way of any real work being needed as the covering process utilising Oratex begins.



A very smart home for a very smart looking glider.

This new Mucha had been well maintained and there was no major repairs needed. Almost all of the glue joints proved to be solid. The tow hooks needed to be overhauled by the factory in Poland. All the control cables had to be replaced, whilst a few nuts and bolts needed changing, which were changed to new metric aircraft standard items from a Fouga CM 170 Magister-jet (kindly provided by an owner of one here in Finland).

SZD in those days didn't use locknuts, but simply cut the bolt threads accordingly and used a pin-punch to hammer 'dimples' between the nut and the thread to prevent the nuts from working loose.

I wanted to use 'Oratex UL 600' fabric for the covering. As the 22C is an EASA certified glider, the paperwork seemed daunting. Before purchasing the fabric from Laniz Prena, I had to have the STC (Supplemental Type Certificates) and from AD&C, the correct paperwork (the German company producing the design and certification for Laniz Prena Ltd, manufacturers of

Oratex), as the original glider did not use this newer product and Laniz Prena will not sell the fabric without the correct paperwork. My glider was the first of its kind to use UL fabric; it was definitely the way to go. The co-operation from both companies turned out to be very straight forward however, and fast! Learning to apply the fabric with the Laniz-Prena instructions was easier than I thought it would be as a first-timer. The end result is really good and the glider is now 14kg lighter than from its previous weighing.

After the growing pile of paperwork and the final inspection were finally completed, I took her up for the first time on July 14<sup>th</sup>, 2019, 18 years since its last flight in 2001 in Sweden. What a thrill, as my previous flight with the type was back in 1975 (with the example I first started to restore). The glider has now flown for some time without a single fault. Some Old-timer pilots have also

taken her up and all are smiling after landing.

The time and effort invested into this beauty is well justified. It has not cost me a lot of money and I have modified a trailer, with the end result of a wonderful glider to fly and hopefully many years of fun flying to come.

My sincere thanks to the VGC community for inspiring me to carry on!

Ari Saarinen

All photos: Ari Saarinen



A nervous pre-flight preparation for Ari's first flight in the type for 44 years and the Mucha's first flight in 18 years...

## Germany



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Hilla is rigged outside the barn. Photo: Peter Ocker

### Preservation For All... saving our gliding past.

#### Hilla Finds a New Home

Already it's a year since our long-standing member, Heinrich 'Heinz' Bauer, died suddenly. He was well known for his yellow and red-colored 'Bergfalke II' glider that he had restored over a period of 10 years. The glider was the well-received winner of

the VGC 'best restoration' back in 1999 and was flown by Heinz and many VGC friends in countless events. The glider was named 'Hilla' way back in 1954. Heinz first flew the glider as a student pilot in 1965. There is more about 'Hilla' on page 141 of our

fabulous book *The Vintage Glider Club - A celebration of 40 years preserving and flying historic gliders 1973 - 2013*.

Nearly one year after Heinz passed away, the glider was obtained by the Scheibe Club, the 'Interessensgemein-

## FROM AROUND THE WORLD



Hartmut gives Hilla a careful initial inspection.  
Photo: Peter Ocker



The T-31 fuselage looking pristine again and better than new! Photo: Gere Tischler



The cockpit is testimony to Gere's high standard of workmanship. Photo: Gere Tischler

schaft Scheibe-Flugzeuge e.V.' in which several VGC members are active. On a rainy Sunday on September 8, VGC members, Katja & Hartmut Sammet, Torsten Kremer, Gere Tischler, and Peter Ocker, were guided to a very old farmer's house on the outskirts of Munich. Although nobody lives in the house, it is still like it was in the 1920's, including old furniture etc., completely unrestored and original. In the barn was a real 'barn re-find', Heinz's 'Hilla' had been parked up there for over a year. The trailer tyres and 'Hilla's' main-wheel had lost some air, but the rest was still in perfect condition. We rigged 'Hilla' and Hartmut began to carefully check the whole glider over. 20 years after the second first-flight, 'Hilla' was certified to fly again. She again took to the skies during Gere's traditional season's closing-event at Mengen. We are happy that 'Hilla' is in good hands again.

### A T.31 Fit for a King?

Gere Tischler is proceeding well with his Slingsby T.31 restoration. Unfortunately he experienced the same problems as many of us when it comes to one of those 'quick overhauls'; far more than we bargained for! It is 10 years since Gere started and it has

proved to be one of those typical 'journeys of woe'. Not to be deterred however, Gere has doggedly remained faithful to his task, with the T-31 on schedule to get some air under its wings in 2020. As we know from Gere's Spatz restoration, the final result is already looking stunning, with the T-31 looking better than when it was new! Of course Gere's time in the workshop is constantly cut short by the yearly demands of organising and leading the VGC's displays at AERO in April, not to mention his continued organising skills being put to good use for the end-of-season event in September. If all that wasn't enough, Gere is very active in the Interessensgemeinschaft Scheibe-Flugzeuge e.V., the vintage glider association for Scheibe gliders and its huge collection that has to be kept air-worthy!



