

VGCC News

No. 158 - Spring 2020



2020 Rallies Downunder
Bordertown and Waipukurau



Feature Article
Dunstable Glider Production



We Remember
Hawley Bowlus, Part 2



and much, much more...



PIN BOARD

The VGC welcomes the following new members :

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5838	Peter Clayton	UK
5837	Giles Beale	UK
5836	Ádám Barna	Hungary
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5820	Tomas Kuzmickas	Lithuania
5819	Jens Meckum	Germany
5818	Stefan Baumann	Germany
5817	Jose Mario Pinho De Assis Junior	Brazil

On remembering Chris.

Happiest amongst friends... Angoulême, 2006.

Photos: Alexander Gilles



Coronavirus blues? Not for our VGC Model Correspondent, Vincenzo Pedrelli, as Andrew Jarvis writes: "As for lockdown, I've just had a cheerful reply from Vincenzo, and he is indeed working on his amazing, museum-quality model ship."

Photos: Vincenzo Pedrelli



VGC Kids Club

Coronavirus Blues?

Well theres always cookies to bake...

Photos: Alexander Gilles



Marina (L) cant wait to get started as big sister, Sarah (R), looks on quiet confidence!



7-year-old Marina proudly shows off her superb K8B. All the VGC News team are very impressed Marina, well done!



Sarah puts the finishing touches in the shape of gliders and clouds!

2-year-old Nils Hall releases and turns hard right into a real boomer in our venerable Bergfalke. Gliding is in the genes, Nils is the fourth generation of glider affectionados in the family. Great Grandpa Birger flew his 5-hours in a Hütter 17 in 1944. Photo: Bernt Hall



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



<http://www.vintagegliderclub.org>

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

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Front cover: Turning back the clocks! 1962 VT-16 Orlik (OK-2909) glider sits ready to go at Velké Poříčí airfield, complete with a period vintage Horák a Hlava trailer and trusty 1965 Trabant tow-car.
Photo: Klara Teichmannova

Rear Cover: Where the Rhöngeste still blows... The Wasserkuppe museums Vampyr comes out after dark.
Photo: Alexander Gilles



find us here

Pin Board	2
Contents	3
Officers of the VGC	4
Board News	5
President's Corner	
Editor's Comment	
Chairman's Report	
Coronavirus Update	
Gathering new Members for the VGC	
Club News	8
Saving our Past, how you can help	
Big Convention in Little Rock	
Saving the Old Sailplanes	
Upcoming Events	11
2020 Rally Calendar	
An update from the International Rally Secretary	
48 th International VGC Rally and Rendezvous Rally	
2020 VGC Annual Dinner Reminder	
Rally Reports	15
Vintage Gliders Australia 2020	
Vintage Kiwi National Rally	
Feature Article – Dunstable Glider Production	18
A very special Dart reveals its secrets	21
An Englishman in Rana	24
Reader's Album – just a pic, no description...	26
We Remember – Hawley Bowlus, - Part 2	28
News from around the world	35
Model News	45
Obituaries	46
For Sale	50
VGC Sales	51

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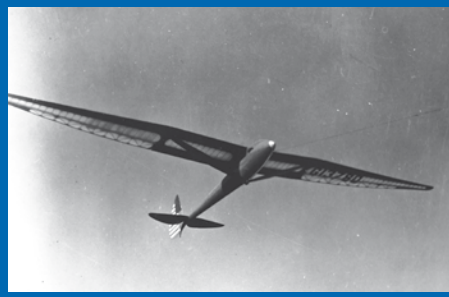
**2020 Rallies Downunder
Bordertown and Waipukurau**

Page 15



**Feature Article –
Dunstable Glider Production**

Page 18



**We Remember
Hawley Bowlus, Part 2**

Page 28

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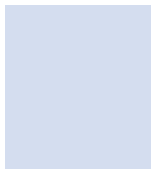
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Andrew Jarvis

From the President's Corner



Idle hands...active minds

These are very unsettling times, and whatever one writes, is out of date when you read it. Seemingly a lifetime ago, the miserable weather dominated everything – in Shakespeare's great words; the 'Winter of our Discontent'. But now the floods are long gone, to be replaced by something far worse, 'mad bat disease!'

Are we holding ANY rallies this year? Chairman Klaus intends to beat the virus and so the Rendezvous and International Rally are still planned to go ahead. The UK national Rally, and the

small early rallies, are sadly defunct, so I haven't got much to say in my UK Rally News.

We are in for some bleak months, but this provides time to reflect and for some serious spring-cleaning. Sorting through old papers (aren't they hard to throw away?), I rediscovered some letters I wrote home in my student days at Cambridge.

The first one describes my first solo aerotow, which was on 4th August 1967. The day was rather 'lively,' to say the least. The duty instructor was an easy-going ex-RAF man, complete with handlebar moustache. I persuaded him that I could manage the aerotow and was duly strapped into the club's Swallow. By 500 feet I was cursing my over-confidence; I was now on a frightening roller coaster. The Tiger Moth, with its 239 square feet of wing area, would sail up in each huge thermal, then plunge down, while the lightweight Swallow would magnify the process a few seconds later. To make matters worse, I'd just read in S&G of a tragic accident, where a loop in a towrope had torn the tailplane off a towed glider. Somehow, we survived the aerotow, and I released sensibly at 3,000 feet (however did I afford that on my student finances)? After a few abortive nibbles, I was sucked into a mega thermal. In my letter home, I described the altimeter going round like the seconds hand of a watch, and in a few minutes I was at a dizzying 6,000 feet under the inverted bowl of the great cloud above. Well, that was a flight to remember.

Another episode, and I'm not sure what my parents made of this, is worth repeating here. By 1968, I was on the Oly 2, but perhaps hadn't got used to the very soft airbrake lock. I was winched up to 900 feet and headed for the nearby quarry which nearly always produced lift. Strange, there was only huge sink... I turned downwind, still coming down like an express train. I reached for the airbrake lever- yes, you've guessed it, the brakes were wide open. Things are far more regulated today, but mistakes can still happen. I'm glad I had that scary experience so early on. Now, whenever launching in an Olympia, I make sure those soggy brakes are really shut.

While still in nostalgia mode-as there isn't much current gliding to report, I'll just recount my first-ever T21 flight. It was a lovely sunny morning in May 1964. The Beatles are at No.1 with 'Love Me Do!' and the school's cadets are on parade at RAF Hendon. Silver and yellow T21's are on the flight line- happy days!

In due course, I'm strapped in and up we zoom on the winch. At the top of the launch, the instructor says, "I'll show you a stall." Which he immediately did; not a mushy stall, but the real thing- stick back, a shuddering nose drop, and suddenly, I'm looking right down a hundred chimney pots! Scared? No, I thought it was fantastic.

As we made our sweeping final turn, there was a big gang-mower at work and a glorious aroma of grass-cutting greeted us. What a life-changing few minutes that was. But I write with sadness, none of that flight could be experienced by today's schoolboys. Oddly enough, I also have passion for old motor-mowers!

Incidentally, in 1970 I first met winching legend, Pete Salisbury, at the Long Mynd. He's forgotten this, but I asked Pete what he did in the winter. 'Winter,' said Pete, "is a time of opportunity!" How true and I think this 'Silent Spring' presents us with opportunities as well. Why not press on with that dormant glider restoration?

With all this spare time, maybe we should enlarge the modelling section the News. Now one member who takes his modelling to a totally different plane, is Vincenzo Piedrelli. I emailed Vincenzo as I was worried about him, as coronavirus has been so devastating in Italy. I received a cheerful reply – all his family were well and his model galleon was looking absolutely incredible. (see Pinboard). This abundantly confirms Winston Churchill's advice; everyone should have two or three hobbies, and they should be REAL ones!

This is also a great time to explore the infinite resources of Youtube. Here's something to watch: a 30 minute wartime documentary film called 'Ferry Pilot', which is about the amazing ATA (Air Transport Auxiliary). This was the aircraft delivery service, famously staffed by many women who flew every aircraft in the RAF. In the film, in which incidentally you'll see a Spitfire flying like you never see at an airshow with an intellectual-looking officer, puffing on a pipe. He looked familiar- could it be Philip Wills? I checked with Jan Forster and Jan had no doubt: yes, it is the great Mr Wills, father of our dear Chris. While still on Youtube, you must check out John Woodfields's channel, and watch absolute mastery of light wind slope soaring, mostly just on rudder and elevator.

In issue 157 (page 7), Editor, Bruce, typically challenges us to get real about the inclusion of, shall we say, non-wooden classics in our rallies. The issue was raised, perhaps rather briefly, at the recent Board meeting and was as usual deferred as lunch was pressing! Let's put it on the agenda of the AGM. But just to show Bruce how broad-minded I am, I have just become co-owner, with Jon Stiles, of a really cute Russian glass glider called the AC4. This is essentially an Me7, which was the late Ted Hull's last glider- and he loved it! You can't love 'vintage' more than Ted did, and this glider is in a way my tribute to dear Ted.

Andrew Jarvis
VGC President

Klaus Schickling

Chairman's Report



This year is different

As you read this some of us will have done our first flights of the season in our nice old vintage gliders, but this year is not like past years. Coronavirus is everywhere! Private aviation and gliding are all affected. The world's biggest general aviation fair, AERO, at Friedrichshafen has been cancelled. The next AERO will be in April 2021. The first VGC events of the year like the UK National Rally have been cancelled or postponed.

Others will have to follow.

We are looking forward to the VGC Rendezvous at Nordhorn-Lingen and VGC International Rally at Achmer. The number of registrations for both events is increasing, but at this point in time we do not know if they will take place or not. Travel and other restrictions might still make them impossible hold. Our intention is for them to take place. This will only happen if we are sure that

we are not putting anyone at risk. Please watch for news updates for both events on the VGC websites. Nevertheless, we hope that the situation will improve soon.

Next year the International Rally, for the first time ever, is being held in Slovenia. Celje airfield is preparing to host us.

From time to time we discuss "The VGC and Tupperware". Some of our members lead the discussion quite emotionally. The opinions of our members range from "why not" to "never ever". Let's have a look at the facts. The oldest plastic gliders were built in the 1960s, this means they are about 60 years old. Some of the old rare types at our rallies might help us find new members.

At the last Board meeting at Lasham in March we decided to no longer print membership cards. I have to say, I personally have not been asked for mine for at least ten years. In the age of computers, we think, they are no longer needed. If you think we need them, let us know.

Keep well and fit and see you as soon as possible.

Klaus Schickling

Dieses Jahr ist anders

Wenn ihr diese Zeilen lest, werden einige von uns schon ihre ersten Flüge mit ihren schönen alten Flugzeugen gemacht haben. Aber dieses Jahr ist nicht wie die vergangenen, Coronavirus ist überall! Auch die Privatluftfahrt und der Segelflug sind betroffen. Die größte General Aviation Messe der Welt, die AERO in Friedrichshafen, wird ausfallen und die nächste AERO wird im April 2021 stattfinden. Die ersten VGC Veranstaltungen, wie die UK National Rally, wurden verschoben oder abgesagt. Andere werden folgen.

Wir planen das VGC Rendezvous in Nordhorn-Lingen und die Internationale VGC Rally in Achmer. Die Zahl der Anmeldungen für beide Veranstaltungen steigt, aber wir wissen im Moment nicht, ob sie überhaupt stattfinden können. Reisebeschränkungen und andere Einschränkungen könnten sie immer noch unmöglich machen. Unser Wunsch ist, dass bei Veranstaltungen, wenn möglich und sicher für die Teilnehmer, stattfinden. Beachtet bitte die Neuigkeiten auf den Websites der Veranstaltungen und des VGC. Wir hoffen, dass sich die Situation bald verbessert.

Die Internationale Rally im nächsten Jahr ist zum ersten Mal in Slowenien geplant. Der Flugplatz Celje bereitet sich auf uns vor.

Immer mal wieder kommt die Diskussion über „VGC und Tupperware“ auf. Einige Mitglieder führen diese Diskussion sehr emotional. Die Meinungen reichen von „warum nicht“ bis „niemals“. Wenn wir aber die Fakten sehen, wurden die ältesten Kunststoffsegelflugzeuge in den 1960er Jahren gebaut, sind also circa 60 Jahre alt. Könnten nicht einige seltene alte Typen auf unseren Rallies uns auch neue Mitglieder bringen?

Beim letzten Board Meeting in Lasham haben wir beschlossen, keine Mitgliedsausweise mehr zu drucken. Ich persönlich wurde die letzten zehn Jahre nicht nach meinem Ausweis gefragt. Wir glauben, die Ausweise sind im Computerzeitalter nicht mehr notwendig. Wenn ihr anderer Meinung seid, so lasst es uns wissen.

Bleibt sicher und gesund, wir sehen uns sobald wie möglich.

Klaus Schickling

Bruce Stephenson

Editor's Comment



For whom the Bell Tolls?

A rather macabre headline, but somehow appropriate in the new strange world we find that surrounds us in the current current global pandemic.

As coronavirus takes its daily toll, we watch in growing desperation as our rally

calendar contracts day-by-day as rally organisers are increasingly forced to make the difficult choice to call each event accordingly. Time will be our final judge as to the coming season.

But where there is descending air, elsewhere there is rising air, and as is often typically the case, hardship can have its upsides as well. Maybe this is a period in which some of us may have the enforced time to get on with those stagnant projects around the

house or workshop? For many however, workshops and gliders maybe well down their lists of immediate priorities. Many families are going to find the coming weeks and months one of biggest challenges in their lifetime. No matter what, there can be no doubt that our 'post-corona' world is going to be a very different one indeed and we will see changes that neither you or nor I could probably envisage; both as a society or a club?

So this brings me neatly onto the subject of the future. We are told that the Board are looking to open the question of wider inclusion of Glass gliders to the membership for your vote at the next AGM. Naturally anyone reading these lines will be well aware of my views on the matter but it is worth pointing out to you all, especially in these times of uncertainty, we have increasingly challenging times ahead. We must find ways in which we can maintain and grow the membership; after all, it's the pre-requisite to any club's future. Whilst I can fully understand the views and aims of the purest within the club, we cannot ignore the fact that both early glass gliders and our members have one thing in common; we are both ageing! And this, therefore, means that both the future character and makeup of the club will change with it. The issue is in our hands.

You will read in this issue the passing of Ian Dunkley (page 46). Ian was a larger-than-life character who was responsible for the creation of 'Vintage Kiwi' and serves as a reminder just how fast his generation is now disappearing. Looking back on past issues, there were always a healthy number (if you excuse the pun) of death notices published in VGC News and is a trend that I have seen generally seen reducing. I often wonder if editors past needed to do so much to encourage members to contribute their memories of members who were so close to our club and the Vintage movement? Maybe it's just a product of this modern age of Facebook and Twitter? Whatever the reason, we rely heavily on our members to keep us informed and retain a lasting memory to those who went before us.

Well that's enough of dreariness from me! I wish you all a speedy return back to normality in these troubled and difficult times, especially for any less fortunate families, both inside and outside the VGC and in the wider gliding community.

Here's to brighter horizons....

Bruce

Klaus Schickling, VGC Chairman

Coronavirus Update

Coronavirus is widespread throughout Europe and the world and is now beginning to have a big influence on the VGC too.

The Board understands that the membership need clear statements as to which events will take place and those of which have been cancelled or postponed. However, this is very difficult, as the situation changes very quickly. Therefore, decisions will be made in due course, closer to a time when a better, more predictable decision, can be made on the event.

Some bigger VGC events are currently in danger of being severely disrupted and are being monitored closely. For all the other smaller events, the decision remains with local organisers as they

will be aware of their local regulations. They will decide if their rallies will have to be either cancelled or postponed to a later date.

Martijn is trying to keep the events page on the website continuously updated and we are working hard at getting as much information to you as soon as is possible, including updates for the AGM.

Keep fit and well and please frequently monitor the VGC website for the latest updates on: www.vintagegliderclub.org/events

If you have any questions, feel free to email your Board members. You can find the contacts on the website and the front cover of the VGC News.

Coronavirus Ticker

Das Coronavirus ist in Europa und der Welt weit verbreitet und beginnt nun auch, auf den VGC großen Einfluss zu nehmen.

Der Vorstand ist sich bewusst, dass die Mitglieder klare Aussagen darüber benötigen, welche Veranstaltungen stattfinden und welche abgesagt oder verschoben werden. Dies ist jedoch sehr schwierig, da sich die Situation rasch ändert. Entscheidungen werden deshalb zu gegebener Zeit getroffen werden, wenn aktuellere und vorhersehbare Informationen für die jeweiligen Veranstaltungen vorliegen.

Einige größere VGC-Veranstaltungen laufen derzeit Gefahr, ernsthaft beeinträchtigt zu werden, und werden genau beobachtet. Bei allen anderen kleineren Veranstaltungen liegt die Entscheidung weiterhin bei den Organisatoren, die sich ihrer örtlichen Bestimmungen bewusst sind. Sie werden entscheiden, ob ihre

Veranstaltungen entweder abgesagt oder auf einen späteren Zeitpunkt verschoben werden müssen.

Martijn versucht, die Veranstaltungs-Seite auf der VGC-Homepage ständig auf dem neuesten Stand zu halten, und wir arbeiten stetig daran, Euch so schnell wie möglich so viele Informationen wie möglich zukommen zu lassen, auch darüber, wann und wie die Hauptversammlung stattfinden kann.

Haltet Euch fit, bleibt gesund und schaut regelmäßig auf die VGC-Website nach neuesten Aktualisierungen unter:

www.vintagegliderclub.org/events

Wenn Ihr Fragen habt, könnt Ihr Euch gerne per E-Mail an Eure Vorstandsmitglieder wenden. Die Ansprechpartner findet Ihr auf der Website und auf der Seite 4 der VGC News.

Wolfgang Ulrich

Gathering new members for the VGC

Dear VGC-member...

We want to grow... and gain new members!

Therefore, we have added some new VGC information leaflets to this edition. Please take these leaflets to your club or events and feel free to distribute them amongst those people who in your opinion may be interested in joining the VGC. Besides the facts and figures published on these eye-catching pages, there are 9 good reasons to join today. Along with this leaflet and your enthusiasm and experience, together we may just convince another new member to the club.

The Board very much appreciates your cooperation and asks for your support in:

Gathering new members for the VGC!

If you require more leaflets in either English or German versions, please contact me at: pr@vintagegliderclub.org

Wolfgang Ulrich (VGC PR Officer)

Liebes VGC-Mitglied...

Wir möchten wachsen... und neue Mitglieder gewinnen!

Deshalb haben wir diesem Heft einige neue VGC-Flyer beigelegt. Bitte nehmt diese Flyer mit in euren Verein oder zu Veranstaltungen und verteilt sie an diejenigen, die eurer Meinung nach am Oldtimer fliegen interessiert sein könnten. Neben interessanten Zahlen und Fakten über den VGC sind 9 gute Gründe aufgeführt, warum jemand bei uns Mitglied werden sollte. Der Flyer soll euch dabei unterstützen, eure Begeisterung für den VGC anderen Fliegern zu vermitteln.

Der Club braucht eure Unterstützung und möchte euch bitten:

Gewinnt neue Mitglieder für den VGC!

Wenn ihr weitere Flyer in Deutsch oder Englisch braucht, meldet euch bei mir:

pr@vintagegliderclub.org

Wolfgang Ulrich (VGC PR Officer)

New French VGC News Correspondent



VGC News is delighted to welcome Benoît Auger as the new French Correspondent for VGC News. Benoît is taking over the role from Christian Mathieu.

Benoît is no stranger to Vintage gliders. He grew up around old gliders and Dedale, attending his first French Dedale Rally with his father back in the 1990's. Benoît

started flying at the ripe old age of 15 and has never looked back! In fact he is now so involved with Vintage/Oldtimer glid-

ers, he has been Dedale's vice-president since 2014. True to form, Benoît's impeccable taste includes the ownership of a VMA-200 Milan F-CBGP (French built Weihe) which he purchased in 2011. Based at Amiens (northern France), Benoît is currently restoring a Pik16c Vasama, previously own by his father.

Thank you Benoît for your dedication to both the world of Old-Timer gliders and Dedale, not to mention your new role in helping to keep our VGC News readers up to date with our very important sister organisation, Dedale.

May I also take this opportunity on behalf of all VGC News readers to recognise and thank Christian for all his hard work in keeping us informed over these past years.

Merci Christian et bienvenue à bord de Benoît!