### Young and Old...

The Losberger family continue with the restoration of the family's Ka6CR, D-2142. They bought it two years ago for a very good price (one they couldn't say no to!) and last winter the wings and tailplane were restored with the help of the members of their home club, Fliegergruppe Gaggenau, in the south-west of Germany. There is adequate experience within the club, who to date, has restored a Ka2, Ka6CR, ASK13, and a Scheibe Falke. The great thing is that there are several young pilots who love to fly and maintain the wooden gliders and are keen to learn how to care for them. In addition to this Ka6, Andi Steger has also started to restore the fuselage of his club's Ka6 in the workshop of the OSC Wasserkuppe.

### Alex Gilles

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

Peter Ocker and Alexander Gilles

*It is wonderful to see so many young, keen, hands helping out with the Ka6 fuselage restoration.*

*There was a lot of paint that needed removing.*

Photo: Alexander Gilles

## Ireland



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### T21's and an Ancient Deity?

It has been a good while since I've written a report as I was snowed under with gliders demanding my attention, and also

lots, and lots of instructing, not to mention some solo flying.

### Ask-14 farewell

April saw the Ask-14 leave Irish shores to mainland UK to none other than VGC President, Andrew Jarvis. Andrew was over to collect it and spent a week painting the trailer and fitting lights etc. Andrew is quite a handyman it seems! I was quite surprised. Anyway he managed to get it back in one piece and at the time of writing he has got the canopy bubble made and should be able to get it in the air in 2020.

### Nimbus salvation?

The Short Nimbus saga seems to be coming to a conclusion. I had a site visit to my workshop a few weeks ago by the Head Curator of the Ulster Folk and Transport museum in Cultr and she seemed impressed with the setup. As far as I'm aware they want to get the glider airworthy and it has at least been moved out of the lean-to and packed into crates for storage in a dry shed. It will be a mammoth task but can be done (in my opinion), but it will be eventually down to (as I indicated to the curator), cost, in the region of £25k plus. So we'll



## FROM AROUND THE WORLD



*Andrew Jarvis made a splendid job in tidying up the Ask-14 trailer in preparation for its journey back to the UK.*



*The SF-27 looks to be in pretty good shape.*

see how it plays out as the museum will no doubt have to bear the brunt of the cost. [Is this an area the VGC can get involved in promoting through crowd funding etc? Ed]. I have another meeting with them on Friday, 13<sup>th</sup> of December to see if there is a way forward, so I'll keep you folks posted.

### Coming and going...

I have rescued an SF-27a that was languishing in a trailer at Dublin gliding club for years. I eventually plan to refurbish it and add it to my fleet.

The T21 I've been refurbishing for the past 10 months is nearing completion. I am excited to be able to test fly her again. It has been offline for 33 years and a massive amount of work and time has been spent on it. It's been fun but challenging at times sourcing all the bits. A big thanks goes to Dave Bullock for helping me out with most of the awkward, hard to find

bits, and means the 'barge' lives to fly for another 20 years or more. After I test fly it and declare it ready for the skies, it will be placed in a container and shipped off to New Zealand, where it will spend the rest of its flying days.

Next up in the New Year is another T21 and thankfully it's in better shape so I don't envisage any issues with it. These T21's have come over from the UK mainland and it's the first 'overseas' work I have received, so I guess you could say I'm 'open for business' on a world-wide scale! I look forward to hopefully seeing many more gliders coming over to Ulster for more affordable refurb work.

### Unsavory visitor

We have another donation from Dublin gliding club in the shape of a Bölkow Phoebus. This particular machine also came with a visitor, in the form of a mummified cat!

I have been racking my brains since it arrived to as how the damned thing got in the cockpit in the first place, as the trailer was locked and the clear vision panel was closed. It is of course, a lesson to us all in terms of keeping a good eye on the internals of your glider, especially during winter months and periods of prolonged storage.

This machine is going to be for display only and will never fly again (apparently)! All-in-all a lot of work has been achieved in keeping old machines in the air. I love nothing else but to tinker with these works of art and I am in my true element with machines that I have been admiring for 37, of my 48 years on this planet. If the man above spares me, I hope to continue to refurbish gliders (and aeroplanes), for another 40 years!

Owen Anderson

*All photos: Owen Anderson*



*The T-21 fuselage is nearing completion and looking better than new!*



*The wings get the finishing touches*



*An ancient Egyptian deity? A mummified cat was the last thing we expected to find!*

## Lithuania



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### A busy Summer all Round....

#### Bro-9 Progress

It already becomes habit to raise the voice from the underground, and after long months of silence, we bring you our latest news and updates. Our summers have been quite busy and interesting, so therefore we look forward to it. I guess now is the time when everyone looks back over

the past year and starts counting the days until next summer. So long, so short! The whole summer Benvenutas was actively building the Bro - 9 Ziogas, of which you have had the opportunity to read about in past issues of VGC News. The plan was to finish all the main construc-

## FROM AROUND THE WORLD

tion work by the 30<sup>th</sup> of September when Ben celebrated his birthday. Unfortunately he got stuck with some aileron covering work. Therefore the whole project has been delayed. Most of the wood and metalwork is complete. The fuselage, both wings, ailerons, tail, and control cables are now completed with the fuselage and wings now ready for covering with cecconite. We managed to rig the glider and the result astonished even us. We are so thrilled and proud that this historic Lithuanian glider has slowly risen like a phoenix from the ashes.



*The Bro-9 looks simply stunning after it is rigged for the first time.*

### A new tow-plane and other goodies

Can I also introduce you to our new our aero-tow aircraft? Not so long ago we shared this with you when it was just a project. So, finally we are delighted to tell you that the Piper Cub made by Ramunas Jurkstas, has now been completed and flies perfectly. There is more good news! We have one more fully restored and flying Grunau Baby IIb in Lithuania, along with the Antonov A-15 finding a new owner. It has fallen into good hands and therefore we hope it will soon be flying again.

### Baltic Cup

Towards the end of the summer, August saw our International retro-glider championship; the Baltic Cup 2019. The event took place at Pociunai airfield. It has a nice meaning and history. The first event was held in Lithuania in 1939 (13-20 August, 1939). At that time pilots from Finland, Estonia, Latvia, and Lithuania took part. Unfortunately the war, which started 10 days later, disrupted all future plans. The second Baltic Cup was held only in 1989. Skydivers, glider, and aerobatic pilots from nine Baltic States took part in the event. Even our all well-known Niels Ebbe Gjørup participated that year! This year, 2019, marks the 80<sup>th</sup> anniversary of the first Baltic States Aviation Sport competition.

To commemorate this event the Kaunas County Gliding Club, together with Lithuanian Gliding Sports Federation, organised the third Baltic States gliding championship. There weren't as many participants as we had hoped, but the event was really nice and quite busy. The Retro-class managed to stage 6 tasks; which means that there were 6 flying days and only 3 non-flying days, which were cancelled due to bad weather.

Benvenutas took 2<sup>nd</sup>-place and spent a very nice time while flying cross-country flights with the L-Spatz 55. Perhaps it was one of the oldest gliders in the championship. Of a similar age was another L-Spatz 55, which belonged to Johan Kickiens. (Thank you Johan for your generosity in 2012. We can assure you that your old Spatz is in the sky at every opportunity that the new owner can get to fly it).

### Czarna Gora - a wonderful Polish excursion!

We would also like to share with you all a great experience in Czarna Gora-Litwinka (Bukowina Tatrzańska), which is located in the south of Poland. We want to give our tribute to the amazing people who we met there and who became our friends, not to mention their amazing gliding history, and of course, about a new flying experience

in which Ben had the opportunity to enjoy. So, let's start from the beginning!

At the end of summer we got an invitation to participate in an event called the '2<sup>nd</sup> Retro Glider Rally' (II ZLOT ZABYTKOWYCH SZYBOWCOW). While communicating with the organisers we made the decision to attend. The weather forecast was predicted to be perfect, therefore the 900km trip didn't look so terrifying. Besides, the thought of flights on a ridge only encouraged us to make up our minds about the journey.

The date of this event also had a meaning. It was held on the 14–15 September. This date commemorates the First National Polish Gliding Championship's in 1923, which started gliding as a sport within the country. Despite all the difficulties back then in trying to find the appropriate location, despite all mishaps, Czarna Gora was found to be an ideal place to develop the sport for that era. According to sources, flights were short, with flights lasting from anything as short as 24, to 165 seconds. In 1924 they registered a record flight; 4 minutes and 5 seconds!