David Williams

Saving our Past, how you can help

At the time of writing this article it is the end of March 2020 and we are all at home because of the COVID-19 virus that has spread around the world. We are unable to go to our airfields to fettle the aircraft and trailers and look at the weather we are having, ideal for a bit of flying. The good thing about all this is we can get on with the little or large jobs around the house or garden that we have promised that we would get around to doing some day. I am decorating our new house and fitting out the loft, Tracey my wife is of course very happy with this. While the paint is drying and in the evenings, I am taking advantage by documenting and scanning the photographs and paperwork that is in a couple of boxes that I brought home before the lockdown.

Now that we all have some time on our hands you could also earn yourself some extra 'Brownie' points by having a sort out of

your lofts, garage or man caves. We all must have various aircraft plans, drawings, documents, old logbooks, photographs, instruments, aircraft parts, models and any other memorabilia that have been sitting around in boxes that have not seen the light of day for a long time.

The Vintage Glider Club Archive would love to have anything that you have decided that you do not need from the above list; this would allow us to increase our database and provide a better research service to our members. Of course if there are any items that you do not want to lose we could scan these for you, keep a copy in the Archive and return the documents to you until you decide to donate the original to the Archive.

So, what are we doing in the Archive these days and how will your donations help us?

At the moment we have approximately 4000 scanned and cata-

logged drawings for 96 different types of glider. About 2000 drawings are still to be scanned. For this we have an A0 scanner for the large drawings and for the vast majority of documents as they are of the 'Foolscap' size, we have an A3 scanner. This takes a lot of time as we have to repair the paper using a specialist paper repair tape, Sellotape has been used previously and over time it degrades the paper leaving a brown stain. We then scan, catalogue and index every one, this is roughly 5 to 10 minutes for each item however it takes longer if the drawing is folded or rolled as they first have to be flattened; the last batch took 3 to 4 months to be ready for the conservation process to begin. Once completed they are then stored in either vintage wooden plan chests or the more modern metal upright hanging cabinets. For some of these aircraft we also have original flight tests and type records including any technical notices and modifications. This information is being put together to increase the number of discs that are available through the Vintage Glider Club sales department, at the moment there are just 3 aircraft types that we have available, Olympia, T21 and T31 the next one we are putting together will be the T51 Dart series

We get many enquiries from members from around the world about drawings for their own glider that they are restoring; unfortunately we do not have complete sets for every glider which is why we are asking for any of those that are still out there so that we can have an up to date list. When we have an enquiry, this is passed on to Robin Birch who is the Deputy Archivist and is also an aircraft engineer who will understand what you are asking for and then the correct drawing for your needs. For those drawings that are still out there I understand that you might have used them to repair or restore your own aircraft, but now that it is complete so that other members can benefit from the information on the drawings possibly you could pass them on to the Archive for preservation?

Quite a few of the documents that we have tell the inside story of certain aircraft, such as, who owned it and any modifications or repairs that it might have had.

An old logbook provides valuable information on the aircraft and its owners but also adds the extra story of cross country flights and airfields that it has visited. Many aircraft are no longer with us, but the logbook has been kept as a memento, is yours still at the bottom of a drawer or in a box somewhere?

Photo albums and single photographs often put a face to a name that is mentioned in the other documents. It does of course

work the other way where we have a photograph of someone in a glider but have no idea who it is. We can then check through logbooks, and sometimes if we have club records, a date which allows the pilot to be recognised. We have approximately 3000 photographs and 2000 slides in the Archive. We have not made much progress with these as we have been concentrating on the drawings. To scan the photographs, we use a standard A4 scanner, for the slides we have a dedicated scanner which is linked to our computer system

Old glider instruments tell the story of technological advances in our field, starting with surplus instruments from power aircraft, to purpose built variometers, Cosim for example right up to the XK10 electronic variometer. Also if you have any parts of gliders large or small stored for a rainy day could you pass them on to us, they will be useful as "pattern" parts, we would then restore them to their original condition if possible, and match them up to the relevant drawings and this would be an advantage to more members

Model gliders are key to showing the development of gliders from Grasshoppers to the present day. They are important when a glider no longer exists and can only be seen in photographs or magazine articles. We have a number of models stored in the Archive. When time allows these will be repaired and restored to their original condition. To have a display using these models and showing this timeline is one of our goals.

Other memorabilia that we are looking for are trophies, medals and anything that is glider related. Once again these tell an important story that must not be lost. We have a number of display cabinets that we use to show interesting items that have been donated from members.

Something that we are discovering more often is paintings of gliders, these are very rare unless one has been mass produced as a print. Wally Kahn comes to mind and he made sure that we all have one of these. But what of the others, are they sitting in a loft waiting to be brought out and hung where a wider audience can see them?

So, as you can see the Archivists, Robin Birch, my wife Tracey, and I are very busy preserving the story of gliding and we have a long way to go. If you do have anything glider related that you would like to donate to your Archive now or in the future then please do not hesitate to contact me and we can have a chat about how you can get your items to us.

Many thanks in advance.

David Williams

Jim Short

Big Convention in Little Rock (Arkansas)



Wolf in sheep's clothing? Matt Gonitzke's wooden wonder shows it can blend in seamlessly with its modern counterparts; true testimony to the wide choice in the Vintage and classic world! Photo: Jim Short

The Soaring Society of America holds its annual convention every other year and in 2020 it was held in the south-central part of the country, in Little Rock, AR. As always, the Vintage Sailplane Association tries to man a booth and display at least one vintage sailplane. This year we showed a Classic Austria SH-1, but in other years we have shown some of the oldest vintage gliders, such as the 1930 Baker-McMillan Cadet, 1943 Schweizer 2-8, Laister-Kauffmann LK-10A, and a 1935 Rhönbussard. Following is a report on the 2020 event:

"You know, I like that V-tailed glider over there better than any of the other planes on the floor," the convention-goer said. "The

others are just too complicated and too expensive. But I could live with that one. What is it?" The middle-aged attendee at the just-concluded SSA Convention simply felt he had to come over to the VSA booth, voice his opinion and find out more about Matt Gontzke's restored classic Austria SH-1. As the conversation deepened it became evident that this low-time glider pilot might like to find a plane like the SH-1 and become more involved in soaring. As he left the booth, he took a VSA Membership Application and kept casting his eyes back longingly at that beautiful SH-1. What's the next chapter to his story? Time will tell.

The VSA presence at the SSA Convention was exciting. Matt's SH-1 and his self-designed metal clamshell trailer were both hits. The VSA display offered a combination of the new Workshop Practice books, shirts, calendars, information, continual conversation and many new ideas. That is what VSA is about! There were four vintage-related talks: by Neal Pfeiffer on 'The Care and Feeding of Vintage Gliders,' Simine Short on 'Soaring – Germany's gift to Sporting America,' covering the Cape Cod Soaring Camp in 1929,

and Jim Short discussing the International Vintage Sailplane Meet at Elmira, NY this summer. Simine Short then introduced the newly released television video about the life of glider pioneer Octave Chanute.

The Friday noon 'Vintage and Oldtimers Luncheon' was sold out. Moreover, it was highlighted by the surprise generosity of VSA members who, when they found out that the VSA Archive needed a scanner that could safely copy antique books, drawings and magazines without breaking their bindings, they opened their wallets to donate all the needed funds, and more! Scarcely had Neal Pfeiffer described the needs and purpose of the scanner, when one member raised his hand and started an avalanche saying, "Here start the pot with this!" Then another exclaimed, "I'll match that!" Then another added, "Here's another twenty". And the bills rolled in. The scanner project is now underway.

This convention is not as big as AERO but it is all about gliders. Try to visit in 2022!

Jim Short

Jim Short

Saving the Old Sailplanes... ...the Conservancy Concept

Following up on previous reports, a meeting was held on February 20 in Little Rock, Arkansas of those interested in establishing partnerships or larger groups to preserve old gliders and keep them flying for well into the future (let's call them 'Conservancies').

The initial impetus of the Conservancy idea occurred when, with the unexpected death of vintage enthusiast (and VSA member) Dennis Barton, VSA was asked to coordinate the transfer or sale of his beautiful 1938 Slingsby Kirby Gull to someone who would fly it and treat it respectfully and carefully for as long as it could be safely flown.

After some initial email exchanges of ideas on how to preserve gliders such as the Gull (and others not yet identified) an exploratory meeting was planned to coincide with the VSA presence at the Soaring Society of America Convention during February 2020.

Twenty VSA members attended the meeting, filling the room, and offering information and ideas. Although the Conservancy concept is still in its infancy, ideas centered around VSA promoting partnerships, as opposed to individuals alone, to collect or purchase old gliders, in order to keep those gliders flying for as long as possible into the future. Larger Conservancies or clubs could be created from several enthusiastic members, with a variety of capabilities that could provide expertise in restoration, maintenance, research and training. In this way, a team could keep a vintage glider airworthy, or know when to seek a museum home if it could no longer remain in flying status. Conservancies and partnerships could be located throughout the US, Canada (or other countries) and some larger Conservancies could eventually become 'flying museums.'

Several attendees mentioned flying museums that already exist in Europe and the US and offered to research how they are organised. VGC members throughout the readership of VGC



*The impetus for the Conservancy Concept: 1938 Slingsby Kirby Gull I.
Photo: Peter Selinger*

News are also invited to provide stories on how their flying museums work. Communication among those interested will continue through email and Bungee Cord. (If you are interested in being included in the email discussions, contact Jim Short at Sailplane121@gmail.com). The next follow-on meeting will be held at IVSM 2020 at Elmira, NY where more detailed ideas may be fleshed out.

Museums may not be able to house all the wonderful vintage sailplanes in the world. Formalised groups and partnerships, however, may have a much larger effect in preserving these gliders and keeping them flying.

It is planned to publish a series of articles in future issues of VGC News on how other established groups/trusts have achieved these goals and highlight areas of advice- Ed.

UPCOMING EVENTS

2020 Vintage Rally Dates

Please note: Due to coronavirus, all 2020 events are currently under review. Please check VGC website for daily updates.

CANCELLED	41 st National Gathering of Collection Gliders (Dedale)	Graulhet, near Toulouse, FR
CANCELLED	8 th VGC Season Opening	Alternbachtal Flugplatz, D
CANCELLED	Park and Glide Rally 2020	Kingston Deverill, UK
CANCELLED	35 National Dutch Oldtimer "Hemelvaart" Rally	Axel NL
22/05/2020- 25/05/2020	Western Vintage/Classic Regatta	Mountain Valley Airport, Tehachapi, CA, USA
POSTPONED	UK National Rally 2020 (See below)	Long Mynd, UK
POSTPONED	The gliding competition of 'Šohaj' type Dates TBA	Rana, CZ
CANCELLED	Grunau Baby Meeting 2020	Grunau, Jelenia Gora, PL
06/06/2020-14/06/2020	37. internationales Spatzentreffen 2020	Hoyerswerda, D
CANCELLED	Southdown 90 Rally	Parham, UK
11/06/2020- 14/06/2020	Hood River 2 nd Saturday Glider Weekend	WAAAM, Hood River, OR, USA
15/06/2020- 21/06/2020	Midwest Vintage/Classic Regatta	Wabash Valley Soaring Association, Lawrenceville, IL.
CANCELLED	25 th Camphill Vintage Rally	Camphill, UK
20/06/2020-28/06/2020	27 th Czech National Rally	Pribyslav, CZ
POSTPONED TO 2021	IVSM Rendezvous 2020 Dates TBA	Massey, MD, USA
POSTPONED TO 2021	IVSM Elmira 2020 Date: 10-17 July, 2021	Elmira, USA
11/07/2020-19/07/2020	Retro Gliding week Ålleberg/Sweden 2020	Ålleberg, SW
13/07/2020-17/07/2020	Wenlock Olympian Gliding Games	Long Mynd, UK
19/07/2020-25/07/2020	Wooden Wings Week at Snitterfield	Snitterfield (Stratford on Avon) UK
CANCELLED	VGC Rendezvous 2020	Flugplatz Nordhorn-Lingen, D
CANCELLED	VGC International Rally 2020	Achmer, D
29/08-2020-30/08/2020	Whispering Wardrobes 2020	Booker, UK
29/08/2020-30/08/2020	Dutch Ka6 Rally	Nistelrode (NL)
29/08/2020-05/09/2020	Yorkshire Gliding Club, Slingsby Week 2020	Sutton Bank, UK
29/08/2020- 30/08/2020	23 rd 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
12/09/2020-18/09/2020	UK National Rally 2020	Long Mynd, UK
14/09/2020-18/09/2020	19 th 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
03/10/2020	VGC Annual Dinner 2020	Maastricht, NL
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)
31/10/2020-03/11/2020	Melbourne Cup Vintage Glider Rally and Australian Gliding Museum Open Day	Bacchus Marsh, Vic, AUS

Martijn Hoogenbosch

An update from the International Rally Secretary

Coronavirus updates

The flying season has started again this year. That means making plans for the coming summer. Astrid and I were in Spain when it became known that the borders would be closed due to the coronavirus. I thought at that moment; what will happen to us glider pilots? Can we still keep our VGC and other vintage flight plans going? At the time of writing, government communications rapidly follow one after another and everyone is asked to stay inside and minimise physical contact with others. In the Netherlands, club life has come to a standstill on the advice of the sports federation and as a result, gliding will be difficult for us in the coming months.

What we now know is that the various countries have more or less implemented lock-down and that makes gliding at the moment very difficult, if not impossible.

In the Netherlands this will last well into April and thereafter, with restrictions remaining in force.

Depending on corona developments, these limitations will change one way or the other. That will also have consequences for our spring rallies. Various vintage rallies have already been cancelled.

The host clubs and their respective governments determine which measures they will take. These organisations determine whether a rally can proceed. In addition, it is also the responsibility of the individual as to whether he/she can safely participate in a rally. This responsibility extends to both yourself and the safety of the others, especially with our older members, to whom the virus has been particularly devastating to.

We can only say at this time that rallies can assumed to be going ahead until we are informed of its cancellation. All cancellations will be communicated through the VGC website and on the various websites of the host clubs.

Please monitor these sites closely for any updates and here's to staying positive about the future of our vintage rallies.

2021 and beyond

The VGC is still in consultation and looking for opportunities for a suitable location for the Rendezvous Rallies in both Slovenia and Lithuania. Our plea in the last issue of VGC News did not produce any response. If there is no response to our calls, there will be no Rendezvous Rallies for these two events, and as a consequence, members will have to plan for stopovers themselves. As a reminder, the idea of a Rendezvous Rally is quite different from an International Rally in as much as:

- The purpose of a rendezvous is to bring VGC members together at a convenient airfield that serves as a fun and relaxed place to break the long journey for members travelling long distances with gliders.
- The Rendezvous Rally typically only lasts a few days (max. one week), and is open to anyone with a vintage glider (unlike the International Rally, there is no requirement to be a VGC member), with typically the majority of participants being VGC members en route to the International event.
- The original idea of a Rendezvous was for a relaxed fun event for all, without long briefings, simple campsites, and inexpensive catering.

To encapsulate the essence of the event, it's all about coming together, having fun with both new and old friends, and having some nice flying either on the winch, aerotow, or even possibly bungee!

So if you think your club would like to host this wonderful event and bring some unique colour to your region and club, please feel free to contact me at: rallysecretary@vintagegliderclub.org It is great that we are receiving enthusiastic requests in staging the International Rallies but please don't forget that the Rendezvous Rallies form an equally rewarding and important role in which your club can benefit, no matter its size.

So why not help us to help you?

Below is a provisional breakdown of proposed future VGC International and Rendezvous Rallies up to 2024:

2020	Venues CANCELLED
19/07/2021–29/07/2021.	VGC Rendezvous Rally No venue to date- TBA
31/07/2021–08/08/2021	49 th VGC International Rally 2021 Celje, SLO
25/07/2020–30/07/2020	VGC Rendezvous Rally 2020 Flugplatz Nordhorn-Lingen, D
01/08/2020–09/08/2020	48 th VGC International Rally 2020 Achmer, D

Below are Rally and Rendezvous locations, still to be determined by the International Counsel.

2022	VGC Rendezvous Rally	No venue to date
2022	50 th VGC International Rally	Lithuania. Paluknys aerodrome near Vilnius
2023	VGC Rendezvous Rally	No venue to date
2023	51 st VGC International Rally	England, proposed Husbos
2024	Rendezvous VGC Rendezvous	No venue to date
2024	52 nd VGC International Rally	France, proposed Florac (Central Massief)

We wish you beautiful flights for the coming glider season and hope to meet you again at one of our VGC events soon!

Auf Wiedersehen,

**Your VGC International Rally Secretary
Martijn Hoogenbosch**

Andrew Jarvis

Some important UK Rally News for 2020

It's awful conveying bad news, isn't it? I'm sure you'll all have been checking the VGC website and so you won't be surprised by anything I write here. What follows is the present situation regarding the UK rallies for 2020, mostly cancelled or under threat, due to the Covid-19 pandemic:

- Park and Glide Rally at The Park, Wilts, (8-12 May) is CANCELLED. This one is very sad, as Phil Drake and Geoff Pook had put lots of enthusiasm into planning this new event, but we will certainly re-launching it next year.
- The UK National Rally at the Long Mynd (23-30 May) is POSTPONED to 12-18 September. If the virus is still causing mayhem in the preceding weeks, cancellation will be inevitable and the next UK National Rally would be the long-awaited one at Bellarena, Northern Ireland, in May 2021.
- Southdown90 at Parham, West Sussex, (8-12 June) is CANCELLED.
- The 25th Camphill Vintage Rally and 10th Capstan Reunion (19-26 June) is CANCELLED.

As of writing, the Long Mynd Olympian Week (13-17 July) remains 'active.' Naturally the organisers are monitoring the situation closely.

The last of the early summer rallies, the new Wooden Wings Week at Snitterfield (Stratford on Avon), (19-25 July), is still active – so far. The organiser is Nick Jaffray.

By the late summer, we hope to see some return to normality and Graham Saw invites you again to his Whispering Wardrobes Rally (note the earlier-than-usual date of 28-29 August).

Last, but far from least, is the Slingsby Week at Sutton Bank (29 August-5 September). The organiser is now Jerry Henderson-Newton, with veteran Phil Lazenby now taking a background role.

Please note that the VGC Board are agreed that the decision of 'go or no-go' on each rally rests with the host Club, not the VGC, so please check with the relevant clubs website. As you will be all painfully aware by now, things are changing almost by the day.

We can only look forward to better times, when we can sing: "happy days are here again!"

Stop Press!

48th International VGC Rally, Achmer and Rendezvous Rally, Nordhorn-Lingen



It is with regret that the VGC Board announce that both the VGC Rendezvous, Nordhorn-Lingen and VGC International Rally and AGM in Achmer 2020, have been cancelled for 2020.

With the current exceptional circumstances, for the first time in the club's history, we will not be holding either a Rendezvous or International Rally this year. This is to avoid any health risks to the VGC membership and organising teams. It is also unclear at this time if the Rally could have been held according to the legal and health standards due to the Coronavirus outbreak. At the time of writing, we just don't know what travel restrictions will still be active in Europe, and the rest of the world, at the time of both Rallies. We are presently working on a solution for the AGM.

Please give us your patience for more detailed discussions with the respective organisers for further announcements for the future rescheduling of these events and venues. Further information will be available on our website and will also be in the Summer issue of the VGC News.

Mit Bedauern gibt der VGC-Vorstand bekannt, dass sowohl das VGC-Rendezvous in Nordhorn-Lingen als auch die Internationale Rallye und die Jahreshauptversammlung des VGC in Achmer für das Jahr 2020 abgesagt wurden.

Angesichts der derzeitigen außergewöhnlichen Umstände werden wir zum ersten Mal in der Geschichte des Vereins in diesem Jahr weder ein Rendezvous noch eine Internationale Rallye veranstalten. Damit sollen gesundheitliche Risiken für die VGC-Mitglieder und die Organisationsteams vermieden werden. Es ist derzeit auch unklar, ob die Veranstaltungen aufgrund des Coronavirus-Ausbruchs nach den gesetzlichen und gesundheitlichen Standards hätten stattfinden können. Zum Zeitpunkt des Verfassens dieses Artikels wissen wir nicht, welche Reisebeschränkungen zum Zeitpunkt der beiden Rallies in Europa und dem Rest der Welt noch gelten werden. Wir arbeiten derzeit an einer Lösung für die Jahreshauptversammlung.

Bitte habt noch etwas Geduld für Gespräche mit den jeweiligen Organisatoren und für entsprechende Ankündigungen zur Verlegung dieser Veranstaltungen und Veranstaltungsorte. Weitere Informationen werden auf unserer Website verfügbar sein und auch in der Sommerausgabe der VGC News zu finden sein.

2020 VGC Annual Dinner Reminder 3rd October, 2020



Vaeshartelt with its rich history has hosted hunts for kings, welcomed important military figures and housed wealthy families. Now it welcomes the VGC for its 2020 Annual dinner! Photo: holidaycheck.at

As a reminder from our last issue, this year's 2020 Annual Dinner will be held in the lovely city of Maastricht and will be held in the 'Buitenplaats Vaeshartelt,' an old 17th Century Kings estate. Our guided museum tour this year will be to the famous site where the first military gliders in the 2nd WW made their landings to conquer the 'Eben-Emael Fort;' gateway to the invasion of Belgium and beyond. The price for the guided tour of Eben-Emael Fort is only €8 (www.fort-eben-emael.be).

Prices for the dinner is **€46.50** and includes a 4-course dinner + welcome drink at the 'Buitenplaats Vaeshartelt' restaurant. 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. (www.vaeshartelt.nl)



With its sumptuous décor, it surely ranks amongst the most exclusive venues to date. Book your place now to avoid disappointment. Photo: wikimedia.org

For more info go to the VGC web-site; www.vintagegliderclub.org Spaces are limited and filling fast, so to ensure your place at the table, please book and pay soon as possible by e-mailing Jan Forster: 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**.

Bookings for the hotel can be made directly with the hotel itself. There are currently 20 rooms reserved for this special price until the 1st of July, so book early to avoid disappointment.

We look forward to welcoming you all!

Martijn Hoogenbosch and Jan Forster

Jim Short

Cancellation of the International Vintage Sailplane Meet 2020 Elmira, NY (USA) Rescheduled to 10-17 July 2021

There is still time to plan your vacation to enjoy the 7th IVSM in Elmira, NY, but you will need to wait one more year.

With the fast developing and increasingly restrictive coronavirus climate, organisers of IVSM 2020 have reluctantly canceled this year's IVSM with plans to reschedule it to the summer of 2021. Dates for the Rendezvous at Massey (MD), are yet to be rescheduled, however new dates for the IVSM have been rescheduled as 10-17 July 2021. For further information and updates, please visit the National Soaring Museum website: www.soaringmuseum.org or by emailing: info@soaringmuseum.org The VSA website www.vintagesailplane.org will also post information as it is announced.

Other North American meets during 2020 have not been canceled at this point, although they may be rescheduled or canceled at any time, or held in a smaller and less formal format than in the past. Potential attendees are advised to contact the meet organisers (see the latest issue of VSA's magazine Bungee Cord or the VSA/VGC website) for last-minute updates. We thank our members and interested VGC members who may be plan-



The National Soaring Museum's exquisite main gallery is a perfect place for any opening reception at IVSM 2020. Photo: Peter Selinger

ning to visit the IVSM, and other North American meets, for their continued understanding and patience.

Jim Short, VSA President.

RALLY REPORTS

AUSTRALIA



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Vintage Gliders Australia 2020

Bordertown 5-11 January



A quintessential classic pair of Aussie birds. Ged Terry helps Mike Renahan launch in the Boomerang.
Photo: David Goldsmith

The first day of the 2020 VGA Annual Rally turned out to be a social get-together as a strong southerly wind delayed flying. Monday's forecast was for a sunny day however, with light winds and 29 degrees offering some good flying.

A mass-rigging party took place as pilots arranged their winch launching revalidations.

Attending the rally were:

Kookaburra Mk 4, Brian McIntyre; Boomerang, Bob Hickman; Chilton Olympia 'Yellow Witch', John "JR" Marshall; Ka6E, Jenne and Dave Goldsmith; Boomerang, Rosie and David Howse; Longwing Kookaburra,

Peter Butler; Boomerang, Mike Renahan; and Bocian, Peter Raphael and Mike Williams.

Additional members and friends attending included Ian Wright, Ged Terry from UK, Ray and Christine Whittaker, long-time members and administrators of the Vintage Glider Club, were especially welcome visitors from England, who were in Australia doing some touring and took the opportunity to attend our annual rally.

Peter Butler has been working on establishing a gliding club at Coober Pedy, S.A., and has bought the long-wing Kookaburra for the club, with the purchase of VH-GRN from Gary Ryan. The Kookaburra had been

residing at Waikerie for the last 3 years or so, and after a form-2 inspection, we transported it to Bordertown for the rally. It will be staying at Millicent until Coober Pedy build themselves a hangar. Peter hopes to welcome glider pilots to Coober Pedy in the near future.

Monday turned out to be a good day with 15 flights, 5 of which were over an hour and heights of over 6,000 feet.

Tuesday the bushfire smoke moved in, and extended north as far as Alice Springs, although it was forecast to improve from the south. The only flight of note for the day was Leigh's kite, which disappeared on a downwind dash from a great height, not to be found until the next day (Wednesday) following some clever searching by a drone and a safari through the local forest to recover it!

On Wednesday the smoke cleared to a beautiful day and fourteen flights of up to 5 hours duration were made. The VGA Annual General Meeting was held this evening, with Leigh Bunting retiring as Secretary, and Bob Hickman elected as the new Secretary. All other positions remain the same. Our Treasurer, Ruth Patching, reported on the bank balances in our two accounts. David Howse introduced a motion for us to include Classic Glass gliders on a trial basis as these pilots do not have their own association [take note VGC Board-Ed]. After spirited discussion, the proposal was passed.

David Howse was also the guest speaker. He talked about his aviation career as an engineer. This covered a period of time as an apprentice with the airlines, to working on jet warbirds and homebuilt aircraft.



Ray Whittaker captures the ambiance of Bordertown. Photo: Ray Whittaker



David and Jenne, with their much-loved little Ka6. Photo: Ray Whittaker



Ray Whittaker gets a bird's-eye view of Bordertown. Photo: Peter Raphael

RALLY REPORTS



*An English dead-weight for an old bird? Ray Whittaker gives the Yellow Witch his full attention.
Photo: Ray Whittaker*

One of the projects he worked on was to build a full size, working, DH88 Comet for a movie about the great air race. Unfortunately, the weather turned bad for Thursday and Friday. Thursday was hot and windy and forecast rain on the Friday, saw many of the visitors derigged their gliders. Saturday looked good however, so the Bocian was rigged again and some

flying was also done by the Kookaburra's, with the Yellow Witch enjoying a flight of 1hr: 44 mins flown by JR. The VGA Annual Dinner took place on Saturday evening with the Schneider Award for the best maintained Vintage Glider awarded to Brian McIntyre for his Kookaburra Mk4 and Peter Raphael's Bocian taking the Best two-seater award. The Ren-

mark Trophy for the Best Distance at the National Rally went to Jenne Goldsmith with a flight of 215 km, whilst the Geoff Gifford Trophy for longest Vintage Flight went to Laurie Simpkins for 377 km in his in his other Foka, VH-GEF, in Queensland. With another good attendance, there was a strong emphasis on social activities, with the modellers being quite active and many interesting models present. All round it was a lot of fun for all. Special thanks are extended to the Bordertown-Keith Gliding Club members who again provided a safe and pleasant environment, not to mention doing most of the catering for the rally. Their efforts were greatly appreciated! Erik Sherwin, Peter Fietz, Colin Collyer, Peter Butler, Adam Howell, Gary Crowley, Geoff Hearn, Kim Van Wessem, Terry Ryan, Leigh Bunting, Ruth Patching, Dennis Hiperson, Keith Willis, Richard Geytenbek, and Meteorologist, Peter Bannister, who kindly provided his usual high standard of daily weather presentation.

David Goldsmith



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NEW ZEALAND

Vintage Kiwi National Rally

Waipukurau 15-21 Feb 2020

After more weeks, than one could remember of drought conditions, the NZ Met Service suddenly issued a warning of a possible tropical cyclone forming up in Vanuatu. This could have the potential to come down as far as New Zealand, bringing with it a lot of wind and rain having now reformed as a tropical depression. Images of our Taumarunui rally, having to be aborted due to a depression that popped up out of nowhere in the Tasman Sea after only three days of flying, a few years ago, certainly had a haunting memory still with the V.K. team. Really...not again! However, due to a persisting very large ridge of high pressure that was giving the country some difficult drought conditions, this in the end held the cyclone at bay. Instead it drifted towards Australia. Now downgraded to a tropical depression, later on ending up as a very weak front that



Some of the usual suspects with Rae Kerr in his Dart, ZK-GEZ.

never made it to the middle of Cook Strait, before it faded into oblivion. Yeah!!! So the Waipukurau 2020 Rally began with the great expectations of what Waipuku-

rau is generally noted for; very strong thermals, high cloud base, and wave. Some 14 sailplanes attended, which were later joined by several others which ar-



RALLY REPORTS



The 100hp Foxbat microlite did us proud once again.



Bob Lock and his lovely KA6cr.



And they say it's "Mad Dogs and Englishmen!" Kevin Clark serenades the local cows, keeping them distracted and away from the runway whilst a gate was fixed.

rived later in the week to get in some early practice for the following week's Central District Champs. After a couple of very 'soft days' the conditions only got better and better, cumulating on the last day to a very high 7000ft. cloud base.

The rally attendees came from as far as Whenuapai [Auckland] in the north, and Wellington in the south, and all points in between, including the Taranaki area. This year there were also a number of newer members. Everyone was looking forward to the week ahead.

With some very strong conditions with thermals that took 'no prisoners' there was plenty of scope to search out those old and forgotten turn points of the 1970's. They certainly did look somewhat different now one has to say.

Like our Taumarunui rally, a couple of years earlier, we used the same Aeroprakt A22 Foxbat LSA, ZK-LFD, as our tow-plane and like our previous experience with this aircraft, she towed faultlessly. However, it is only a Light Sport aircraft [microlight], so for some of our newer members, it was a new experience to be towed behind 'Lima Foxtrot Delta.' On the upside she certainly showed you where the thermals were. However, no one got 'tossed' off, and it reminded us all how spoilt we have become using our more accepted high-powered wonders. Getting back to basics is not such a bad idea of course.

Because the Waipukurau airfield is owned by the Central Hawkes Bay Aero Club, Vintage Kiwi had to negotiate a price to support the general upkeep of the airfield and clubrooms. Little did we know, that also included a barman, who arrived promptly at 6.00pm every afternoon, so we could all 're-hydrate,' not to mention their cleaning lady as well...wow, what a bargain! There is no longer a local gliding club operating

here after the Waipukurau Gliding Club was amalgamated with the Hawke's Bay Gliding Club some years ago. They now fly out of a very busy Bridge Pa Aerodrome, Hastings. WYPUK, as it was affectionately known, was a very good competition site back in the late 60's- 70's. A number of NZ Nationals were flown out of there before it lost favour. However, in recent times, regional contests have been run there with great success with a good number of competitors. Thirty entries for the 2020 contest, which is very good number one has to say. There were only two land outs over the week. Luckily both ended up just across the river in the Waipawa area. Generally speaking, the paddocks here can be even bigger than the actual airfield if you sight them early enough.

Humorous moments. There always are! Dropping off one of your team at the BIG Elton John concert at Hastings whilst enroute to the airfield from Auckland has to be 'up there.' Of course the glider trailer was still attached to the car, so after the drop off, just short of the main gates no less, one had to negotiate not only the HUGE number of concert goers, but also the roads congested with cars, left one committed to the narrow side streets and vehicles parked wherever they could. If only Elton realised the commitment of at least one fan made to be at his 'World Farewell' show!

Another incident was a tow-pilot happily ferrying down the Fox Bat from the north Waikato region, when suddenly 30 minutes into the journey, he realised that he had left the tow rope behind.

The 'Elton John' glider refused to come out of its trailer due to a very discreet, but well-hidden retaining bolt that was being somewhat uncooperative. There was serious talk of attempting a farming type

'breach birth' process so as to dislodge the fuselage, which by arrangement of the pieces, had to be the first item out. However, as things generally tend to work out, in the end the fuselage eventually released itself; no surgery required.

Our musical member, having to literally 'blow his own horn' (in this case a pocket trumpet), to keep a herd of cows at bay after straying out on to the runway.

Someone else left all of his camping gear back in the hangar after de-rigging their glider and securing it into the trailer. So keen to get to WYPUK, he just took off it seems. Luckily his wallet did not suffer the same fate!

So ended another great Vintage Kiwi rally culminating with a sold out dinner at a local restaurant. Great staff, great meal and a great end to a very successful camp. A lot of good flying was achieved. For some, revisiting some of the old 1970s turn points, was a personal highlight. Flying in the various sea breezes that slowly penetrated the area was something very special as well. The Vintage Kiwi rallies are always based around everyone enjoying their own flying environment and that was obviously achieved in spades from observing the many sunburnt grins that showed up at the 're-hydration sessions' once flying for the day had concluded. So, where to next year? Shhh! That's still a secret I'm told.

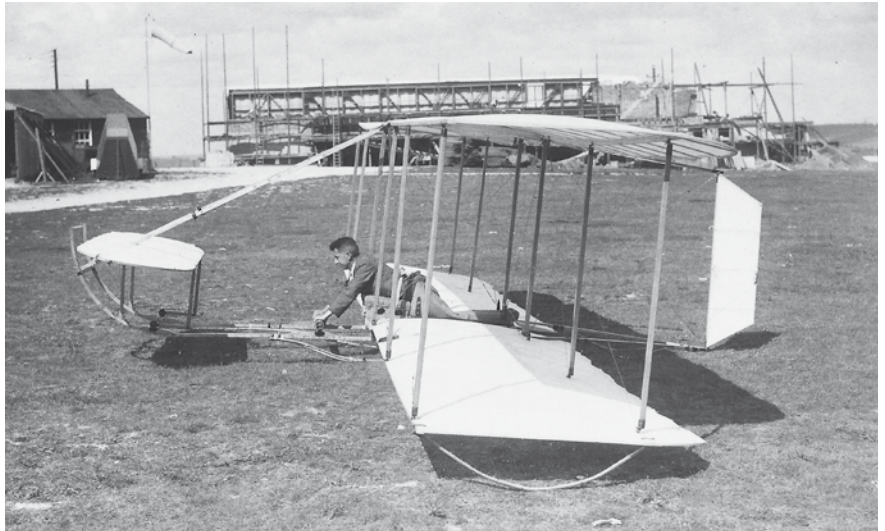
Roger Brown
All photos: Roger Brown

David Underwood

A short history of Dunstable Aircraft Factories

Part 1

The Dunstable area has enjoyed a special place in the history of British gliding and aircraft. Primarily through the efforts of two German immigrants, they were responsible for both establishing a struggling industry which was largely cut short by the events of WW2, and by various incarnations of companies that were to follow. Zander was directly involved in all three companies within the area. The following is a broad-brush history of an era now largely forgotten and little recorded.



1902 Wright glider replica for the 1938 film, 'Conquest of the Air.' Photo taken at the London Gliding Club with Alan Curtis thought to be at the controls. Note the new clubhouse under construction, circa 1935. The old 1932 clubhouse is to the left.

The arrival of two Jewish German men in England, Eric Paul Zander and Alfred Richard Weyl, saw the creation of what was eventually to become the Dart Aircraft Company.

The rapidly deteriorating situation for the Jews in Germany after Hitler's National Socialist Party coming to power, saw Weyl arrive here in 1933. He was quickly followed by Zander, who had been tipped off about his imminent arrest with only 48 hours notice (unfortunately the exact reasons as to why have been lost in time).

Both men had previously worked in the gliding industry in Germany. During the 1st World War, Weyl had held technical posts in the Royal Prussian Air Corps and later became permanent assistant to a professor of aeronautical engineering in Berlin, working for the German Defence Ministry. He was also involved with the Udet Fla-

mingo aeroplane up to his time of fleeing to England.

The two men eventually met up in London. In 1934 they formed a company called Zander and Weyl, which perhaps unsurprisingly, moved to Dunstable near the London Gliding Club, where they often carried out repairs to gliders. Mr Weyl lived at 25 Kingsway, Dunstable. He was a small man who wore glasses. My father, Peter Underwood, said his furniture was made from aircraft plywood.

They first moved into a barn owned by W.L.Manuel (also a glider builder) located on Luton Road (where the Market Cross Public House now stands). Their first project was to build a small aircraft called the

Flying Flea, which they named 'Winnie the Pooh'. At the time there was a major craze in building the Flea after the designers book, 'The Flying Flea, How to Build and Fly it,' became a best seller.

The Flea was test-flown from the fields behind the factory and was watched and cheered on by the workers who threw their hats in the air.

The factory was said to have smelt like 'Pear Drop' sweets by people walking past. They were contracted to make some replica gliders for a major aviation publicity film called 'Conquest of the Air,' narrated by Laurence Olivier. The film had been commissioned by the Air Ministry of the British Government.



Construction of the Lilienthal glider at the workshops of Zander and Weyl on the Luton Road site



Another shot taken at right angles to the last of the same Lilienthal glider under construction, Luton Road. Note the Grunau Baby under construction in the foreground and the primitive conditions workers endured.

FEATURE ARTICLE – DUNSTABLE AIRCRAFT FACTORIES



The 1936 Dunstable Dart, which became the Dart Pup during its construction process, proved to be a versatile design with an Avia flat-four pusher engine mounted on the wing trailing edge. The wings could be folded back for storage. In August 1938 it crashed and was destroyed on takeoff.



The Dart Cambridge at Dunstable with late VGC member, Mike Maufe at the left wing. Originally named the Zander and Weyl Cambridge, the Cambridge made its first flight a few months before Zander and Weyl Ltd. changed its name to Dart Aircraft Ltd. An updated version of the successful and influential Grunau Baby, the Cambridge retained the Baby wing, though with a slightly increased in span and utilising the popular Göttingen 535 of the Grunau. Owned by the Duke of Grafton (who was a Cambridge GC member), it was flown as a club aircraft and was entered into the 1939 National Soaring Contests, though without distinction. A little later on a Cambridge II was constructed which utilised slightly larger ailerons and was operated by the London Gliding Club who flew it into 6th place in the 1937 National Competitions. The Cambridge 1 survived the war but was later wrecked in a collision with an Olympia at Camphill in June 1952, with the demise of the Cambridge II coming in 1967 by being burnt.

For this they built two replica Lillenthal gliders, a Cayley glider, and a 1902 Wright glider, which were flown by Alan Curtis (ex RFC), who later became a director in the company. During this time they also built a Grunau Baby and one Zögling glider.

It was around this time they started to work on the Dunstable Dart (later called the Dart Pup) and went through a financial reorganisation. In May 1935 they moved to 29 High Street North, Dunstable and on the 11th March 1936, with a third director, Archibald J. Lucas being added, changed the company name to Dart Aircraft Ltd (where today a Subway shop is located). At the same location was Mr Grice, of Grice and Young, who sold tools and made metal parts for aircraft. At the back of the premises (Eleanors Cross) was a two story building which formed an office, wood shop, a metalworking shop, and assembly shop. The completed aircraft were assembled

outside; however there was also a further shed. Parts were transferred downstairs via an external staircase, heavier parts being lowered by a manual crane. The factory employed seven or eight men.

The Dart by now had been renamed the Dart Pup, which first flew in July 1936 from either Blows Farm or Lewsey Farm. They built the first glider of their own design, the 'Cambridge,' for the Cambridge University. The Cambridge first flew (when still under the company name of Zander Weyl), on the 1st December 1935. A further example was built and first flew on the 2nd February 1936, but had some small differences.

They also built two smaller secondary

gliders called the Totternhoe. In addition to this they were commissioned to build a replica Bleriot XI for Mr R.J.Nash of the International Horseless Carriage Corporation (Nash was a collector like Richard Shuttleworth). (Described as a rebuild of the Bleriot XI; No.5 was later discovered in the North of England in a decrepit condition in 1935).

It was during this time that a commission was also received from a staff writer of The Aeroplane magazine for a simple single-seat ultra-light powered aircraft. This led to the design of the Dart Flittermouse, which was a pusher aircraft fitted with a Scott 25hp engine. The next design was the Dart Kitten which was completed



Taking its name from the Parish of which the London Gliding Club was in, the Totternhoe first flew in May 1936. Three Totternhoes were built; one was later rebuilt by Scott Light Aircraft. One flew with the Air Training Corps as VD199 and was transferred to the Royal Air Force Gliding & Soaring Association in 1950.