Consequently to give meaning to all these events (which took place almost 100 years ago now), 'NOWY TARG Aero' club members and their sponsors decided to arrange Retro-Glider meetings on the same



*My father, Ramunas Jurkstas, is justifiably proud of his handiwork and his gorgeous new Piper Cub.*



*2<sup>nd</sup>-place winner, Benvenutas Ivanauskas, keeps a close eye on the heavens...*

## FROM AROUND THE WORLD



*The two L-Spatz's that competed in the Retro Class on the launch grid.*



*A dramatic backdrop to a stunning event; Czarna Gora-Litwinka.*

site at Czarna Gora, LITWINKA (Litwinka, as it was translated to me, loosely means Lithuanian woman). The height of the hill is 902 metres above sea level. The summit is located 205m above the Bialka river. When you reach your destination on the top of the mountain, you are simply stuck in the moment because of the beauty and serenity of nature; a perfect place for meditation! It seemed that we just simply could sit under the Grunau Baby's wing forever and just gaze at the mountains, deep valleys, green forests, sunsets, birds, and of course the gliders soaring on the ridge!  
 This event historically was also very important for us as Lithuanians. Ben managed to turn the clocks back by 60 years when he flew the GB for a similar time under the exact conditions that Lithuanians would have qualified for the old 'C' qualification flight. Normally launched back then by bungee from a slope, a student had to re-

main aloft for at least 10 minutes duration. It would make a great starting point if we are thinking to revive ridge-flying in Lithuania. Benvenutas managed 4 flights with the Grunau Baby IIb and in total remained aloft for 27 minutes. For those who are superstitious and are afraid of the number 13, or Friday's, not to mention a full moon, then we would like to send our regards! Because the 13<sup>th</sup> flight of the day proved to be lucky, with the longest flight being logged throughout the event. The whole procedure proved not very easy however. Prior to every start with the Grunau Baby, it had to be rigged, and after every short, but pleasant flight, I had to go down the hill with the trailer to the landing zone to disassemble and collect the glider. Nevertheless, we were lost for words and are so impressed how well and smoothly everything was organised. The atmosphere of the event was fantastic. There

was no shortage of laughter or talk. We shared experiences and met many wonderful people who became good friends! During the meeting all the participants and visitors were greeted by a fly-past by a DG1000, JS3, and JS1 (which sounded more like jet-fighter than a glider). Also everyone was thrilled to see performances by a Nieuport 11 and a Nieuport 17, along with a Boeing Stearman. When the Gyrocopter fireworks show started, we were even more impressed and our views remain unaltered for such a beautiful experience.  
 We hope to return and see everyone again next year.  
 So that's about it for now. Here to wishing everyone a calm and peaceful winter and a wonderful Christmas, meanwhile we look forward to what the next flying season brings!

Lina Ivanauskienė  
 All Photos: via Lina Ivanauskienė

## Switzerland



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### Onwards and Upwards... saving our gliding heritage

#### Elfe P2 HB-402

The Swiss News in the summer issue of VGC News, Issue 156, was full of intrigue; two pictures of a wooden box and text in French out of the children's book 'Le petit prince' from the aviator and poet, Antoine de Saint-Exupéry. This was far from our typical Swiss reports! Many of our readers may not have made much sense of the message



*The big wooden box which appeared in VGC News No. 156 containing an object of mythical repute. Photo: Thomas Fessler*



*The mystery revealed, a 1944 Elfe P2 weighs only 65 kilograms! Photo: Georg Staub Archive*



*We suspect that the construction of the Elfe P2 was based on Elfe P1 drawings. Photo: Thomas Fessler*

## FROM AROUND THE WORLD



Lilly Grundbacher with the Elfe PM3 at her home in Grandfontaine. Photo: Thomas Fessler



The restored AeCS-Zögling at Hayingen airfield. Photo: Daniel Steffen



Thomas Fessler on the Zögling's first post-restoration flight on the 23rd July 2019. Photo: Daniel Steffen

written, so now for a well-deserved explanation...

In Saint-Exupéry's story, the pilot tries to draw sheep for the little prince, which fails, the prince insisting that he needs a drawing of a sheep. After drawing three different sheep that the prince rejects, the pilot finally draws a box and gives it to the little prince. He says that the box contains exactly the type of sheep for which he is looking. This drawing makes the little prince very happy. The prince wonders if the sheep will have enough grass to eat, explaining that the place where he lives is quite small. This story came to my mind, in both reaching out to our French neighbours who we are trying to encourage to share more of their vintage gliding adventures with us here at VGC News and we wonder, like the sheep, if metaphorically they have enough grass to eat in sharing their rich history and Oldtimer exploits with our International family of Vintage members?

On the same level, I saw another connection to inspire our French friends with the more intriguing connection to our huge wooden box with our exciting secret within!

So what was contained within the wooden box on page 42 of Issue 156 in VGC News?

"A mythical creature", well that is what I wrote and yes the box contains a mythical creature indeed. Within is an object that is of mythical repute; an Elf no less! With a span of only 10.6 meters and the empty weight 65 kilograms, this particular Elf has sprouted wings. The glider was registered in Switzerland under the name of the Elfe 2, dating back to 1944. It was the second glider to carry the name of the Elfe.