The Flittermouse was powered by a 25 hp Scott Squirrel engine with a pusher propeller. Although it proved a popular aircraft with its owners, there was only ever one aircraft built and registered G-AELZ. After a number of private owners it was scrapped at Blackbushe Airport in 1951.

FEATURE ARTICLE – DUNSTABLE AIRCRAFT FACTORIES



One of the two GB II's built by Zander and Weyl. Probably a wartime photo, the GB was sold new to Mr & Mrs G Bernard Baker, Dunstable July 1935. It was later taken over by London GC in 1937 and received the registration of BGA 351 in July 1938. Believed to have become VD222 with the ATC in March 1945 (quoted as 'ex PD351'), then finally to the RAFGSA in May 1952.



Dart Kitten's I & II at Hatfield.

by Christmas 1936. It received very high praise in the aviation press.

The following year saw another example known as the Kitten II and was fitted with a JAP 99 2-cylinder engine. This particular aeroplane still survives at Brighton, Yorks. Weyl would often buy items from Bernard Stevens, a local hardware shop just up the High Street. He called in asking him for Chamois leather to filter the petrol as it was poured into the aircraft fuel tank.

Another significant event came in 1937 when Eric Zander, sensing the scale of ongoing cash-flow problems left Dart Aircraft to form Zander and Scott. Scott at the time had been working with Dart Aircraft and no doubt he saw the opportunity as a fresh start.

Dart also had a larger two seat aeroplane on the drawing board called the Weasel, however this was never completed. In addition to their aircraft manufacturing activities, Dart continued carrying out work and repairs of gliders at the London Gliding Club. In 1938 they started work on the Handley Page Manx. The Manx, A swept-wing tailless twin engine aircraft, was a subcontract for the company. Much of the work was carried out by one of the shop workers, Eric Burket. Work was slow and Mr Weyl had later to pay for production overruns from his own pocket. Work on the metal parts and brazing was carried out by Grice and Young, though they didn't receive payment for their work. The Manx was finished some time in 1939, well behind schedule. Work stopped at the factory at the beginning of the war.

Alfred Weyl had never taken up British citizenship but offered his services for the war effort as he had experience with air-

craft self-sealing tanks. One evening whilst having dinner at his home in which he was hosting an evacuee, there was a knock on the door and he was taken away by the police. He was then sent as an internee with many other Germans to the Isle of Man. Zander had taken out British Citizenship by that time and was spared internment.

After the war Dart Aircraft moved to the Maltings, just off High Street North, Dunstable, just the other side of the road from where the old factory had been. Here they built gliders, the Airspeed Tern being one, that was built from parts that had not been completed and was completed in 1937. According to George Farnham who worked for Dart from June 1946 to the end of that year, it would take 3-4 weeks to construct a glider, then another 3 or so weeks to cover and finish the gliders. Typically there would be two or three gliders under construction. Once the finished gliders had been sold, they then went out in trailers to their new owners.

Money problems continued to plague the company and it is known that workers often had to queue up on the steps on a Saturday to be paid.

A third Dart Kitten, known as the Dart Kitten III, was built in 1951 with the intention of putting it into production. Lack of a suitable engine helped to put an end to the plan. The Dart Kitten III which was flown into the mid-1960's crashed beyond repair. Part of this aircraft was built by my father, Peter, upstairs at my grandfather's house at 219 High Street South. My father also drew a set of plans of the Kitten III to be sent to Australia, where another example was built. Dart Aircraft finally went broke not long after. Mr Weyl was a broken man,

who never got over his internment during the war and on-going money problems. On the 2^{3rd} February 1959 he took his own life.

To be continued...

Sources:

Wikipedia

With special thanks to Richard Cawsey

Gliders and Aircraft constructed	
Pou-du-Ciel (Flying Flea)	1
Lillienthal replicas (used in the film, Conquest of the Air)	2
Cayley glider (used in the film, Conquest of the Air)	1
Wright 1902 glider (used in the film, Conquest of the Air)	1
Bleriot XI (A/C)	1
Grunau Baby	2
Cambridge	2
Totternhoe	2
Airspeed Tern	1
Dart Flittermouse (A/C)	1
Dart Pup (A/C)	1
Dart Kitten (A/C) (of which one survives)	3
Handley Page Manx (A/C)	1

AUSTRALIAN DART

Paul Dickson

A very special Dart reveals its secrets



Dart 17R - VH-IZO

Part of the fun of owning a vintage glider is the sense of history that comes with the aircraft. My brother, Andrew & I certainly discovered a fascinating story of our Dart 17R and it's original owner, Frederick Anthony 'Tony' Gaze, *DFC**, OAM. Andrew and I already share a LS3 but we felt that it would be good to have another glider so that we were not fighting over the LS3 on those really great days when we both wanted to fly. When deciding on a new glider we felt that

it would be fun to own a vintage glider but one with enough performance to take on longer cross-country flights. When VH-IZO, a Slingsby T51 Dart 17R came up for sale in 2018 with only 3 previous owners and 316hrs total time, it seemed like the ideal glider and after an inspection, we snapped it up.

The Dart (Slingsby No. 1523) was manufactured in 1966 and was overdue for a 50-year survey when we bought it. With the enthusiasm of new owners, we jumped

into the survey to make sure that she was as in as good a condition as we thought. The Dart came with the original logbook, however we were a little suspicious of the low hours and thought that there may have been another logbook issued when the glider was shipped to Australia in the 1970's and so we began a thorough investigation. The 2 previous owners were still in Australia and involved in gliding and were able to confirm that there was not any other logbooks. One of these previous owners had undertaken the 20 year survey and re-fabric and had a wealth of knowledge of the condition of the Dart from his survey and his conclusion was that the low time was genuine as he had owned the glider for 12 years and never flown it. From here our attention turned to the original owner which is shown in the logbook as T Gaze esq. with an address in Ross-on-Wye, Herefordshire UK. We did know where to begin, so started by Googling the address in the logbook with the thought of investigating nearby gliding clubs. We were somewhat startled to see that Caradoc Court was a lavish country estate in Ross-on-Wye and not your average glider pilot's house. This led to the intriguing question of



Caradoc Court, Ross-on-Wye

AUSTRALIAN DART



Tony and Spitfire



Tony warms up the Ferrari 500/5 at Dunedin during the 1956 New Zealand Grand Prix. Photo: primotipo.com

"who was Tony Gaze & how did he end up with our Dart?"

Tony Gaze was born in Melbourne, Australia in 1920 and was studying at Cambridge University at the outbreak of WWII. Tony joined the RAF in 1940 and after initial training he flew Spitfires in several squadrons for the remainder of the war. He flew a total of 488 missions and was awarded the Distinguished Flying Cross (DFC), on 3 separate occasions, one of only 47 people during the war who were awarded the DFC 3 times. Some of Tony's exploits during the war include being shot down over France (he managed to escape across the Pyrenees with the help of the French resistance) and the first Australian to shoot down a jet aircraft when he claimed a Messerschmitt Me 262 on 14 February 1945.

During the war Tony and fellow pilots blew off steam, driving high speed laps of the perimeter road at RAF Westhampnett. Tony later suggested to the landowner, the Duke of Richmond and Gordon, better known as 'Freddie March', that the circuit would be a good racing track and acting on this suggestion, March opened the Goodwood Circuit in 1948. To this day, the Tony Gaze Trophy, for pre 1959 racing cars, is held annually at held at Goodwood.

Tony's pre-war interest of racing cars took off in earnest at the conclusion of the war and after leaving the RAF he returned to Australia bringing his HWM-Alta racing car with him and started racing on the Rob Roy hill-climb, outside Melbourne. Tony married Kay Wakefield in 1949 and he moved back to the UK when Kay inherited

Caradoc Court from her father. Tony raced the Alta at multiple events across Europe and in 1952 became the first Australian to race in a F1 event, the Belgian Grand Prix. Tony later brought the ex-Ascari Ferrari 500 which he raced in Australia, New Zealand & Europe. Tony's best racing performance was when he came second to Stirling Moss in the 1956 New Zealand Grand Prix. Tony was awarded the Order of Australia Medal in 2006 for his services to The Sport of Motor Racing.

When Tony's competitive racing career was coming to a close he had a chance conversation with Prince Bira of Thailand (also an accomplished glider pilot and aviator) and he took up gliding in the late 1950's. Tony became a member of the Bristol and Gloucestershire Gliding Club at Nympsfield and was heavily involved with the club. During his time at the BGGC Tony owned several gliders including a Slingsby Eagle 3 (BGA No. 863, Tail No. 97), a Ka6 (BGA No.1027, Tail No. 210) and a Standard Aus-

tria (BGA No 1129, Tail No. 210) before he bought the Dart (BGA No. 1318, Tail No 210) in 1966. One notable item is that all of Tony's gliders had the same paint scheme, a blue fuselage & red wings.

The competitive spirit obviously never left Tony, as during his time in gliding, he set several UK National records in his Eagle and flew many competitions. Tony's UK two-seater gliding records include; Speed Around a 200km triangle at 43.6 kph in April 1960 and the Goal and Return distance of 277km in May 1961. Tony also won the BGGC Cyril Uwins Cup for Best Distance in 1959 & 1962. The highlight of Tony's gliding was when he represented Australia at the 1960 Worlds in Cologne, flying a Skylark 3B and placed 14th overall in the Open class.

After Kay died, Tony sold Caradoc Court and moved back to Australia in 1978, bringing the Dart back with him. Tony settled at a farm that he named 'Goodwood' in rural Victoria and continued to be in-



Tony owned several gliders over the years, including this Slingsby Eagle.



Tony in the Eagle

AUSTRALIAN DART



Frederick Anthony Owen 'Tony' Gaze DFC**, OAM...



...and one hell of a guy. Photo: vintageracecar.com

involved in motor racing and gliding and remarried in 1977 to Diana Davison, one of the first Lady Racing car drivers in Australia (Diana was previously widowed to her first husband, Lex Davison, who in 1953 shared the driving of a Holden Fx during the Ralle de Monte Carlo). Tony continued to fly the Dart from Tocumwal including a 500km out and return.

Tony died on 29th July 2013 at the age of 93 and at his memorial service in Geelong, the Temora Aviation Museum paid a stunning tribute to Tony with the flypast of a Spitfire MkVIII.

Tony Gaze, DFC** OAM, had had an amazing flying career & life and was a man of many 'Firsts'

He was the first Australian to shoot down a jet aircraft in combat ... the first Australian to fly a jet aircraft in combat ... the first Allied airman to land an aircraft in Europe after D-Day ... the first Australian to drive in a F1 Championship race ... the first Australian to own the Slingsby Dart 17R, works No. 1523.

It is a privilege to be keeping the memory of Tony Gaze alive by continuing to fly his 1966 Slingsby Dart 17R.

Paul Dickson - Hunter Valley Gliding Club
*Unless otherwise stated, all photos via:
Paul Dickson*

* DFC** = Distinguished Flying Cross with 2 Bars
OAM = Medal of the Order of Australia

Postscript:

To learn more about Tony's fascinating life, go to: www.airwingmedia.com where you will find a most entertaining video on Tony's life- Ed.



Happiness is...me enjoying the delights of a very special Dart

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David Williams

An Englishman in Rana



David takes in the historic surroundings of Rana.

I now have family living in Prague for the next two years, so for our first visit I put aside some time to find the airfield at Rana. I made first contact with Josef Mezera who is the Vintage Glider Club representative in the Czech Republic and also their Archivist. By chance the weekend that I had chosen was the last POTK (Plachtarsky Old Timer Gliding Club) vintage rally for this year. Josef kindly sent me the directions to the airfield, arranged accommodation on the airfield and a list of other aviation related museums to visit while I was in the country.

There is no direct public transport link to the airfield so I hired a car from Prague airport. This worked out at less than £10 per day, no complaints with that. The airfield is very easy to find and is just 58 Kilometres from the airport. I was afforded a very warm welcome on my arrival, first by Josef, and then by his son Tomas, who after showing me around the facilities, my room, the hangars, and the airfield, then introduced me to my English speaking Instructor who was to conduct my site-check. This was flown in an aircraft that we are all familiar with, the K13. Not needing to convert to a strange aircraft, I did however, have to get used to the Metric instruments. As it happens I did not have any problems with this, as once you get the numbers in your head it comes quite naturally. The aerotow was by an Allegro 2000 ultralight, which is a very capable aircraft. The club has two other Ultra-light

aircraft, a Vampire FM250 and a TL Sting, and are finding them well up to the job.

I started the day with a Sohaj 2. The Z-25 Šohaj was designed to be a replacement for the pre-war German Meise. This is a very nice stable aircraft with a large canopy giving good visibility. The thing to watch out for though is the trimmer which is in front of the control column, a very effective spring trimmer but it is reversed to our normal sense of things. To trim forward you bring the lever back, but as usual once you have got your head round it you do not notice the change. I

had two flights in this aircraft then after lunch, where I was invited by some members to join them in a traditional Czech soup meal, I was then introduced to the Sohaj 3. A very different aircraft as this was fitted with flaps, I have had no experience with flaps so two very interesting flights learning something new, also the spring trimmer was the right way round on this aircraft, still in front of the control column though. This aircraft had an increased wingspan compared to the Sohaj 2.

I found the airfield to bit 'bumpy.' I was told that the club had an agreement



David looks apprehensive as he prepares to fly the Sohaj.

AN ENGLISHMAN IN RANA



L-R Josef, Tomas, and Victor; my 3 saviours... [Like the VGC coat Josef!]

with the 'Agency for Nature Conversion and Landscape Protection of the Czech Republic' to maintain and develop a local colony of European ground-squirrels, which is a protected and critically endangered species. As the airfield is cut grass, this habitat is perfect for them, they just leave holes where they have been digging out roots etc.

After packing the hangar we retired to the bar which is stocked with plenty of Czech beer, no snacks, crisps etc, so I must take a supply with me next time. Then to the canteen for the rest of the evening which is next to the hangar. The food was cooked by ladies from the local village, once again local Czech cuisine. The ladies did not speak English, so I was grateful for the translations provided by Tomas, who knows what I would have ordered? The accommodation is located either in the rooms beneath the old control tower, or in the original military barrack rooms. About 100 people can be housed, useful for expeditions. I was allocated a very comfortable room in the tower block; it was equipped with a television and a small fridge. All the buildings are original pre-war and the hangars are dated 1935, the stories that they could tell. The first flights at Rana took place on September 2nd 1932 using Zogling (Stamer-Lippisch) gliders. The next morning started with a daily briefing in Czech but with an English translation. Then to unpacking the hangar. This was completed only by Czech speakers as there was a possibility of miscommunication which could result in a damaged

aircraft. Once the aircraft were clear of the hangar, we were allowed to join in again. More people turned up today so the whole hangar was emptied of the twenty or so classic gliders and the three tugs. The wind was a bit strong and about 45 degrees onto the hill. It was recommended that until the wind went swung round (it later did), there was only room for three aircraft on the ridge at any one time. Later on in the day we had about six aircraft up there.

The aircraft that I was offered today was the Orlik 2, of which there were four to choose from. I was let loose in a very nice example which turned out to belong to Tomas' wife. I was looking forward to flying this aircraft as I had been reading

about its history whilst researching in the Archive. It started out as a Standard-class glider but later variants had the wingspan increased to 16 metres. The very comfortable cockpit is more laid back than the other two aircraft. The instrument panel, although out of reach during flight, needs to have any adjustments made before strapping in and only the 'T-handle' release is within reach. The trimmer lever is now to be found next to your left leg and works in the normal sense. This aircraft is a bit more sensitive in pitch as it has an all-flying tail-plane. Wonderful pleasant to fly, with good visibility, you can see why it broke so many records.

Another type that was available to fly with the club was a replica EL-2 M 'Sedy Vlk' Grey Wolf. The original was designed in 1933 and was flown from Rana airfield. Another aircraft that flew at Rana just after the war was the Zlin KrajaneK. This replica was a very popular aircraft during the weekend and when it and the Grey Wolf were on the ridge together, they appeared to be stationary for most of the time. Other aircraft that were available were a bit more familiar, there being an SF27, K6cr and an Olympia 2b.

The day ended with more traditional food and Czech dancing, with the music provided by other members who brought their instruments with them.

Many thanks to Josef and Tomas and the other club members who ensured that my stay was a memorable one. I will definitely be visiting again and might even be persuaded to organise an expedition here. David Williams (Vintage Glider Club and Glider Heritage Centre Archivist).

All Photos: David Williams



The Sedy Vlk is right at home at historic Rana and regularly turns the clocks back 85 years!

Reader's Album

JUST A PIC, NO DESCRIPTION...



Tom Barva



Christian Mathieu



James King



Reginald Kasubeck



Firmin Henrard



Andy Davey

Reader's Album

JUST A PIC, NO DESCRIPTION...



Ian Harris



Marcus Depaul



Lars Fostvedt



Mike Greenwood



Neil Bennett



Matt Gotnitzke

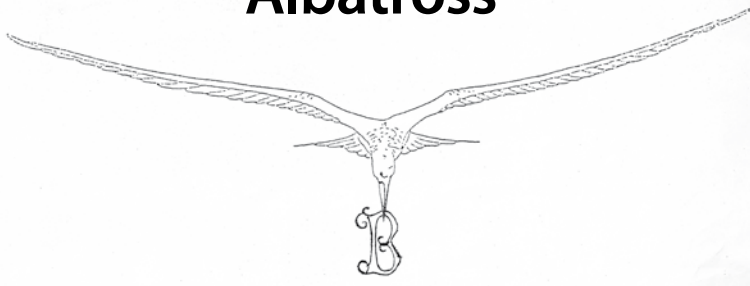
WE REMEMBER



Hawley Bowlus in the cockpit of the Super Sailplane.

Raul Blacksten

On the wings of an Albatross



Part 2: Seniors

This is dedicated to Hawley's widow, the inimitable Ruth (Scudder) Bowlus, a very dear friend who I still miss after 18 years.

After spending 1930-31 in the East teaching people to fly gliders, Hawley Bowlus decided to take a Christmas vacation and 'flew a cabin ship to California for a wealthy man.' Arriving back in 'The Valley,' he was subsequently asked to be the Chief Instructor at the Curtiss-Wright Technical Institute, located at Glendale's Grand Central Air Terminal, under the school's Director, Major C.C. Mosley. Hawley's assistant instructor was Martin Schempp.

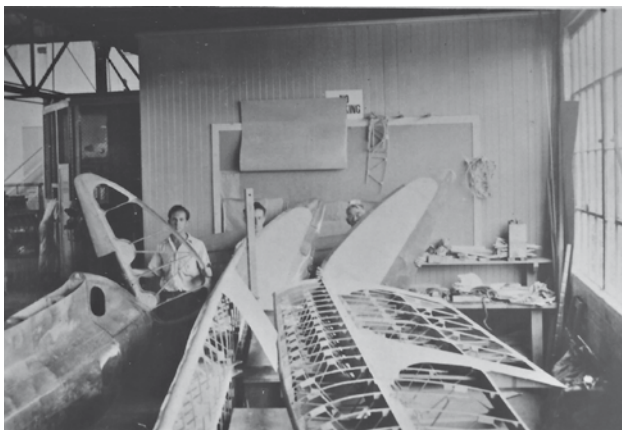
While in the East, Bowlus had become acquainted with Du Pont de Nemours (Chemical) scion and glider pilot Richard

C. 'Dick' du Pont. The latter had become so impressed by Hawley and his skills, that he dropped out of Virginia Tech to study with Hawley at Curtiss-Wright.

Undoubtedly influenced by the 1931 RRG *Fafnir*, with an estimated L/D 23:1, America's first high-performance sailplane was designed and built by Hawley, Schempp, du Pont, and the students at Curtiss-Wright. Completed in the fall of 1932, it was simply called the 'Super Sailplane.' Details have been lost, but with a sleek, fish-like wooden fuselage, and it had a strut-braced 60ft straight wing. The series of Bowlus gliders that followed the *Super* resembled it.

By all reports, the glider flew well and met expectations. It was taken down to Palos Verdes' Malaga Cove in October and flown along the west facing sea cliffs, first by Hawley, then by Schempp. Unfortunately, Schempp got below the cliff top and could not get back up again. Ordinarily not a big problem, just land on the beach. Only, at Malaga Cove, there is no beach. Instead, rows of rocks radiate out into the sea, like shark teeth. Nevertheless, Schempp landed safely in the water and his wife later related that the glider "just fell apart."

After Schempp's dunking, du Pont convinced Hawley to leave Curtiss-Wright and



Building the Super Sailplane at the Curtiss-Wright Institute.



The Super Sailplane in front of the Curtiss-Wright Institute, Grand Central Air Terminal, Glendale, CA.

WE REMEMBER



The Super Sailplane on its fateful day at Malaga Cove.

go into business for himself, with du Pont's backing. The result was the Bowlus-du Pont Sailplane Corporation, based at the Bowlus ranch in Pacoima. From this point on, du Pont became a benefactor to Hawley and their association continued for the next 12 years.

Bowlus-du Pont produced four gull-wing sailplanes on the order of the *Super Sailplane* and two utility gliders. Known as the 'Senior Albatross Series,' three of the sailplanes were built for du Pont. The fourth one was built for Soaring Society of America's co-founder and Chairman of Norwich Chemical (Bayer Aspirin), Warren E. Eaton. With the assistance of Schempp, two ground-breaking wooden sailplanes were produced for du Pont in 1933. Both had



Bowlus-du Pont Sailplanes logo.

semi-monocoque fuselages made with birch plywood. These were the single-place 1-S-2000, s/n 1 *Albatross* (Dept. of Commerce mark X219Y) ¹ and the two-place pod-and-boom 2-P-S-2000, s/n 2 *Dragonfly*, X220Y. These two craft were unlike anything even imagined in the US ². With Deperdussin style control, the *Albatross* was sleek, almost fish-like in appearance, sporting a strut-braced 62-foot gulled wing mounted on a pylon. An opaque canopy cover with portholes on the side covered the cockpit, very much like the *Fafnir*. The second glider, the *Dragonfly*, was larger with a second pilot's seat under the wing and a round wooden tail boom, Hawley's first pod-and-boom glider. Both had pendulum elevators and a large rudder with a small fin. They were test flown in Glendale.

While he was working on these two Seniors in San Fernando, Hawley's wife, Inez C. (Falbush) Bowlus died in San Diego on 26 May 1933, leaving him with two young sons, William and Richard.

Hauling both gliders across country to

the 1933 US Nationals, the troop included Hawley, du Pont, Schempp, Don Steven, and others. Traveling along the Lincoln Highway through Nebraska, they stopped at a farm owned by one of Bowlus' Scudder cousins. After a few days' rest, the convoy was then on to Elmira.

Arriving at the Nationals, du Pont first assembled the *Dragonfly*, and decided to take a flight with his father, Felix, in the back seat. The glider was taken to the edge of the plateau on the Rhodes Farm ³. A bungee cord was stretched out and the younger du Pont called for release. Interviewed sixty-two years later, Floyd Sweet said that he was on the tail and did not think the bungee was pulled tight enough, but when told to release, he released. The *Dragonfly* could not achieve flying speed and dove directly into the trees at the base of the hill. The senior du Pont was heard to say, "get me out of this damned violin!" Neither du Pont was injured.

Not to be dissuaded, the younger du Pont climbed into the assembled *Albatross* and flew it for the remainder of the Nationals,



The Dragonfly with the Albatross I behind it at the Nationals.

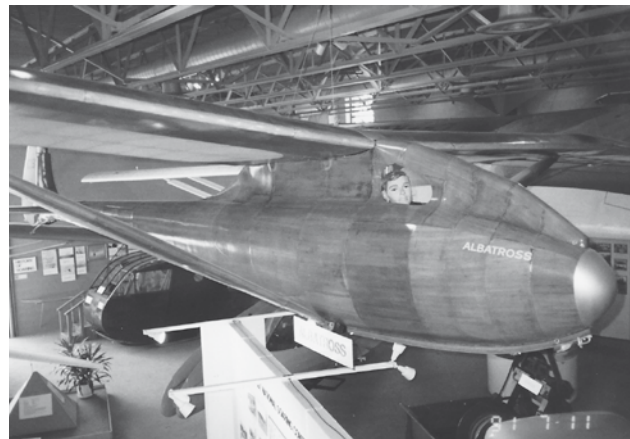


The broken tail of the Dragonfly.

WE REMEMBER



Richard du Pont and the Albatross I, at the 1933 Nationals.



Albatross I, hanging in the National Soaring Museum.

managing to place 2nd. Along the Blue Ridge Mountains in September, du Pont flew the Albatross for a World Record 121.6 miles.

At the '34 Nationals, du Pont flew the *Alby* (*Albatross*) to a 1st place finish and a US Altitude Record of 6223 ft. He repeated as champion in 1935 before selling it to Chet Decker. Decker flew it to the 1936 Championship. The *Alby* had no glidepath control which irked Decker, so he added spoilers. In May 1936, Decker shared ownership with childhood friend and South Jersey Soaring Assn. co-member, Warren Merboth, who also flew it with distinction. Merboth immortalized his best flight on the top of his patio table. At some point in 1940, he loaned the *Alby* to a friend, who damaged it, and Merboth lost track of it because of the war. Acting on rumor in 1971, Paul Schweizer found it in an abandoned hangar in Maine. It was brought

back to Elmira, restored, and is currently the first thing you see in the National Soaring Museum.

The *Albatross* sufficiently impressed Eaton enough that he commissioned one for himself. Only he wanted one in mahogany with a 'Y' shaped metal yoke rather than the wooden, U-shaped 'steering wheel' yoke of the others. It would come to be known as the *Falcon*⁴.

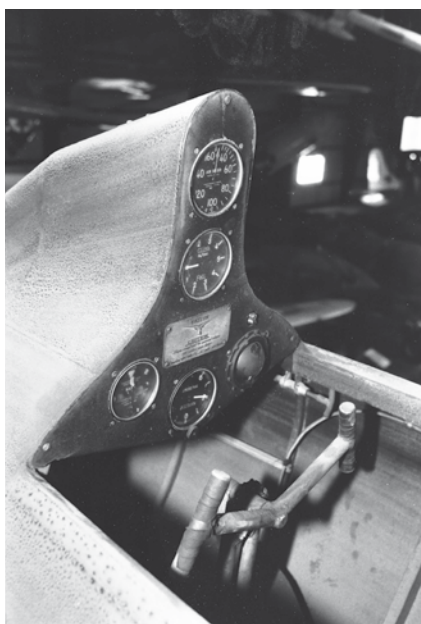
Richard du Pont also ordered another Albatross. It would come to be known as the *Albatross II*⁵.

Returning to California towing the remnants of the *Dragonfly*⁶, the Bowlus convoy again traveled through Nebraska. While at the Nationals, Hawley had been doing some thinking. He had two motherless boys. The Scudders had two grown daughters. Why not ask the girls' father if one could come with him as a governess? At first, it was the older daughter who

was being discussed, Ruth, the younger girl, already had a job as a school teacher. Yet when the convoy left, it was Ruth who went with them. Never one to keep secrets, Ruth said that when they reached California, everyone else went south while she and Hawley went to Yosemite. Marriage followed and two more sons were born to the couple, Charles and Jack⁷.

Once again with Schempp's assistance, in late 1933, work commenced on the *Falcon* and *Alby II*. The beautiful mahogany 1-S-2100, s/n 3 *Falcon*, G13763, was completed in May 1934. Eaton came out to California to test fly his new glider at the Grand Central Air Terminal. The spruce 1-S-2100, s/n 4 *Albatross II*, G13780, was completed a month later. Both gliders were then taken to the 1934 US Nationals. Both had split flaps.

Ruth Bowlus told the story several times that Martin Schempp was taken from her and Hawley's Pacoima living room and



Left to Right- Richard du Pont, Warren Eaton, and Hawley Bowlus with the Falcon.

The Falcon cockpit with the 'Y' shaped metal yoke and mahogany finish.

Photo: National Air & Space Museum.

WE REMEMBER



Lewin Barringer preparing to fly the *Alby II* at the '34 Nationals.

sent back to Germany against his will in 1934. This being told 60 or more years later, she claimed it was the Gestapo. It may have been the FBI, but Schempp was a naturalised US Citizen. One way or another, he returned to Germany and the rest is an entirely different glider history.

Neither Eaton nor du Pont flew their new, \$2500 birds very much. Eaton did fly the *Falcon* at the Nationals, but spent most of his time flying aerobatic demonstrations in one of his numerous Franklin PS-2s. After he was killed in freak accident in 1935 while flying one of his Franklin's in Miami, his widow donated the *Falcon* to the Smithsonian. For many years, it hung in 'the Castle' opposite the *Spirit of St. Louis*. Later, it was moved to the Paul Garber Facility. After hanging there for many years of neglect, the *Falcon* was restored and moved to the National Air & Space Udvar-Hazy Museum in about 2003.

Du Pont likewise flew the spruce 1-S-2100 *Alby II* sparingly, preferring to fly what was now being called the *Albatross I*. Yet his first flight in the *Alby II*, at the Nationals, was a 4 hour 50 minute World Record Distance of 158 miles, to within sight of New York City.

Rather, du Pont's friend, Lewin B. Barringer, would make the most flights with the *Alby II* over the next couple of years. Although belonging to du Pont, Barringer treated it as his own.

A pilot but not a glider pilot, Barringer flew his qualification flight in the *Alby II* at the '34 Nationals and then obtained his Silver C with a 75 mile, 5600 foot altitude flight, which clinched him 2nd place.

The following September, flying at Big Meadows, the National Gliderport, located in Virginia on the Blue Ridge Parkway, Barringer flew the *Alby II* in formation with Eaton in the *Falcon*, and set a 9150 foot altitude record. Eaton got to 9094 ft. In March 1935, du Pont was aerotowed approximately 55 miles in the *Alby II* from DuPont Airport, in Delaware, to Newmans town, Pennsylvania (PA). Releasing

at 5000 ft, he soared approximately 130 miles to Elmira's South Mountain, and landed in the valley.

Barringer took off from Mt. Mongolia, near Ellenville, NY on 2 April 1935, but landed the *Alby II* with no damage, in a swamp. The next day, again taking off from Mt. Mongolia he flew to Picketown, PA, setting a ridge soaring record of 155 miles at 5000 ft MSL. On another flight from Mt. Mongolia during that trip, the *Alby II* was blown backwards over a ridge near Westtown, NY, and flipped over on its back. Although Barringer was not seriously injured, the *Alby II* was severely damaged.

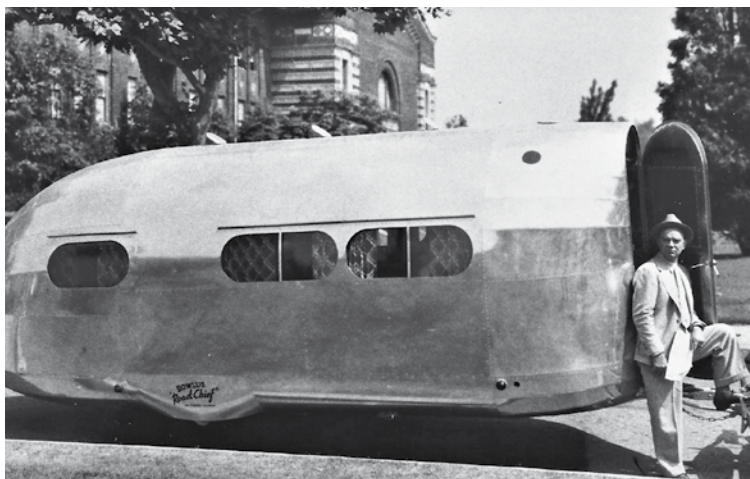
The glider was subsequently sold in July 1935 to the first US National Champion, Jack O'Meara. He may have had it repaired and subsequently may have also damaged it⁸. One way or the other, the glider was returned to Bowlus for repairs. Unfortunately, O'Meara died test flying the Harlow PJC-1 prototype in September 1937, before the *Alby* repairs were finished.

With repairs completed, Hawley flew the *Alby II* from the April 1938 contest at the Arvin-Sierra Gliderport approximately 82 miles south to San Fernando. On the 9th of April 1939, at the following year's Arvin contest, Hawley flew glider mail in the now blue, with a red and white rudder.



The last flight of the *Albatross II*, carrying glider mail from the Arvin-Sierra Gliderport to the Bakersfield Airport. At this time, the fuselage was painted blue and the rudder has red & white stripes.

WE REMEMBER



Cliff Edwards with a Bowlus-Teller Road Chief.



Ruth Bowlus with a Bowlus-Teller Road Chief.

der, glider approximately 20 miles from Arvin-Sierra to the Bakersfield Airport. It was the last time the *Albatross II* ever flew. In 1939, two glider pilots from the San Francisco area named Ernest Langley and Jim Gough came to Hawley and wanted to build a Senior *Albatross*, which they did in Hawley's shop. The result was the Langley-Gough *Albatross*, which was almost identical to the earlier ones. After a while, the glider was sold to Ruth's brother-in-law, Harold Huber. One day flying this glider, an undersized pulley jammed, resulting in the green glider crashing. Huber was not harmed⁹. In 1935, Hawley announced that he was building an all-metal, duralumin glider. But he appears to have become distracted by his fledgling Bowlus-Teller travel trailer business, and it was a few years before the glider was completed.

Although there were some remarkably modern looking, and expensive trailers, travel trailers in those days were wooden and more often than not, crude affairs. Hawley was first to apply aircraft design and techniques to build a streamlined, riveted, duralumin travel trailer, the Bowlus-Teller *Road Chief*. Sold by the pound, the *Road Chief* typically sold at around \$1100 or more, depending on type and options. There are no records, but it is believed that approximately 100 were built in the same building that du Pont had built for the Senior *Albatrosses*. Streamlined, some have said it looks like an upside-down boat, the *Road Chief* was an innovative semi-monocoque design. The door was placed over the tongue for, Hawley said, aerodynamic reasons. Indeed, they are easy to tow and not subject to strong side winds. At least

four trailer models were available and even two all-aluminum *Motor Chief* motorhomes were produced. Still down on his luck, BF Mahoney, Hawley's old boss at Mahoney-Ryan Airlines, became the Bowlus-Teller sales manager. According to the Bowlus family, Hawley's partner, Jacob Teller, got carried away and spent a lot of money on things that they could not use. For instance, Teller bought an entire train car of kapok seat cushions¹⁰. The result was that the company went bankrupt. Hawley had to buy his own tools back at the 1936 Sheriff's sale. Wally Byam had been building and selling Masonite travel trailers of his own design, even selling *Road Chiefs*, and saw an opportunity. At the Sheriff's sale, Byam bought the last five unfinished trailers in the shop as well as the rights to build more. When Hawley was asked if he minded Byam continuing to build them, Hawley replied that there was nothing he could do about it. The result, the first five all-aluminum Airstream trailers were those last five trailers. On number 6, Byam retained the shape, but moved the door to the side¹¹. The unfinished metal glider hung in Hawley's shop all this time. In October 1940, Robert and Walter Heidemann bought it. The brothers finished the fuselage and contracted Hawley to build wooden wings. The result was the Heidemann-Bowlus *Two-place Albatross sailplane*, s/n 3, N21723. The Heidemann brothers

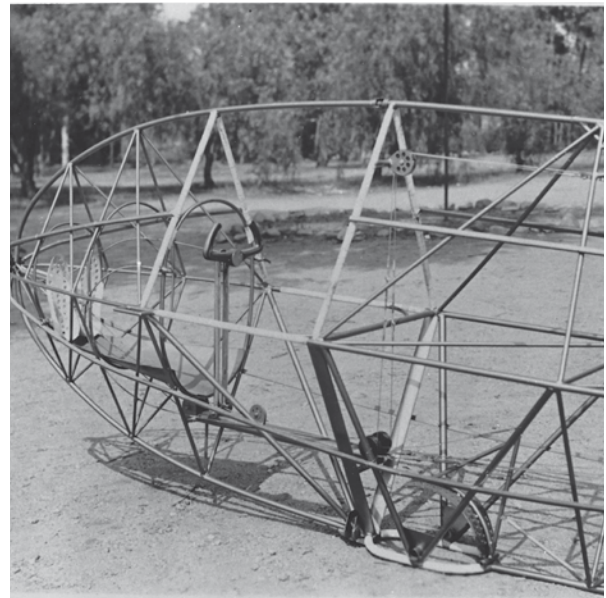


Bob Heidemann in the cockpit and Hawley Bowlus, with the Heidemann-Bowlus duralumin sailplane.

WE REMEMBER



The author, Steve Lowry, Stuart Baxter, and Dan Pierson on the day we picked up the Albatross II from Baxter.



The frame of the 1-U-3000 Utility.

made 188 flights for 24 hours in the glider. In 1953 they sold it to the Point Magu Glider Club, then eventually club member Russ Torgerson. In 1967, Torgerson destroyed the Bowlus wings and added what he said were Briegleb BG-12 wings, renaming the glider the Torgerson RT-2¹². One day before the war, the local LAPD cop on the beat, Stuart Baxter, called at Hawley's shop. Hawley had a model Senior Albatross that Baxter wanted. Baxter came back after the war and ended up with the full-size *Alby II* glider as well as what remained of the Langley-Gough ship. The *Alby* had a big hole cut in the midsection because, Baxter said, Hawley had tried to make it into a two-place glider¹³. In the 1970s, Baxter loaned the parts to "a couple of clowns" at Cal Tech. He eventually had to use his LAPD connections to get the aircraft back. Even then, Baxter and had to retrieve the glider parts from the trash, with some parts, like the *Alby II* wings and the Langley fuselage, never recovered. In May 1990, after reading about it in the *Soaring Sailplane Directory*, the author contacted Baxter. In October, Baxter gave the ships to the author and Steve Lowry before committing suicide a few months later¹⁴. There were also a couple of forgotten gliders built by Bowlus-du Pont Sailplanes. Serial number 5 was a steel-tube utility glider, the 1-U-3000, registered 14226. Although larger, the 1-U-3000 was built much like the 1931 British-built, Abbott-Baynes *Scud I*. That is, with a diamond shaped fuselage like the *Scud*, the tail feathers could either be a rud-

der or one of the pendulum elevators. The wings were likewise interchangeable with each other. It was probably influenced by a *Scud* owned by Harold Huber, which he called the *Gnat*. Only one 1-S-3000 was ever built. Du Pont took it back east in 1934 and it was subsequently sold to a Mr. Page, in Elmira. Another one-off was 1936's steel-tube X-1 *Swoose*. Test flown by Harland Ross on Muroc Dry Lake (now Edwards AFB), and later at Mines Field (now LA International Airport), it was originally sold to Walter

Jennings. Later sold to some Southern California Soaring Association members, it was registered in 1937 as R16027. The 'R' allowed the glider to be entered in the '37 Nationals by Bob Bailey and Drew Hartung. Along with the *Zanonia* and Buxton *Transporter*, group participation points were won. After the meet, the *Swoose* was sold to Robert Page, of Slaterville, NY. In 1941, it was sold to the Buffalo [NY] Glider Club, who flew it for training until April 1948 when they canceled the registration.



The Bowlus-du Pont 1-U-3000 Utility.

WE REMEMBER

Beautiful sailplanes, undeniably resembling the *Fafnir*, the Bowlus-Du Pont Senior Albatross sailplanes were originals as well as big advances in American soaring. A truly legendary series of gliders, their influence was widespread. Even the others were remarkable in their own right. No longer would American glider pilots be content to be tied to the ridges in their Utility, Secondary, or Primary gliders. The future was cross-country in a sleek machine like the Seniors. Unfortunately, the Seniors were expensive and there was a Depression going on. The ordinary glider pilot would have to wait for the next glider to pop out of Hawley's bag-of-tricks. It would be, a sort of step back from the Seniors..

To be continued...



Robert Bailey, Drew Hartung, & Bill Page with the X-1 Swoose.

END NOTE: On 23 November 2019, the San Diego Air & Space Museum inducted Hawley Bowlus into their International Aviation Hall of Fame.

2019 Raul Blacksten
*Unless otherwise stated,
all photos via: Raul Blacksten*

Notes

- 1 Currently hanging in the National Soaring Museum, in Elmira, NY.
- 2 Although estimated to have a 23:1 L/D, Chris Wills once estimated that it could have been the first 30:1 glider in the world.
- 3 Now known as Harris Hill.
- 4 Currently hanging in the NASM Udvar-Hazy Museum.
- 5 Currently hanging in the author's shop awaiting restoration.