Experts today use the more prescribed description of Elfe P2 (P standing for Pfenninger), in order to avoid confusion from other gliders now carrying the same name (Elfe). Juerg Suter, son of one of the two constructors of the Elfe P2, donated the glider to the Segel-Flug-Geschichte foundation earlier this year. It will be an ambi-

tious project for the foundation in bringing the Elfe P2 (HB-402) back into the air.

### Elfe PM3 HB-526

The well-known VGC member, Lilly Grundbacher (who has attended so many international VGC Rally's), also donated her Elfe PM3 (HB-526) to the Segel-Flug-Geschichte foundation in September 2019. The Elfe PM3 (PM stands for Pfenninger and Markwalder), weighs about five times more than the Elfe P2. The very heavy Elfe PM3 therefore earned the nickname 'Super-Elfe' during its day. W. Pfenninger, A. Markwalder, and W. Nicole designed the Elfe PM3 in the early fifties. Husch (Huber & Schmidt) started the construction and Saegesser finished it. The first flight took place at the Zürich airfield at Kloten (today Zurich's main airport) on the 19th November, 1954. The performance of this 16m span, wooden glider was excellent for the time. It had a true 40:1 glide ratio and this was achieved at a high speed. René Comte brought the Elfe PM3 to El Mirage, USA, in 1962.

Richard Bultman started to restore the ship in the eighties. After the sad death of Richard, an Englishman, Graham McLean, bought the Elfe PM3 in 1993 and continued the work in the USA. There were more problems than estimated. The Elfe PM3 was shipped to the UK in 1997, where the final phase of restoration was carried out. Graham McLean completed the restoration in October 1999 and could finally fly the ship. Lilly Grundbacher bought the Elfe PM3 in 2009 and brought it back to Switzerland. She was unfortunately not able to fly the Elfe. The foundation Segel-Flug-Geschichte plans to bring the Elfe PM3 (HB-526) back to airworthiness. That is going to be a super project!

### AeCS Zögling HB-429

#### A true success story

Thomas Fessler discovered the wreck of a primary in the cellar of a school more

than 30 years ago. Since 1984 the primary has belonged to the Grenchen Museum foundation. The Museum refused to sell the primary to Thomas, who wanted to restore and fly the aircraft. However, the Museum realised in 1999 that their new premises did not have enough space for a primary with a span of 10 meters. So Thomas bought the primary and in 2009, donated it to the new Segel-Flug-Geschichte foundation. He found out that the primary was an AeCS Zögling (HB-429).

Werner Roth and Hans Rothenbühler (Fips) started the restoration in October 2011. Hugo Roth helped his brother, Werner, after the sad death of Fips. Werner Roth unfortunately also later died immediately before the completion of the restoration of HB-429. Thomas Fessler brought the AeCS-Zögling back to Grenchen and finished the work off with Res Stotzer, Markus Müller, Marius Fink, and Walter Jäggi. The first flight, towed behind a car, took place at the Grenchen airfield on the 23rd July 2019 (a very hot day). The first aerotow took place at the Hayingen airfield on the 12th October, 2019.

We are happy to see this historical Swiss primary flying again. The glider had not flown for about 70 years. The original design of the AeCS Zögling is based on the Stamer-Lippisch Zögling from 1926.

### Spalinger S-18 II, HB-212

The yellow Spalinger S-18 II (HB-212) flies again after being grounded for a period of more than 50 years. Jakob Spalinger designed the S-18 II in 1936. The S-18 was the most successful glider design of Jakob Spalinger. The carpentry was carried out by Lemp at Wynau, who constructed the S-18 II in 1937, and registered as HB-212. The Fricktal Gliding Club bought HB-212 in 1952. Supplementary Schempp Hirth airbrakes were fitted in 1956. Since 1968, the S-18 had been hanging between the roof beams, hidden by a plastic ceiling to pro-

## FROM AROUND THE WORLD



First official flight of the Spalinger S-18 II HB-212 after a break of more than 50 years at her home base of Schupfart airfield. Photo: Patrick Martin archive



A very happy Patrick Martin with the Spalinger S-18 after his successful flight. Photo: Patrick Martin archive

protect the underlying gliders from dust. That was a sad view. Patrick Martin initiated the restoration of the Spalinger. Peter Wehrli supported Patrick. It was a lot of work and most of the instruments were missing. The restored S-18 II received new seatbelts, overhauled re-

placement instruments, a radio (8.33 kHz), and FLARM. This called for installation of cables, plugs, and a battery. Nevertheless, the S-18 lost around 10 kg during the restoration! Patrick needed a lot of patience until all of the paperwork was completed and the

FOCA gave the approval for the first flight after more than 50 years. Everything went well and Patrick reported back after the first flight: "It is an indescribable feeling to be sat in this glider!" It needed a long breath to be taken in restoring this 80-year-old glider, however it was worth it!