- 6 Which was subsequently burned.
- 7 Named for the well-known glider pilot John Kelley 'Jack' O'Meara, Jack Bowlus is Hawley's only surviving son.
- 8 The fuselage shows evidence of three different people having done considerable work on it.
- 9 The author owns what remains of the Langley-Gough Albatross, two broken wings. Once counting wing ribs, it was discovered that one of the Langley wings had been built with one fewer rib than it was supposed to have.
- 10 Hawley's son Jack remembers using the cushions as flotation devices in their Van Nuys pool during WW II.
- 11 The author owns Road Chief Special, s/n 165. All told, approximately 20 trailers and one Motor Chief still exist. About 2010, John Long, a Canadian lawyer, bought the rights from Airstream and the Bowlus Road Chief is again in production, as a luxury travel trailer.
- 12 It is uncertain as to what happened to the RT-2 as Torgerson would never tell the author for fear that someone would try to get his treasure from him.
- 13 Pity the person who would have had to squeeze in there!
- 14 What remains, Alby II fuselage and Langley wings, are stored in the author's 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

Australia



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Laurie is still getting used to the Kingfisher; a native species to Australia.

Queensland updates

Laurie Simpkin at Warwick certainly has a full in-tray of aircraft to work on!

He flew the Kingfisher (VH-ZAG) on 2nd Feb and writes: "First one was a quick trip, the second one was around an hour and 7000 ft. Still learning how to fly her but all went well! I am looking forward to Warkworth at Easter!"

Laurie also advises of a 'couple' of projects under way at the moment:-

L-Spatz 55 (VH-GYV): Stewart Hamey is working on his L-Spatz and hopefully will have it flying in 2021. Laurie's Foka 5 R (VH-GQN) fuselage is almost stripped back and ready for refinishing.

The next project Laurie plans to complete is the Bocian (ex VH-GXC). It last flew at Lake Keepit, NSW. The wing has suffered water damage and generally the glider is in overall bad condition. It is owned by a syndicate of 4 guys (all vintage nutters!), but its completion is expected to be about 2 years away.

Laurie's Skylark 4 (VH-XJU) suffered damage in a recent trailer roll-over. It suffered a damaged centre-section, aileron and rear fuse. It also needs a new canopy. Laurie reports that he is doing it in between



Maybe an appropriate 'dusty Sparrow' in the dust of a Queensland summer? Stewart Hamey's L-Spatz is a rare little bird indeed in Australia.



A deep breath is indeed needed for a sad looking Polish Stork (Bocian).

other projects, so no end date is planned. If all that wasn't enough, Laurie's T31b (VH-GDW) had also suffered water damage to the rear fuselage but it has all been repaired now and just needs fabric and the survey completed. It is close to completion.

Another piece of news in closing is that we have dates set for our Melbourne Cup Vintage Glider Rally and Museum Open Day has dates now confirmed as 31st Oct-3rd November 2020. So, if you are in the

area, why not drop in and enjoy the delights of Australian Vintage? We would love to see you!

STOP PRESS!!!! With the rapid developments due to coronavirus, the organisers were forced to cancel this year's Hunter Valley Gliding Club Easter Vintage Rally. We apologise for any inconvenience and hope our friends in Europe will not lose too much of their gliding season to coronavirus. (David Goldsmith)

Laurie Simpkin
All photos via Laurie Simpkin

Denmark



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A Flying Omnibus and a Gö-4

The news from Denmark is that two major two-seater restoration projects have been worked on intensively through the past three to four years: The Danish Polyt III and the Gö-4 II.



Vandel Air Force Base in 1955 during the Danish Nationals where the Polyt III participated.
Photo: Per Weishaupt

FROM AROUND THE WORLD



The Polyt III looks splendid in its original military colours and markings. The super-rare WWS-3 Delfin hangs above the Polyt. Photo: Niels Ebbe Gjørup

The story of the Polyt III began in 1951 when a small number of people in the Polytechnical Flying Group, led by the engineer, Hege Petersen, came up with the first drawings. Its basic design was comparable with the German Scheibe Specht (1953) and Rhönlerche II (1955). The prototype was built at the Danish Airforce Workshop in Værløse and was assigned military numbers 93-931 and later Z-931. The first flight took place in July 1954 at the Air Force Base in Værløse with P.H. Nielsen at the controls. In 1955 the Polyt III participated in the Danish Nationals with Borreby and Elle as flight crew, placing fifth out of 8 gliders that finished. In 1957 Signe Skaftø Møller and Kirsten Klint set up a Danish female two-seater record by flying 86 kms from Værløse to Korsør. Around 1960 the Polyt III was transferred to the Airforce Base at Aalborg.

In 1968, when the military decided to discontinue gliding operations as part of their activities, the Polyt III was sold to the Aalborg Gliding Club and was allocated with the civil registration of OY-XFA. Due to economic circumstances, the second Polyt III did not see light of the day until 1960 when it was finished by the Polytechnical Flying Group. This glider was registered OY-XAG and was referred to as the Polyt IIIB.

During the 1964 Idaflied in Braunschweig, the Polyt III was thoroughly tested and, regrettably, it became clear that the performance of the glider was rather limited. Hence the proportions of both the canopy and fuselage, it quickly received nicknames like 'Die fliegende Stehbierhalle' and 'The Flying Omnibus', which of course gave little comfort for all the efforts of the poor Polytechnical students.

The following winter saw a major modification of the glider, to such an extent that in the process it was named the Polyt IIIC. This resulted in some important changes, amongst which were a new smaller canopy, the shortening the tailboom, a new tail-fin, and an increased wingspan. Unfortunately, the stall and spinning characteristics suffered and in July 1967 the glider spun in following a cable break at low altitude. OY-XAG had to be written off. Back in Aalborg the prototype continued to give good service for its owners until it was taken out of operation in 1983.

After years in storage and display in a museum, the Polyt III was finally acquired by Dansk Svæveflyvehistorisk Klub in March 2015 and a big overhaul was initiated. The results are beautiful, as can be seen from the attached picture, with the original military colours and markings having been recreated. The test flight is anticipated sometime in 2020.



The DaSK team pose with the Gö-4. Photo: Soeren Lyngkjaer

Gö-4 II

The other project is a 1945 Gö-4, which is at the time of writing near completion of the wooden structure. Our late member, Robert Nielsen of Holstebro, had been looking after this historic glider since 1970 until he kindly donated it to the DaSK in 2016. Originally delivered as a kit from Schempp-Hirth in 1940, it was completed in May 1945 and thus became the very first two-seater in Danish gliding. First registered as OY-69, it later changed to OY-DXE. Many a glider pilot has received his initial training in this very glider, amongst which was Jørgen Agesen in the sixties whilst a member of the Herning Gliding Club.

At a recent DaSK meeting, Jørgen took the seat next to our President, Johannes Lyng, who with his indisputable woodworking skills, has been the driving force in yet another overhaul project. The project has received some highly appreciated support from the VELUX foundation. The test flight is projected to take place in 2021.

Niels Ebbe Gjørup



Jørgen Agesen (L) and DaSK President, Johannes Lyng try the Gö-4 on for size. Photo: Soeren Lyngkjaer

Netherlands



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Seeing 2019 out in style with 2020 off to a shaky start...

In the Netherlands the final day of the year is one of celebration. A feast of all-day fireworks, and the prospect of a long festive night ahead. In the eastern part of the country a centuries-old tradition is very much alive. People have their BYO parties in local parks and meadows where

whole communities gather, have a drink and chat, and set off large amounts of calcium carbide in old milk drums and even in industrial tubing. The dull thuds firing off the lids or footballs that are used for lids, can be heard for miles around. It was only fitting that in this setting December 31st, 2019, saw the first post-restoration flight of the Slingsby Type 28,



FROM AROUND THE WORLD



We have lift-off! December 31st saw 2019 come to a close in style with the Slingsby Type 21B prototype making its first post-restoration flight after 24 years on the ground. Photo: Christien Janssen-Luiter.



Smiles all round after years of hard work. Evert Kuiper (L) and Erwin Janssen (R) can be justifiably proud of their efforts. Photo: Edwin Oosterbroek.

better known as the Slingsby Type 21B prototype, from 1947. It took a while for the fog to clear over the damp Lemelerveld airfield, revealing a beautiful winter day that yielded a four-hour window of flying conditions.

The view was amazing, with fireworks going off, and hundreds of audible calcium carbide thuds all around. First flight, by Eric Munk, yielded only minor snags easily resolved, and syndicate members Erwin Janssen and Evert Kuiper followed suit to enjoy the fruits of their labour. After that, it was rides for all of those in attendance, including many of whom had lent a hand or two during the long restoration process.

The survival of this historic T21 was a close call. In late 2009 David Weekes brought the aircraft to the team's attention. He had heard them discuss the possibility of a T21 project at the previous VGC Rally and had come across a very much neglected T21 at Enstone that was in danger of being lost for ever. The owner was clearing the building for demolition. It was not just any T21, but the oldest surviving example, featured in the 'Wings for Pauline' movie. In David's words, the aircraft was "likely mostly complete, but needs major work." He was right.

In the end the restoration took 2800 hours over ten years, which included the construction of a road-legal closed trailer. The team ended up rebuilding three wings into two good ones, with the best of the three being one which had been heavily struck by a truck while parked in a hangar. Decades of poor storage, bad repairs, and even discounted accident damage were addressed, even new main pins were acquired.

The CoG release mod was done. Among other major work done were a span-wide replacement of the D-caps on one wing,

a newly-built vertical stabiliser, most of the elevator, a rebuild of the wing-pylon, and a re-ply of the fuselage undersides. It was then recovered in Ceconite 102 and finished in the colour scheme of a 1950s KNVvL T21 that was one of the founding aircraft of the Lemelerveld club where the work was performed. It even carries the re-issued original registration. The team is looking forward to taking the aircraft to Achmer this summer.

In the meantime, the Lemelerveld team has started work on the overhaul of the fuselage and stabilizer of Sky PH-203. This is needed after years of flying at oldtimer meetings, with the fuselage last having been fully overhauled in the 1980s. The stabiliser has been already recovered. Work on the fuselage will begin in earnest in April. The team is looking to replace the canopy plexiglass too.

Survey work on another Sky restoration is also underway. Sky PH-232, formerly a Philip Wills' aircraft, is now based at Deelen and owned by Hans Regeer. Rob Wulfers and his team will be taking on the challenge now that their Go.4 III and Ka6 are finished. This historic Sky is a long-

term project which is in bad need of wing main spar fittings as they have been lost overtime. The wings themselves are in quite good condition, but the fuselage is a mess, having been cut in half following accident damage and a half-hearted repair attempt in the 1980s. This will need a newly-built fuselage from the trailing edge forward. If anybody has any Sky-specific metal fittings, specifically the main wing fittings for a Sky, or drawings for all fuselage frames, Rob would love to hear from you!

On the legislation front, things are moving forward. After years of frustrating groundings of all foreign registered Annex-II gliders that could not be transferred to the Dutch register (mostly Tutors, Capstans and Grasshoppers), new legislation is due this summer after lengthy negotiations. If successful, this will mean an opportunity to transfer these 'problem' gliders to the Dutch register so they can be flown on a Dutch CofA. In the meantime, their owners continue to fly them abroad, where the matter is a non-issue. Funny how that works in a 'united' Europe...

Eric Munk



Its thumbs up from co-owner, Eric Munk (L), as he samples the delights of the T-21 with Joeri Lechevallier enjoying the view. Photo: Joeri Lechevallier

FROM AROUND THE WORLD

France



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Dedale brings us to date

Many VGC readers may already be familiar with Dedale, our French Vintage Glider Association, which was created in 1978. Incidentally our name, Dedale, was derived from Daedalus, the father of Icarus, who can be described as the ancestor of gliding. It was also appropriate as in Greek mythology, Daidalos (Daedalus) was a skilful craftsman and artisan, which perfectly sums us up! Dedale has about 100 members and 40 airworthy gliders. These gliders are, on average, flying between 600 and 1000 hours per year! Last year we had some significant events, including the maiden flight of the BREGUET 900 n°1, which is already known by some of you under the former registration of F-CABY (she won a VGC award in 2001) and is now registered with our collection as F-AYBY. Formerly owned by Claude Visse, she was purchased in 2013 by Marc Weibel. Her maiden flight was on October 2nd, 2019 after a full refurbishment that lasted 6 years and 1200 working hours.

The amount of work required was due to bad storage which had damaged the left wing (fully rebuilt), and the fuselage was also damaged around the main rudder bulkhead and at the base of the vertical stabiliser.

Furthermore, the first flight of the Minimoa (D-1480) took place, which you have seen at Tibbenham, the Phoebus C (F-CDOK) which first flew again in 2018 and was awarded the 'Grand prix du patrimoine'



Marc Weibel after the second flight, on October 2nd. A very happy owner! Photo: Marc Weibel

of the Aéro-Club of France (which CASTEL 311P F-CBYE was awarded in 2018), on the 4th of November 2019. There are other restorations in progress with a CAUDRON C801, a PIK 16 Vasama, and the WASMER WA22 n°01 prototype, but I may have forgotten about some other projects? All these members are working on their own gliders.

In 2019 we had our 40th annual rally in Lyon-Corbas from April 27th- May 4th. Many nice flights were flown, despite the very restricted flying area and capricious weather with windy days between 20 and 35 km/h, which doesn't help our vintage gliders! The week was under a warm ambience and under the perfect organisation of club members. We also received good media coverage with newspapers and regional TV. 35 people and 14 gliders were present with: M100, M200, VMA 200 Milan, Minimoa D-1480 (on static display), Breguet 900 n°01 (prototype and very first Breguet glider named 'Louissette' restored by Marc Weibel who also owns the Breguet 900 n°1 F-AYBY), Breguet 905 Fauvette, WA22a Super Javelot, WA30 Bijave, WA26P Squale, Nord 1300, Nord 2000, KA7, KA8 and an LS1-D. Our association is also opened to

fiberglass gliders, one day they will be endangered too [hurrah!, VGC editor], as for example, some JP15-36's, C38, WA28 Espadon, and many more that are starting to be rare sights in the air. During this week we flew 96 hours and had 8 first solos on new types of gliders, always pleasant!

On November 30th, 2019, we held the historical congress organised by Fédération Française de Vol en Planeur (French BGA). The whole morning was for the GRAL (Groupement Rouennais d'Aviation Légère based close to Rouen), who had just celebrated their 90th birthday. The speaker was Michel Roussel. Michel highlighted all the innovations this club had made; such as the first CG hook for winch, the first 'modern' winch, the first passenger flight. All the club members were very dynamic and had built 8 gliders (GRAL-1 to GRAL-8) within 3 years! In the afternoon we screened 3 of Alain Bouchardon's films (for which he is well known and is flying in Fayence). The first film was about the 8-days of the 16th Annual Angers event in 1973. The second film was about René Fournier (who did us the honour of being with us at lunch), on his motor-gliders and the third one about La Banne d'Ordanche



The rudder-post and associated area needed close attention... Photo: Marc Weibel



...as did the wings. Photo: Marc Weibel



FROM AROUND THE WORLD



A very full hangar at Lyon Corbas Photo: Benoît Auger



French classics at the launch-point at Lyon Corbas Photo: Benoît Auger

(the first French national gliding centre). 2020 has been so far a disastrous start for Dedale. Coronavirus has gripped the world, and our event at Graulhet (north-east of Toulouse) has had to be cancelled due to the enforced restrictions by the French Government. We are more hope-

ful for the '100 Castles Rally', which is open for wooden gliders and organised by Tours Le Louroux from August 8th to August 15th. Naturally all VGC members with oldtimer gliders would be most welcome to join in on our fun, so do not hesitate to contact me for further details for this and other

unique French events. It's always a pleasure to participate! At the last rally there in 2017, Marc Weibel won in the wooden gliders class with his CASTEL 3010 (F-CREJ), and Benoît Auger was second in the VMA 200 Milan (F-CBGP).

Benoît Auger

New Zealand



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Rae's glass beating wood ship, the Slingsby Dart.

You wooden' believe it!

Well, believe it or not a vintage class sailplane beat all of the 'Glass Wonders' at a recent Glide NZ sanctioned contest! This amazing fact happened at the Northern Region Gliding Championships held at Matamata late November 2019.

Competing in the Racing Class Division and flying a Slingsby Dart 17R that was built in 1966, Vintage Kiwi member Rae Kerr took out the competitors, winning by some 719 points.

Second place was a DG300 Elan, third place was a S.H Ventus Bt. Rae has, in recent years, made a bit of a name for himself by flying the V.K syndicated KA8 to some very competitive results, giving the rest of the field a really good run for their money. So it may have been only a matter of time before Rae was actually going to be able to 'nail one.' One has to say that the handicap that was given to Rae was not overly helpful to his cause.

The Dart series was designed in 1963 and was of conventional all-wood construction. The 17 metre Dart was developed in

1965. ZKGEZ is the only 17-metre Dart still flying in NZ.

Weather played a big part in this contest, with the first three days being cancelled due to no one being able to stay up. The very hot stable conditions were not helpful. Then, from day four onwards, it was all back on and some very ingenious tasks were set to take advantage of the conditions that now prevailed. With Rae completing every task and winning every day, it was his contest to lose.

He tells me he felt "really in the groove" and didn't see himself as flying a Vintage Class wooden sailplane. The Dart was of course, very good in its day and in this contest proved once again to be the same some 53 years later, easily outsprinting the 'glass' field overall in the conditions.

It's been said before, "It's not what you have, but it's where you point it." And Rae did in fact just do that, creating a bit of NZ history in the process!

The tasks ranged between 180km—270kms, so the contest certainly had some substance.

Very well done one has to say.

Roger Brown

All Photos: Rae Kerr



Rae proudly takes the winners laurels. John Etches (L) presents Lea (R) with his well-deserved trophy.

FROM AROUND THE WORLD

Spain



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Coronavirus stops play? Well, sort of...

Although I have not sent any news for some time, some interesting things have been happening in Spain.

A few vintage gliders continue to fly: the Slingsby Swallow, T-21, Ka-6, Ka-13, Bergfalke, and the SZD Pirat, which was recently acquired from the Garray Gliding Club in Soria, to the north-east of Madrid.

Progress in restoration work is also continuing on the Bergfalke II-55 that I am restoring in Vilanova i la Geltrú. The glider already has its new fabric covering and is ready to paint. We now have a new and very enthusiastic assistant, Sergio Martínez, who is also a modeller, and who this year, has obtained his glider pilot licence. Also joining our team is Marc Morte, a student at the aviation mechanics school. Although the workshop is close by, we have been confined to our homes and all work on the glider has currently stopped due to the coronavirus outbreak.

The Ka-13 that Miguel is restoring in Ocaña is also advancing, although at a rate that its owner, Francesco Padobano, wishes was a little faster as he is keen to enjoy the delights of the Ka7!

The SG-38 restoration project by Carlos Bravo and Encarnita Novillo has had more success, thanks to the discovery of two more specimens from the Vara de Rey Founda-



Quite literally the canvas for a masterpiece! Ka7-HP-314 is currently on display at the CCA museum at Barcelona airport.

tion. Both are of Spanish construction and flew with the now defunct State Gliding Schools. They have already completed the tail sections on their project (as reported previously in VGC News), the fuselage components and one wing, with the second currently under construction. They have their workshop in their house and the coronavirus confinement will enable the project to be given a good shove in the right direction towards completion, as they tell me.

A glider well known to many of you, Ka-7 HP-314, has been acquired by the PAC Foundation. It is in airworthy condition, but due to bureaucratic, unsolved problems, it is still on display at the CCA museum opposite the Corporate Terminal at Barcelona airport. Due to the pandemic, all work in the foundation's workshops has been suspended. Here we are currently restoring, albeit at a slower rate, the Ka-7, EC-HLL.

Another interesting news story is that in the school of aviation mechanics of Vilanova y la Geltrú have started a course on SG-38 rib-building as part of their apprenticeship in woodworking.

During the last week of August we hope to celebrate our mini VG Rally in Santo Tomé de Puerto (we are monitoring the event closely due to coronavirus, so therefore firm dates have not been confirmed yet). As in previous years, we will be involving our activities with model builders and pilots. So, if it does go ahead and you happen to be in the area, why not drop in and join in on the fun?

José Ignacio García Colomo
 Unless otherwise stated, all photos:
 José Ignacio García Colomo



Work on the Bergfalke with the team continues at the workshop at Vilanova i la Geltrú.



Work on an SG-38 in Madrid progresses with one wing now completed. Coronavirus confinement will hopefully see things speeding up towards its successful completion? Photo: Carlos Bravo



Old skills for new hands... apprentices at the Aviation School at Vilanova y la Geltrú building SG-38 ribs.

FROM AROUND THE WORLD

Sweden



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SVS prepares for the season ahead

This year the SVS will fly our Bergfalke II/55, Schweizer 2-22, EoN Olympia, Olympia Meise, Grunau Baby 2B, K8b and PIK 16C Vasama. All have completed annual overhauls. Bigger restoration projects are our Slingsby T21 and DFS Kranich, with several other gliders waiting their turns too. Among them are some new donations; a Ka6CR, a Bergfalke III/IV, and for static display in our museum, a PIK5b. We also plan to attend the VGC Rally in Achmer.

All flying takes place on our beautiful hill-top site Ålleberg (Falköping) where our gliding museum is also located. We fly one long weekend every month and one full week in July (11-19 coronavirus permitting). Visitors, with or without gliders, are welcome. We can recommend the film from last season by Jesper Rådegård on Youtube: Vintage gliders in Sweden – Ålleberg.



The SVS workshops prepare the Schweizer, Grunau Baby, and Olympia for 2020.



A new Swedish book for Vintage lovers!

An extraordinary new gliding book was published just before Christmas at the National Gliding Conference. The book, 'Gliding in Sweden; then and now,' covers 248 pages (in Swedish) with articles from the past to present covering Swedish gliding from a period between 1920 to 2019.

Richly illustrated with dozens of photos, the book covers both international events and local history that influenced the de-

velopment of gliding in Sweden. The book was lovingly put together by a group of members from the Swedish Veteran Gliding Association (SVS) and the Swedish Soaring Federation.

The book retails at 28 Euros, plus postage. If you would like to order a copy, please contact the SVS secretary at:

segelflygregistret@gmail.com

Bernt Hall, SVS secretary

Switzerland



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No News is Good News?

No news is good news. This saying does not concern journalists or correspondents however. No news means for them no salary; however, the Swiss correspondent doesn't know what to write...but perhaps there is something of interest after all?

A UFO in a barn...

A young couple have recently brought an old house in Altstätten (not far away from lake Constance) last year. The house came with a surprise; there in the barn they found an unidentified flying object (UFO).



Rae's glass A young couple discover a UFO in their new barn at Altstätten!
Photo: Thomas Fessler

It was clearly a very old UFO, furthermore it seemed to be missing an engine in the nose of the fuselage! Intrigued, they sent some photos of the mysterious UFO to the Old-timer Segelflug Vereinigung Schweiz (OSV). The photos landed up in the mailbox of

the Swiss correspondent, yours truly. It was obvious that the photos revealed a glider from Jakob Spalinger. It looks to be a S-15k, S-16 or S-17 (these gliders are very similar). Thomas Fessler picked up the UFO in order to add it to the inventory of the foundation

FROM AROUND THE WORLD



The wing of the Spalinger S-15k see the light of day for the first time in many years. Photo: Thomas Fessler



The restored Spalinger S-15k, HB-449 (ex OO-ZIW), at Grenchnen airfield. Photo: Daniel Steffen.



The picturesque central square and fountain in Zofingen where the Swiss correspondent lives only 100 metres away. Inscribed upon its base is the Latin reference to the citizens of Tobinium. Photo: Daniel Steffen

Segelflug-Geschichte on 8th December 2019. The UFO is definitely a Spalinger S-15k. The last time I remember seeing this glider was a hangar at the airfield Birrfeld in the 1980's. We do not yet know the full story of this S-15k.

The glider is in a very bad shape and the rudder is missing. The Segelflug-Geschichte foundation does not currently have any plans to restore the S-15k in the near future as there are two further S-15k's in Switzerland, which are:

Spalinger S-15k HB-449

Most VGC members may know the Spalinger S-15k HB-449 (ex OO-ZIW). Rudolf Sägesser constructed this glider in Switzerland in 1944 and exported it to Belgium after the Second World War. A heavy landing in the 1960's ended with a broken tail. As a result, the Spalinger S-15k was not touched for the next 30 years. Johann Kieckens started the restoration, but work halted on it after 1000 working hours. Koen de Rooy then bought the project and sent it to the

professional workshops of SZD Jesow, in Poland. They finished the work, which was practically a full rebuild. The Segelflug-Geschichte foundation purchased OO-ZIW in 2015 and registered the glider in Switzerland again. Today HB-449 is the only airworthy Spalinger S-15k in Switzerland at this time.

Spalinger S-15k HB-327 Tobinium

The third Spalinger S-15k, which still exists (out of about twenty examples constructed), is the HB-327. This S-15k is unfortunately also in a very bad shape. The owner, Stefan Bossard, plans to restore the glider. Peter Senn from Zofingen constructed this Spalinger S-15k in 1940/41. The designer himself, Jakob Spalinger, personally examined the construction work by Peter Senn. Spalinger wrote in his final examination report, that the name of HB-327 was Tobinium. Tobinium is the Latin name of the town of Zofingen.

Just between ourselves, the Latin name of TOBINIUM was created by a scientist in the

18th century out of the Alemannic name of Zofingen which dates back to 6th century (due to local dialects; for example, the Latin letter 'T' became a 'Z' in German). The aim was to mark the history of this once heroic Roman history for the population of Zofingen. Today it is clear however that Zofingen is not a Roman city. It seems that Peter Senn chose the name of TOBINIUM during the Second World War in an act of the intellectual defence in Switzerland's then neutrality? Let us hope that the Tobinium will fly again once day.

Incidentally, if a member of the VGC plans to visit the lovely medieval town Zofingen, then feel free to contact me as your Swiss Correspondent, as I live at the Rathausgasse and would be happy to offer you a tour of our town. There exists many exciting stories about Zofingen; some true and some...well they are good stories all the same!

UK



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Its full steam ahead regardless!

Hello from the Gliding Heritage Centre here in the United Kingdom. I hope given the world situation as I write this, that my news finds you well and in good spirits.

As I did not write a submission for the last issue of Vintage News, I have quite a lot of ground to cover stretching right back to last August when we held our now quite renowned Vintage Task Week.

We seem to be never disappointed with the weather. Seven days were flown non-

stop and we had another great year with some fantastic gliders taking part. John Young in his L-Spatz won the David Innes Trophy and took 1st place in the Tier 1/Tier 2 competition. Richard Moyses's mantelpiece must now be close to collapse as he won the Gary Pullen trophy for 2nd overall place as well as the pundits competition collecting the Glyn Bradney cup. If that was not enough, Richard also took home the Keith Green trophy for the best flight of the week. Finally, Alan Baker carried off the Geoffrey

FROM AROUND THE WORLD

Stephenson trophy for the best flight in a GHC glider.

Though I did not compete in the competition, I have to thank Susy and Jed Edyvean for allowing me the privilege of flying their Harbinger. This beautiful bat like glider is possibly the most distinctive glider I have ever flown, and I had a memorable three-quarter hour soaring flight in it above Lasham in blue thermals.

Last time I wrote that Gary Pullen and Paul Wheatcroft had donated their Grasshopper to the GHC; well we've had some serious fun flying it! It was with a little trepidation sitting in one of Lasham's winches that I learned that the next glider I was to launch was the T38. A quick flick through the Sky-launch manual revealed that all I had to do was breath on the controls and that should provide enough power to launch the glider, oh and the pilot was to be no less than Lasham's DCFI Jordan Bridge on his first flight on type!

The glider got to the top of the launch, intact. Jordan released and then embarked on a seemingly endless series of turns before eventually landing back at the launch point. Clearly un-phased by his experience he took a second launch and did the same again. Next up was Lasham cross-country supremo Andy Aveling, who came off the top of the wire, and whilst I was pulling in the cable, he vanished! A quick search around the skies above Lasham revealed him soaring over the south of the airfield with the prototype Prefect and 'Bertie' the Bocian. At the end of the day Jordan got the prize for duration, but I think Andy could rightly claim the prize for distance.

Glyn and Gary sailed off to the Isle of Wight in October for the day to meet Graham Leech, who very kindly decided to donate his rather beautiful Skylark 2 to the GHC collection. This glider is immaculate and Graham wanted to give it to us as he no longer flew it and wanted it to go to a good home. Thank you Graham for your kind donation, this glider will make an excellent addition to the GHC fleet and we look forward to flying her when the future allows.

We have been watching with interest Bill Bullimore who had the misfortune to suffer a field landing accident in his Skylark 4, which resulted in the tail being broken off the glider. Bill, an experienced sailor, boat builder and sailmaker has been putting all his efforts into rebuilding the glider and has amazed us with the skill and dedication that he has put into the job. A great deal has been learnt about the lengths that wooden glider manufacturers go to save weight but make the resulting structure as



The gorgeous Harbinger never fails to bring a smile to the dial!

strong as possible. The airframe is nearly structurally complete though the next challenge is to fabricate a new canopy, as the existing one got smashed in the accident. This is being worked upon by recent gliding returnee and very handy bloke Daren Kershaw, who's most recent endeavor has been to fabricate wing tips for his own Skylark 4.

We were all saddened when we heard the news about the death of Trish Williams, who was always an enthusiastic supporter of the Gliding Heritage Centre from day one. It was Trish's calligraphy skills that were used to great effect when listing all the donors who had contributed to the Chris Wills Memorial Hangar on the board that was unveiled at that hangar opening. We were overwhelmed when we discovered that she had left us a substantial legacy, even more so when we found out that this legacy was going to pay for the completion of the workshop.

In a special ceremony that was held in January, two cherry trees were planted to commemorate Trish and another significant benefactor to the workshop, Pat Garnett, in the presence of both their families and friends. At the foot of each tree a commemorative plaque was placed. These trees flank the pathway that the GHC gliders take when moving onto the airfield for flight.



A sad sight indeed after the front bit suddenly departed the back bit...not to worry, Bill Bullimore simply sighed and got stuck in!

When we talk about donations it's very easy to think purely in monetary terms, but in reality, people donate their time, skills and materials to projects. Once such example is Joe Pridel, who made for us a very handsome set of trestles that will get used in the workshop once it is commissioned. Other tools have been donated by people, and it is acts of kindness such as Joe's and others that bring to the GHC the sense that we are a group of people all working together towards the same goal

In the last month Glyn and Gary have been out again, this time to Solent Sky museum to collect their T31 glider. This glider is in need of substantial work, but will make a great addition to the GHC collection as it is in original ATC colours which I'm sure will appeal to many of our visitors in the future. I mentioned earlier that Daren Kershaw is a very handy bloke, his skills encompass many areas including electronics, glider building, ice skating and computing. I have to personally thank Daren for his computing skills as he has very kindly taken up the role of GHC webmaster. Some of you may know that I was the GHC webmaster for several years, having taken over the reins from the first GHC webmaster Allan Arthurs. Though I have thoroughly enjoyed the role I decided that I had given all that I could and it was time to import some fresh



Trish will be sorely missed and fondly remembered.

FROM AROUND THE WORLD

blood into the task. Daren will make a fine webmaster and I'm sure that he'll leave a very positive impression on the website. Writing this piece tonight, my life, and the lives of all of you reading this are very different from the ones that we have been used to living. The pandemic is taking place, the first one in living memory and it affects us all and the Gliding Heritage Centre also. The most notable affect is that regrettably we have had to cancel our tour to the Was-serkuppe, we had hoped that we could



The GHC will soon be able to create its own feeling of 'hanami' in the memory of its wonderful members with the planting of Cherry trees.

run it later in the year but this is not to be the case. Instead we hope to run it next year when hopefully the worst of the crises will be behind us. Also, another victim of the situation is that we currently unable to run visits and tours around the Gliding Heritage Centre, however we expect that we should be able to resume these as soon as the current restrictions regarding travel and social distancing are relaxed. One area of GHC operations that is still making progress is the GHC workshop build; as I write this the UK government has still not placed restrictions on the construction in-

dustry, so our build is continuing. Gary and Richard have levelled the site and an access road has been built between the two hangars. The site has been marked for the foundations to be dug and the steelwork that will make up the structure of the building has been fabricated in the factory in South Wales and is awaiting delivery to our site. We are hoping to pour the concrete foundations in the next few weeks if the situation allows.

It is not all doom and gloom for us and we are continuing life at the GHC the best we can. Keep safe everyone.

Paul Haliday
All Photos: Paul Haliday



A new access road for the new workshop has been constructed between the hangars. (Gary and Richard's skills could surely be of valuable assistance in rebuilding some of the nation's sorely lacking B-roads!).

USA



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Vintage Polar Bears try to Soar

Hazy sunshine and a 10-knot southerly crosswind greeted New Year's Day 2020 revellers at the Wabash Valley Soaring Association's clubhouse at Lawrenceville, IL (KLWV). By 9:45 am (Central time US) intrepid teenage aviator, Nick Baker, took to the air in the club's open-cockpit vintage Ka-8B, followed closely by Jim Croce, and Tom Baker in the club's classic Twin Astir. Encouraged by this early potential, more flights followed by enthusiastic pilots in the club's ASK-13 and Jim Short in his Schweizer 1-21. Ron Elpers courageously eked out 25 min-



Out came the mighty ASK13! Photo: Jim Short

utes in the K-8, and Jim and the 1-21, struggled in the radiation from a steel-roofed farm building to defeat gravity for 33 minutes with an altitude gain of 80 metres. After 14 flights, and celebrating the 'booming' January conditions, the hangar doors

were closed in time to feast on Brunswick Stew and other goodies. Everyone left before dark, satisfied with their day and dreaming longingly of Spring.

Jim Short

Chris Williams A 'geezer' under medical house arrest?



1: *The Flamingo cavorts with the clouds*
 2: *The full range of Flamingos: 1:3.5, 1/4, & 5th scale*
 3: *The new 1/4 scale Habicht at White Sheet Hill*

4: *Author with the new 1/4 scale Petrel*
 5: *The new 5th scale Minimoa with the pilot a dot on the patch below*

If there was a Queen's Award for Industry that could be bestowed upon model glider builders, then surely yours truly would be in contention. Since the last issue of the VGC News, I have completed no less than four new scale sailplanes. In chronological order they are: 1/4 scale HW-4 Flamingo, 1/4 scale DFS Habicht, 5th scale Minimoa (My 9th version!) and a 1/4 scale Type 13 Petrel. At this moment in time, languishing in the hangar because the weather is uniformly awful are: three different sized versions of the Flamingo; and three of the Petrel. The weather is not the only impediment to flying, now we have Covid 19, and it looks that as a 'geezer' under medical house

arrest, I will be unable to run the White Sheet club scale fly-ins for an unknown period of time. So, the only tales of derring do upon which I can report concern the efforts that have been going on in my workshop. The new Flamingo sits in the middle of my range, and at 1/4 scale manages to combine a reasonable large size with light weight, and the combination works very well. On one of the rare occasions that we were able to get out, we were lucky enough to encounter a rare weather phenomenon. It had been misty all day, but with an 800' ceiling there was enough room to fly without too much trouble, and reasonable amounts of fun were being had. Then,

as we were packing up, the sun broke through and the fog transformed into separate banks. Sensing an opportunity, I persuaded Smallpiece the tug pilot to refuel and drag the Flamingo skyward again. (He wasn't keen, until money changed hands). With the little Mobius camera strapped to the wing I reckoned I might have some reasonable footage, but when I got home I soon realised what a treasure trove that flight had provided. With the near-setting sun reflecting off the top of the banks of fog and lighting up the Flamingo perfectly, the stage was set for a sublime short video. This can now be viewed on YouTube: simply Google: CHRIS WILLIAMS-ONLY ONCE IN A LIFETIME

Andrew Jarvis

Idle hands are the Devils tools...

Some of us will be financially stressed by the coronavirus crisis, though we are saving some money by not flying. Now, for really low-budget vintage gliding, how about this: on ebay, you can find a beautiful card model kit of the classic SG38 primary glider. UK readers can buy the card kit from Marcle Models. I spoke to

Chris Cooke, who is the very nice man behind Marcle, (www.marcle.co.uk) and he has given us a special price of £14 including UK postage, for VGC Members!





On remembering Ian Dunkley...

11.02.35—12.02.20



Ian in his imported Skylark 3F at Taupo.
Photo: Roger Brown

A doer is never done...
Ian was a doer. He was of that generation that saw the rebuilding of war-torn nation that instilled a sense of a new hope; with that get up and go mentality that helped change the face of modern society. Today they are a dying breed. Although I didn't know Ian intimately, he left a certain level of respect in his wake, and

as is often the case, was far deeper in character than first meets the eye. Externally extroverted, someone perhaps more astutely once summed him up as: "an introvert with a loud voice!"

Ian was born in London to Clive and Phyllis on the 11.02.35 and was one of 3 children. With a keen interest in nature and steam trains, it wasn't long before his gaze turned skyward, with a desire to become a pilot. Colour blindness was soon to scotch those hopes however, but gliding at least offered an alternative, so much so, it wasn't long before it became Ian's life-long passion! Commissioned into the RAF, gliding quickly become his main social focus. It was during this time that Ian met his first wife, Joyce. Completing a degree in Mechanical & Electrical Engineering, he later went onto a career working with many varied companies, including a brief stint with Dunlop (Birmingham), then Matel (USA), Gell (Sweden), before running his own companies for many years, of which one was a CAD service to the construction industry. During his career, Ian travelled extensively for both business and pleasure.

He first joined the Yorkshire Gliding Club at Sutton Bank and was a member there for many years, before moving to the Derbyshire and Lancashire Gliding Club at Camphill, which is where his passion for old gliders was really cultivated. I first met Ian during a time of upheaval within the VGC. To a then-outsider like myself, there appeared to be two very different sides to the club indeed.

To sum it up in simple terms; trouble was brewing and that trouble was rooted very much in differing visions and personalities. Despite this, nobody could ignore Ian's determination, or his passion, and he was to some extent, somewhat skillfully outmanoeuvred with the Committee title of: Member without Portfolio. Ian adored this title, and would at every opportunity, regale in its grandeur in title and be quick to joke about its impotency in practice.

But it is a shame that Ian didn't play a more active role as he was a man of endless ideas. Yes he could be stubborn, but he was as creative as he was argumentative. Rebellious, and in equal terms, adventurous; he was also a skilled campaigner. Was it any wonder that Ian would soon tire of the politics and find another outlet to his energetic wanderlust and move to NZ where he set up Vintage Kiwi? The answer to that question of course was an emphatic no!

Perhaps unsurprisingly, Ian's private life was as complicated as his social life. He married twice more; first to Ruth, then later on to Pat (all 3 wives succeed him) and was blessed with 3 daughters, and for good measure, 3 step-sons! A grandfather to 4 grandchildren and 4 step-grandchildren, eventually old-age and illness caught up with both Pat and Ian after they had moved to NZ; their retirement nirvana that Ian had all mapped out. But sometimes, life doesn't follow scripts or plans; fate had other ideas and was to lead to their enforced travel imprisonment through health issues. Although Ian was never one for regret, nevertheless I couldn't help wonder if the dream became a bit of a nightmare in the end? Isolated and far away from their British roots, to some extent life for them both must have been difficult at best, not to mention on the family back in the UK?

But Ian was never one for letting the grass grow under his feet. Wonderfully eccentric and entertaining in equal measure, he commanded a certain respect from those that came into contact with him; good or bad. His sense of humour was sharp as his wit. He was astute in character and generous in spirit, he was a doer. I quickly learned to treasure the few meetings I had with Ian. With his infectious enthusiasm and a bit of hard graft, woe betide the pessimist that said it couldn't be done, for his standard answer always was; "you just watch me!"

Bruce Stephenson

Trying to stop the rot...

A voyage of discovery.

Ian Dunkley came to NZ from England on a voyage of discovery. Visitors normally discover a modern and vibrant country. However, Ian discovered that there was no Vintage Gliding movement operating! Ian was obviously on a crusade and decided to stay on and rectify this colonial indiscretion. Late in 2003 he did in fact 'rectify' this and the Vintage and Classic Glider Club of NZ was formed. After a lot of tireless work and 'arm-bending' tactics, Ian gathered more than enough signatures to apply, successfully, for his fledging organisation to become an 'Incorporated Society' which then allowed 'Vintage Kiwi' (as it became better known Note 1), to become a member of Gliding New Zealand, so as to fly under their operational umbrella. The rest is now history as Vintage Kiwi further developed into a very well-known and established Flying Historical Society, both here in NZ, and also In-

ternationally. Ian's 'war-cry' was to "try and stop the rot" and keep the earlier generation of sailplanes flying. Today that is still our main focus.