Daniel Steffen



My late dad, Kim Smith, whom I inherited Bymbo from. Photo: Stephanie Smith



My tribute to Dad that a friend made for me so I could keep Dad with me when I fly. Photo: Stephanie Smith



One of my favourite photos as I have never seen a photo of me flying Bymbo before, this one taken at the Rally in Tibenham. Photo: Keith Sowter

## UK



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### New Goals and New Heights

#### New Goals...

I loved every minute of my few days at the Tibenham Vintage Rally. My only regret is not pestering work for the whole event off. It was incredible to see so many beautifully maintained and well-loved gliders

in one place, as well as the deep-rooted passion of everyone involved to keep them flying. I've never seen a Minimoa in the flesh before so I was in awe to see so many together. The memories of sharing thermals with so many wonderful vintage gliders will stay with me for years to come. After inheriting Bymbo from my late Dad (Kim Smith) I set my heart on getting her airworthy to bring her along to this event. At times I didn't believe it would happen but thankfully we made it. It meant the world to me to get her there and re-

minded me why I grew up loving gliding. Surprisingly the trailer even survived the journey there and back! I'd like to thank everyone that helped get Bymbo going again and for helping me prepare physically and emotionally to fly her after losing Dad. I came to the rally alone but quickly found myself surrounded by people. Everyone was so welcoming and helpful; from helping put up my tent in the strong wind (with beer support too), rigging/derigging, to sharing memories and stories of learning to

## FROM AROUND THE WORLD



My beautiful Pilatus B4 PC11-AF that took me to a dizzy 22,668' where the temperature was -35 degrees C! Photo: Trevor Dale



Some partial canopy ice formed, but, did not impede lookout whatsoever. It was in fact, a lovely autumnal day with around 4/8ths cloud cover.

Photo: Trevor Dale

18,000 ft in a classic glider...can't be all bad!

Photo: Trevor Dale



fly decades ago in different countries and just making me feel part of a wonderful group of people. It was lovely to have some of the visiting photographers stop to ask after the glider as it'd been years since they had seen her and to share their photos with me after the rally.

So to my friends, old and new, I thank you all and I hope to see you again next year in Achmer.

Stephanie Smith

### ...and New Heights

Reaching to new goals in a classic glider isn't always easy. But as VGC member, Trevor Dale, has recently demonstrated, it's surprising what can be done with a little bit of skill, determination and imagination, when he explored the skies above Milfield in his Pilatus B4:

### 8<sup>th</sup> Oct 2019

Here are some shots of my Diamond Height climb at Milfield, North Northumberland, on October 8<sup>th</sup> 2019, in my beautiful Pilatus B4 PC11-AF, which the great Austrian glider engineer Dietmar Poll overhauled and renovated for me over a six year period. I saved up a little money, then got a little more done, and so on, until completion in 2016. The flight lasted just under three hours and topped out at 22,668' where the temperature was -35 degrees C. Some partial canopy ice formed but did not impede lookout whatsoever, it was in fact, a lovely autumnal day with around 4/8ths cloud cover.

### 23<sup>rd</sup> Oct 2019

Following on from the Diamond Height wave flight to 22,668' on the 8<sup>th</sup> October

(which incidentally, has now been confirmed by the BGA) in my classic B4, I had another cracking flight two weeks later, on the 23<sup>rd</sup> of October. I soared the Milfield wave to over 18,000' and managed to get into, and above, the secondary system, but had to stop the climb as the secondary system started to merge together and eventually went 8/8ths. It was a little warmer this time with no canopy icing. The beautiful cloudscapes had to be seen to be believed, which lay before me at just over 18,000' whilst surfing the leading edge of the secondary bar in my 1973 Pilatus B4 PC11-AF 'Zulu Delta'.

I hope these photos may also be of some use for the VGC News and hopefully may inspire other vintage members to try the Northumberland wave!

Trevor Dale

## USA



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### A Classic Slingsby T-61... a bit of everything?

Part Slingsby, part Scheibe, part Porsche, part classic, part vintage; this Slingsby T-61A 'Venture' motor-glider was first operated by the Air Scouts at Lasham, UK and has now found its way to Lawrenceville,

IL, where its new owners, Jim Croce, Neal Pfeiffer, and Jim Short are completing an overhaul of its Stamo 1500 engine (think of Porsche 356, except the Porsche is faster!). We are currently trying to figure out how to install the engine and its accessories (which had been removed for four years), rig the wings, and fly what will hopefully be a very pleasant motor-glider. Plans are to make it a trainer for those who want to fly gliders with vintage handling and performance characteristics. Expected completion is Spring, 2020.

If VGC readers have information on the type, please let our restoration group know by emailing me at:

[simajim121@gmail.com](mailto:simajim121@gmail.com)

Jim Short



The engine is back in place, but it has been a rocky road getting it back in there!

Photo: Jim Short

# MODEL NEWS



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Vincenzo Pedrielli

## MAK-15, M. A. Kusakov



The original full-size MAK-15 in flight



MAK-15 two-view drawing

Years ago I saw a superb scale model of a Russian glider, the MAK-15, built by a French model builder named Ian Gonzales. I showed some photos of this model to my friend Elia Passerini. It was love at first sight! Elia immediately decided to build a 1/5<sup>th</sup> scale model. Detailed drawings were taken from a Russian book, so Elia could start his building project.

The model is reproduced exactly as the original sailplane, right down to the last detail. The ribs for instance are made one by one, using the same technique as in the full size ship. The choice of materials is also according to the original plan. Simply if Elia could have had more material available and also a larger room to work in, he could have built a full sized MAK-15 in the same

amount of time it took him to build the model.

The MAK-15 was designed and built by M. A. Kusakov in 1952 and can be considered an improved version of the MAK-8, MAK-12, and MAK-13, which were all built between 1935 and 1937. It was practically a flying wing, with its fuselage almost forming out of the centre-section of the wing forward.



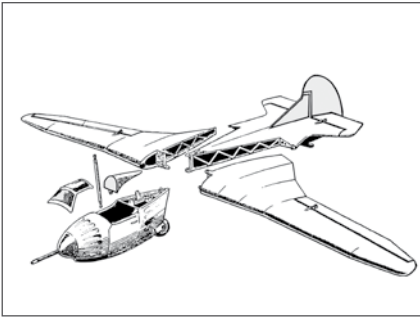
1: The ribs were painstakingly built up one by one

2: One wing half comes together

3: Details of the fine workmanship of the fuselage pod



4: Elia Passerini proudly shows off his masterpiece



*MAK-15 main components. Showing details how all the substructure fits together forming easy attachment, facilitating easy assembly and disassembly.*

The forward-swept wing has a wide chord inboard, which at its trailing edge, meets the stabilizer. The stabilizer has the fin fixed to it and the rudder attached to the fin. This forms a very strong centre-section that is fixed to the two wing-halves, the empennage, and the cockpit. All these elements are easily put together or taken apart for transportation.

The wing section uses D2-10 aerofoil at the root and R-III-15.5 at the tip, providing the MAK-15 with an excellent flying performance. The fuselage, as reported, is not conventional, but simply a pod built around a strong central structure similar to that of a primary glider. Within the pod where the pilot's seat is located, it forms a central attaching point which carries the rear empennage, and the two wing halves (see drawing). The rest of the controls are conventional with a release hook, control pedals, the control stick, a skid, and a landing wheel. From the three-view drawing we can see a small strut on the right side of the wing. This was only fitted to one side and does not provide wing bracing. It is in fact, just a small metal section containing the control cables



*MAK-15 ready for its maiden flight*

connecting the pod to the wing and tail plane controls.

We can say without any doubt that the MAK-15 was a special glider. We have never seen a machine like this in the west before and was the inspiration for Elia to reproduce it in scale. He wanted to build something unique and impress his model builder friends. I bet he will do just that! Just one thought, will Elia have the

courage to test a model lovingly made up of hundreds of pieces? I personally would be very reluctant and I would only think of giving the responsibility of testing it to the best RC pilot of the club ...

Anyway Elia, I would be very glad to be able to attend to the maiden flight and see this special bird in the air, so please do not forget to invite me to that special event!

*All Photos via: Elia Passerini*



*A realistic pilot poses in the cockpit of MAK-15*



*Elia introduces his grandson, Martino, to his fascinating Model World*

Chris Williams

## 2019 UK Model Roundup

The news at the close of the 2019 season is both surprising and sad. It has not been a good summer at all for the gentle art of slope soaring, with the wind blowing stubbornly in every direction other than a useful one. All the more surprising, then, that a total of five Scale Fly-In events were held on the slopes of the White Sheet Radio Flying Club during that time. Even more surprising, there were record high attendances, which equalled those of the heady days back in

the last century when scale soaring came of age on these very slopes. Clearly, we would be lucky indeed to emulate this in 2020, which is why I'm glad that someone else on the committee chose the dates this time around.