Ian decided to import into NZ three gliders from the UK, a Fauvel, a Weihe, and a Skylark 3F over a 10-month period. The day before the pickup of his first import from the Auckland wharf, he arrived at my place driving his 'Merc.' 'Ideal', I thought, as these old English glider trailers can be very large and heavy. After staying overnight we proceeded to collect the first glider. The pickup was no problem, but the trailer needed instant and serious attention if it were to survive the trip all the way to the South Island. After a bit of a 'false' start due to some serious repair work now being required, Ian eventually arrived home at Akaroa. However, for his next two trips he arrived in a rather small looking BMW Roadster sports car. It really was a sight to see such a small car towing such a big, oversized, old-fashioned English glider trailer on the road.

OBITUARY

When one over-took the combo, one really had to look hard to find the car towing it!

Ian was very much his own man and liked to manage Vintage Kiwi more-or-less on his own. However, he later suffered a massive heart attack whilst on a flight back to the U.K. Having survived that he was flown back to NZ for immediate further surgery. Unfortunately due to further ongoing health issues, he handed over the Vintage Kiwi reins to me in 2011/12 and thus becoming our first 'Life Member'. He kept a very keen eye on V.K.'s progress and we kept him involved where he was able to. Thus the Vintage Kiwi team was borne to better administrate Ian's now rapidly growing organisation. Unfortunately he was never to participate in any further rallies due to his health.

Privileged memories of Ian

Our first memory of Ian was when Chris went to collect 'Percy', a Kite-2a from Camphill. Ian helped to rig it. He started to talk Chris through flying the Kite, but he had to stop and go to the launch point; his final words: "just go and fly it!" We had several memorable rallies at Camphill with Ian and the team.

Our next memory was in Finland in Oripaa at the Rendezvous Rally, where Ian turned up with just a tent. Our tent became his kitchen and lounge and a bit of a focal point. We spent many a happy evening talking about gliding and New Zealand. In Jami Jarvi at the International Rally, never one to miss an opportunity, he collared a clearly artistic Finnish participant to draw the logo for Vintage Kiwi!

In 2014 we finally managed the trip of our dreams to New Zealand. Ian had told us so much about where he lived and the lifestyle; it sounded idyllic. He invited us to stay with him for a few days. He wrote us a long email of route instructions, the last part was "when you get to the top of the socking great hill, get out and admire the view." We did just that - and what a view! We carried on and found Ian's house. Well the drive down to the house was a little daunting in a campervan, it was very steep and quite narrow in places. Ian welcomed us with open arms but informed us that Pat was not well. We had the guided tour of the 4 storeys of the house and shown the minor landslip an earthquake had caused (about 2 feet of earth slipped down) in the wood store behind some panelling and accessed from inside!

Memories of Ian

Ian was for many years a valued and well-respected flying instructor at Camphill, having learned to fly at Sutton Bank. He was also a great 'gliding expedition' man and would disappear, usually on his motor bike, to Ireland to fly off beaches, or Scandinavia to fly off frozen lakes, or elsewhere in Europe to International Vintage glider rallies.

He developed a fascination with 'flying wing' designs of gliders and looked into buying modern versions but these came to nothing. Therefore, with typical enthusiasm, he then acquired a 1957 Fauvel two-seater and a 1955 Fauvel single-seater (AV22 and AV36). He flew the two-seater for some time before having it restored in Poland. In the meantime, he set about a complete restoration of the single-seater, mainly with a friend (Ken Hardy), in a barn near Camphill. This was completed and painted in a unique design created by Ian. However, I don't believe Ian ever flew it, not for lack of courage, but perhaps due to a low maximum cock-

pit weight limit! He then sold it to the Shuttleworth Collection where it flies in air displays.

Ian was truly a larger-than-life character, a friend, founder and a motivator. If it were not for Ian, we as a group, would not be saving aircraft, archiving our rich historic past, and would certainly not be enjoying flying at the different flying venues that 'Ian's' rallies initially offered to us all. He was a truly inspiring man who was obviously on a mission to save and fly those earlier generation sailplanes here in New Zealand, as he had done in the UK. Vintage Kiwi will truly be his legacy in this part of the world. All his friends here in NZ, and overseas, will sincerely miss him and will be forever remembered by us all.

Roger Brown—Co Founder and President of The Vintage and Classic Glider Club of NZ Inc.

We were soon cooking dinner with him and he suddenly said: "Ah great size campervan. I've got just the job for that, we can go to Christchurch whilst you are here and get some wood, it will fit nicely down the middle. Oh, and we can take the dog for a haircut too, and I'll show you around the suburbs and the damage from the earthquake." We had a great day out. Ian was very pleased to get his wood. He wanted it to build more guardrails for the top garden to keep the dogs in. On another day, Ian showed us round the local area. We visited Akaroa and Onuku Church and then onto The Gardens of Tane, where we managed to lose Jack (one of the dogs). We all split up to look for him; finally, he was found!

I had admired a large piece of driftwood when we arrived. It was part of a tree trunk with stubby branches which he had found on the beach when out walking with the previous people that had visited. They had managed to manhandle it into the boot of the car and get it out back at Ian's but that was all they could cope with. Ian said: "Ah yes, glad you are here you can help me move it!" On our last day we manhandled the driftwood to the second storey where he was creating a fern garden. We bade farewell, not realising this would be the last time we would see Ian. His return to the UK would be thwarted by ill health in Los Angeles and he returned to New Zealand.

A vintage stalwart who will be much missed...

Gayle & Chris Pearce

pit weight limit! He then sold it to the Shuttleworth Collection where it flies in air displays.

In 1995 he organised the first Camphill Vintage Rally and, at the same time, set about forming a Camphill Vintage Group. Using his sales and marketing skills, and boundless enthusiasm, he enlisted a large group who contributed funds to buy two damaged vintage 2-seaters. One of them actually comprised of three separate wrecks of the same type that were to be pieced together to make one good aircraft. The plan was for the group to learn how to repair them and initial progress was good. Each year it was going to be ready for the next Camphill Rally! However, enthusiasm waned as the promised progress didn't materialise until Ian and Ken were left to continue with little help. The T31 project was abandoned due to condemned metalwork but the T21 proceeded at a stately pace, as befitted the glider. A trial rigging of the glider was achieved in 2004 but then progress stalled due to

Ian's absences in New Zealand and the aircraft languished in a mouse-infested old Tee-hangar until 2017/8.

As part of setting up the Vintage Group, Ian persuaded the Camphill committee at the time to allow him to put a Portakabin behind the hangar to act as a vintage workshop with the agreement that it would become Club property after two years. Then relations between Ian and the committee became strained but the workshop remained with Ian using it! After a while Ian and Pat decided to split their time between the UK and New Zealand and

he spent a great deal of energy setting up Vintage Kiwi, based on his experiences with the Camphill rally.

Ian could never be without projects, but he seemed to run out of enthusiasm for the T21, so he acquired a Weihe and a Skylark 3 which he decided to take to NZ. A quick refurbish of the old wooden trailers before shipping didn't stop the suspension of one trailer collapsing on the way to Southampton docks but they did make it to NZ in one piece – just!

But that's, another story...

Mike Armstrong

Günter Brodersen

24.05.1933 - 24.01.2020



Dear Günter...in a class of his own and a special friend indeed.

Photo: Niels Ebbe Gjørup

So much with so little...

On January 24, 2020 my great friend Günter Brodersen passed away following several months of illness.

Born in 1933 in Altona/Hamburg, his early life was imprinted by the untimely loss of his father in an accident and the hard times that everyone in Germany was facing during wartime. Lacking many basic needs, Günter learned the true values of modesty and how to get the best out of starting with little. When he was 17, he joined the gliding club at Boberg and immediately found an interest in the art of building gliders. Günter was a perfectionist and a gifted craftsman

who would never leave anything to chance and his participation in the workshop inevitably brought him together with some of the best teachers he could dream of. One of them was Gerhard (Gerd) Blessing, who was already engineering some of his designs, while at the same time he would act as a gliding instructor for Günter and the other pupils in the club. At some point Günter came to work for Blessing in Fuhlsbüttel, working on the Krähe, a self-launching motor-glider and was deeply inspired by his master's ideas of small minimalistic aircraft. Of particular interest to him was Blessing's pre-war design, the 12 metre, gull-winged Colibri B, which charms he fully recognised.

Outside the workshop Günter also proved himself to be an excellent pilot who took part in a few regional and national competitions in the 1960's and 70's. His best achievement was winning one of the early German motor-glider nationals with the Scheibe SF-27M, but in accordance with his modest character, this was not a subject he was known to give lengthy lectures on.

For a period he went to Poppenhausen to join the Alexander Schleicher Flugzeugbau as a foreman and inspector (Prüfer). During this period, he made friends with Schleicher's legendary designer master, Rudolf Kaiser, with whom he had many a good technical discussion on delicate design details. Back in Hamburg

Günter took a job as a structural engineer at the Hamburger Flugzeugbau that later became Messerschmitt-Bölkow-Blohm and eventually Airbus. In later years his main duties included inspection of Carbon-fiber Reinforced Plastic elements for passenger aircraft.

In his private life Günter met his later wife Sabine during a dance course in 1970. They got married in 1977 and since that time they seemed to do everything in common whether it was going to the local gliding club or going abroad to America to join friends in another Vintage Sailplane Meet. Günter all his life took pride in being a 'self-made man.' Even the family house, which was located in an idyllic forest south-west of Hamburg, he built by his own hands. It was probably no coincidence that the house was lying within a short distance from the airfield where his immaculate L-Spatz 55 was based.

One of the first subjects we came across when we first met at the VGC Rally at Lasham in 1986 was our common interest in the works of the Hütter brothers. Also joining our small company was Norwegian, Bjarne Reier, and American Hütter 28 owner, Dale Busque. Eventually Frits Rüth, who used to work for Hütter's, also became part of our small comradeship. Günter was interested in the Hütter 28 and soon we began a common struggle trying to put together a complete set of plans. What may not have seemed so likely actually became a success, a couple of years later saw Günter starting to build a full-scale Hütter 28 in the family house sitting room! What an understanding wife Bine has always been. Günter's Hütter was in a class of its own, simply like a piece of furniture in all its beauty. Even if he was doing everything by himself I am convinced that Günter enjoyed every moment. Even when the doctor became reluctant in issuing a medical certificate, Günter kept going with the project and began to orientate himself towards the growing ultra-light glider movement. Here he flew the Banjo and began to change the Hütter slightly in order to adapt to the ultra-light class. One day however he made the decision to pass his almost completed project on to another vintage glider enthusiast in the VGC.

For a period of 3 years he and the lovely Bine left Germany to enjoy their sunny residence on the Isle of La Palma, until Günter's health issues forced them to find a new place in Schacht-Audorf by Rendsburg.

How grateful I am to have enjoyed both Bine and Günter's company with his knowing expertise and the inspiring discussions we always had while we were gathered.

Niels Ebbe Gjørup

Keith John Nurcombe

29.05.1943 – 18.03.2020



Keith in his T8 Tutor in which he carried out some of the most notable flights ever attempted in such a low-performance training glider. Photo via Nurcombe family

Aviator, inventor, craftsman - Keith demonstrated his passions from a young age, when as a keen aeromodeller he won first prize in Aeromodeller Monthly magazine for the original design of an engine. Motorbikes soon replaced his passion for aeromodelling but he was to return to flying after seeing an advert for Coventry Gliding Club, then flying from Baginton Airport. The gliding bug bit him and he followed the club to Husbands Bosworth where he was briefly CFI before heading to South Africa for work. It was on a return holiday from SA that he met Diana at the Gliding Club. They travelled extensively through Africa and Central

Asia before settling briefly in Mallorca where their daughter Claire was born.

Returning to the UK with his family, Keith turned his inventiveness and craftsmanship to creating a fine joinery business. This project was to occupy the rest of his working life, with one-off, traditional designs vying with his patents for a mass-produced, innovative window system.

His passion for wood-working soon led him to vintage gliders and he was the proud owner of a T8 Tutor in which he flew many ambitious tasks, deep into the Welsh mountains or out to the East Coast. Later he owned an Olympia 2b as well as having shares in a T31 and a Janus, both of which have given him great and companionable flying.

Never one to rest on his laurels, he late in life learnt how to fly power aircraft and had much fun in his Whitman Tailwind, 'Zipy', flying it over to the Isle of Man for a TT reunion with some of his old friends from motorbiking days.

Keith never did things the easy way, but he was passionate about what he believed in.

He will be missed.

With thanks to the Nurcombe family

Keith Nolan

05.09.1926 - 03.02.2020



Keith (L) and JR (R) and the beloved 'Yellow Witch', a cornerstone of Australian gliding history.

Photo: Keith Nolan Collection

So long Keith, it's been fun...

With The passing of Keith we have lost a legend in Australian Gliding.

Keith had great mechanical aptitude, something he displayed throughout his working life and when he attended one of the early National Gliding School Ground Engineers Courses, finishing as Dux [top of class-Ed] and winning the Ryan Award in 1966.

He applied his skills generously to helping others and the clubs of which he was a member in maintaining their fleets. Cosmetics

were not important to him, that a glider was sound for flight was the absolute and non-negotiable priority.

He acquired the famous Yellow Witch, a rare Chilton Olympia, when it was sitting in dusty neglect in the back of the hangar at Waikerie in 1967. Following an intensive inspection and proof load Keith had the 'Witch' back in the air and proceeded to compete in it with much fun and success, including competitions, over the next 40 years. As Keith said in 1981 "Remember, wooden toys are the real thing. Plastics are substitutes."

His greatest sporting achievement, one that is still talked about internationally, was a 514 km FAI triangle on the 9th of December, 1980, on Day 4 of the Mildura Mini Comps in his beloved Yellow Witch. Apart from some downwind dashes of 500 km in an Olympia, no-one has managed such a distance in this glider, which was designed before WW2 for the entry of gliding into the planned 1940 Olympic Games. Keith flew another 500 km triangle, in a Ka6, on 31st January, 1972.

Jenne Goldsmith

J.R. Marshall, President Vintage Gliders Australia also adds:

I first met Keith at Stonefield at the vintage rally 2003, if memory serves me correctly. We test flew a Kookaburra, and while we were in the air, we talked of many things. We discovered that we had done similar types of work, including servicing oil heaters. We both agreed this was a mongrel job.

Our flight lasted over an hour, so most of the world's problems were almost solved, including a problem with Edna's car. The next encounter with Keith was at Bordertown, the first of the National

rallies to be held there. Once again we engaged in meaningful conversations, at the end of which, I owned an Olympia, and a friendship with both Keith and Edna. He ran wood working courses during the rallies and was an enormous source of knowledge. In closing, I would like to say that Keith is one of those unforgettable characters you meet rarely in life, it is an honour and a privilege to have known him.

JR

FOR SALE

For Sale: DFS Kranich II

Der Doppelsitzer befindet sich in einzigartigem Zustand, umfangreicher Wiederaufbau von 1994 bis 2000, wird wie



Photo: Alex Gilles

beschrieben als Paket angeboten: deutsch zugelassen D-6048; ARC gültig bis April 2020; Gesamtflugzeit seit Restauration: 72 Stunden; Starts seit Restauration: 235

Two-seat glider in outstanding condition, comprehensive reconstruction between 1994 and 2000. Will be offered as package as described below: German registration D-6048; ARC new until April 2020; Total hours since restoration: 72 h; Landings since restoration: 235

Voll ausgestattete Instrumententafeln und zahlreiches Zubehör; Fully equipped instrument panels and numerous accessories; Anhänger: SWAN-Trailer, Maßanfertigung, Baujahr 2007, sehr guter Zustand; Trailer: SWAN-Trailer, fully customised, built in 2007, excellent condition

Preis/Price: 60.000 Euro

Weitere Info: www.ovfl.de/sites/KranichII

Bitte nur ernstgemeinte Anfragen/Serious enquiries only please

Kontakt/Contact: Stefan Krahn, e-mail: vilotte90@gmail.com

For Sale: SB5b (G-DEHC)

Due to ill health I must regrettably offer for sale my SB5b. This is the only airworthy SB5 in the UK. This is a



well-known glider having been seen at many vintage events, and in its earlier years, many competitions. It was owned by the late Ron Davidson for 30 years and purchased by me in August 2011. Full History is available. Current Arc is to May 2020. A new ARC will be issued prior to sale. It is equipped with the normal instruments and a Yaesu FTA-550 8.33 radio is panel mounted. There is also has a Dynon EFIS-D6 Electronic S/H fitted which is available separately if required. £500

The one-piece canopy is undamaged. Twin batteries are installed. Thomas parachute. Oldish but annually checked and repacked by Tim Moran. The trailer was rebuilt approximately 8 years ago with new chassis, all running gear and lights. It is in similarly good condition. Tows very well.

Total: £3550 (excludes Dynon)

For more information, please contact: John Castle at jcastle5000@gmail.com

For Sale: Gliding accessories

OU DIE IGC including RAM mount. Price: £500

Yaesu FTA-250 with charger etc. Price £200

Clearance: Any offers considered for these items.

- ICOM 25Khz handheld inc Charger
- 80mm Munro Altimeter
- 80mm Pullen & Co Turn and Slip
- 3 x Ferranti A/H complete with inverters
- C3 Vario
- Cleverbox Vario (slight damage to 'B' Socket)
- 80mm Friebe Scratching vario 1 Metre full scale

All the above working when removed, stored carefully but sold as seen. For more information, please contact: John Castle at jcastle5000@gmail.com

For Sale: DFS Reiher III



Photo: Alex Gilles

Einzigartiges Hochleistungssegelflugzeug (1:33) von 1937, rekonstruiert und neu gebaut von 2000 bis 2008, in absolutem Bestzustand wird als Paket wie beschrieben angeboten: deutsch zugelassen D-6045; ARC gültig bis April 2020; Gesamtflugzeit: 134; Stunden Starts: 104; Unique high-performance glider (1:33) from 1937. Redesigned and built from scratch between 2000 and 2008, in absolute best condition will be offered as package described below: German registration D-6045; ARC valid until April 2020; Total hours: 134 h; Landings: 104; Voll ausgestattete Instrumententafel und zahlreiches Zubehör; Fully equipped instrument panel and numerous accessories; Anhänger: SWAN-Trailer, Maßanfertigung, Baujahr 2007, sehr guter Zustand; Trailer: SWAN-Trailer, fully customised, built in 2007, excellent condition.

Weitere Info: www.ovfl.de/sites/Reiher

Preis/Price: 60.000 Euro

Bitte nur ernstgemeinte Anfragen/Serious enquiries only please

Kontakt/Contact: Stefan Krahn, e-mail: vilotte90@gmail.com

For Sale: Olympia-Meise, D-6934

Hello dear VGC members. My Meise has been a regular participant in many VGC Rallies and I will again be taking part in this years Rally in Achmer. I feel it is



time to hand over my beloved Olympia-Meise in good hands whilst there. Built in 1954 by Focke-Wulf, her ARC is current until August 24, 2020. She has an uncovered skid, with an original cannopy. Most of her history is well documented and is much-traveled around Central-Europe. She is lovely condition and was repainted in 2000 in ivory and a red rudder. She has basic instrumentation, no power-consuming devices, so no battery.

Aluminum Trailer, custom made, so glider is easy to load and rig.

Serious buyers only please, no time wasters.

Please contact: Rüdiger Heins (Lower Saxony, Germany)

0176-300 71 273 or email: r.heins@gmx.de

Gesucht: Doppelraab Flügel und Haube

Doppelraab - Flächen Typ VI oder VII (Spannweite 13,4 m), runde Flächenstreben und Haube Typ V

Doppelraab - Wings type VI or VII (wing span 13,4 m), round shape wing struts and canopy for type V

Kontakt/Contact Hans- Joachim Sommer:

sommer-menden@dokom.net

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

So if you have any gliders or gliding equipment you wish to sell, or locate, why not advertise them here? For non-members, fees apply. Contact the editor at editor@vgc-news.com

SALES

NEW LOGO

We can supply a very wide range of styles, sizes and colours. both for men and women. Please ask!



TRADITIONAL LOGO



Tee shirts, white with large printed VGC traditional logo	Price £
Tee shirt	8.00

Clothes with embroidered VGC new style logo	Price £
Waterproof Dover jacket	34.00
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Gilet (bodywarmer)	20.00
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Tee shirts either for men or women	8.00
Wool hat	8.00
Tee shirts for children	6.00

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80 mm diameter	2.00

Slingsby Sailplanes stickers	Price £
300 mm wingspan (for trailers)	4.00
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Other items	Price £
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Slingsby T21	14.00
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EoN Olympia	14.00

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

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