In contrast, the sad news involves the Ghost Squadron's aerotow events at the Army Air Corps base at Middle Wallop. Rumours had been flying around for some time as we foregathered for the last event of the season in early October. The

dour skies provided a suitable backdrop, although the light winds made for some super flying on the Saturday, whilst the usual strong winds made themselves known on the following day. It has now been confirmed that all model flying is to cease at this venue, so that leaves those of us in the South of England with very little in the way of organised aerotow events to which we can attend.



# MODEL NEWS



- 1: Author's 1:3.5 scale Minimoa Mo2a at White Sheet
- 2: 5th scale T21 at the White Sheet event
- 3: 3rd scale ARTF Orlik at Middle Wallop
- 4: 3rd scale SG38 at the Ghost Squadron's Middle Wallop event
- 5: Author's Steinadler in action at Middle Wallop
- 6: 3rd scale Ka3 at the very last Middle Wallop aerotow

### The MG 19a Flies

The last time around, the Steinadler was almost ready for its maiden flight, and I'm glad to say the model performs as well as I had hoped. At one-quarter scale, the glider is still quite a reasonable size, and with my new lightweight wing construction weighs in at a respectable 15lbs. (This is more than half the weight of my more formidable near-3rd scale version) You can see the glider in action by going to Mr Google and putting in: Really...? Another Steinadler...?

### OAP Scale...?

Old Age has a habit of reminding you of its presence, once the Sands of Time start to run out, and in recent times, I have been designing models of a size suitable to

those fliers stricken with the advancement of the years. Two notable examples were those of the fifth scale Petrel and HW-4 Flamingo designs. Finding myself in the position of now having both 1:3.5 & 1/5th scale versions of each of them, it seemed incumbent upon me to fill in the gap and design something in the middle, i.e. at quarter scale. To me fell the task of building the Flamingo, whilst my pal Motley Crew fell to building the quarter scale Petrel. At the time of writing, the Flamingo is nearly finished, but we have just flown the Petrel with great success, and it seems that models of this size can be both practical, yet still impressive, proving that there is life after retirement...!

### Finally...

It would seem, after much in the way of doom-saying that the drone issue has finally ground to a conclusion. With the authorities unable to distinguish between a quadcopter and a fixed wing model, an outbreak of common sense has broken out, allowing the model flying fraternity's national body, the British Model Flying Association, to become a custodian of the arrangements. This means that I, for instance, will only need to pay a registration fee, and my current BMFA certification will be allowed to continue. Hopefully, this means that next time around there will be another Model Reports for this magazine...!

## BOOK NOOK

### Workshop Practice Available Again!

After its initial success four years ago, VSA's English translation of Hans Jacobs sailplane building book, **Workshop Practice**, will be available again in March 2020. The first printing was sold out after a year and a half and its continued demand inspired the VSA to publish a second printing. This new second printing features an expanded addendum with more information on plywood types and standards, especially the reasons for selecting particular grades. Some clarifications have been introduced to Chapter VII to make assembly easier and more understandable. Overall, the second printing should

be easier to use by people wanting to understand how old sailplanes were built and how to repair them. A new green cover color helps differentiate the new book from its earlier printing. Price in the US is **\$49.00**, plus \$7.00 shipping. **Workshop Practice** will be sold by Cumulus-Soaring ([www.cumulus-soaring.com](http://www.cumulus-soaring.com)) in the Americas and by Eqip ([www.eqip.de](http://www.eqip.de)) in Europe and internationally. It is also sold by VSA at ([www.vintagesailplane.org](http://www.vintagesailplane.org)) with postage to the appropriate destination added as appropriate. It is anticipated that the new printing will also be available at the SSA Convention



in Little Rock, Arkansas, and at the International Vintage Sailplane Meet (IVSM) at Elmira, NY, this July.

## FOR SALE

#### Shares in a Bocian 1d

There are shares available in the Bocian 1d based at Lasham. Manufactured in 1961.



Flies very nicely and has great instrumentation, including FLARM. A hand-held radio and moving map will be available from the end of February 2020. Friendly syndicate with informal arrangements for flying. The glider does occasionally go away briefly for vintage rallies and expeditions.  
**Shares: £250, plus £30 per month running costs.**

Contact Colin Simpson at: [colinsimpson@me.com](mailto:colinsimpson@me.com)

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

#### Aviation books for sale

I have 8 copies of Aircraft of the Fighting Powers. Published by Hanborough between 1940 and 1946. I would like £10 each for copies with no dust covers and £15 each for copies with dust covers. Vol 1 Tatty dust cover, Vol 2 Good dust cover, Vol 3 Hard cover, Vol 4 Good dust cover, Vol 5 Hard cover, Vol 5 Good dust cover slight tear, Vol 6 Hard Cover, Vol 7 Good dust cover slight tear.



Contact Robin Birch: [robinb@ruffnready.co.uk](mailto:robinb@ruffnready.co.uk)

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### 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
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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

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