

VGCC News

No. 160 - Winter 2020/2021



Feature Article
Exploits of French Gliding in Algiers - Part 1



VFW FK 3
A rare gem of the sky...



PIK-5b
Finds a new home in Ålleberg



and much, much more...



PIN BOARD

The VGC welcomes the following new members :

5859	Andrew Strand	UK	5853	Timothy Williamson	UK
5858	Karsten Stricker	Germany	5852	Andrea Schönebauer	Germany
5857	Stephen Male	UK	5851	Tom Gooch	UK
5856	Sara Tamoszus	Germany	5850	Emma Burns	UK
5855	Peter Hackett	UK	5849	Andrew Forrest	UK
5854	Jens Tamoszus	Germany			



4-year-old Lia Pullen eyes up the Lasham tug! Photo: Gary Pullen

Better than a sweet shop? 6-year-old Nick (L), and 7-year-old Ben (R), are let loose in Wasserkuppe model archive heaven! Photo: Christoph Zahn



4-year-old Reinhardas Ivanauskas does a cleaning inspection of the leading edge of dad's L-Spatz. Photo: Lina Ivanauskienė



They train them early in Russia! The young engineering student, Pawel Sychev, gets to grips with dad's drill-press and lathe in the glider workshop. Photo: Aleksei Sychev

But yellow is my favourite colour mum!
Photo: Lina Ivanauskienė



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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Editor:

editor@vgc-news.com

Bruce Stephenson

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

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Front cover: The world's only
airworthy A-11 takes to the skies
once again at Seduvos airfield. The
pilot is Algimantas Deikus who
test-flew it after its restoration.

Photo: Rytis Svaldenis

Rear Cover: Where the Rhöngest
still blows... The Wasserkuppe
museum's Rhönadler lurks in the
shadows. **Photo: Alexander Gilles**



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OFFICERS OF THE VGC

President



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

VICE-PRESIDENTS



PETER OCKER
e-mail:
vpD@vintagegliderclub.org



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



MARK WILLS
UK
e-mail:
vpUK@vintagegliderclub.org

CHAIRMAN



KLAUS SCHICKLING
e-mail:
chairman@vintagegliderclub.org

International Council

DAVID GOLDSMITH - AUSTRALIA
email: daveandjenne@gmail.com

FIRMIN HENRARD - BELGIUM
email: henrard.firmin@gmail.com

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

NIELS EBBE GJOERUP - DENMARK
email: nejjoerup@mail.dk

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

DR. JOACHIM JESKA - GERMANY
email: jojeska@web.de

VINCENZO PEDRIELLI - ITALIA
email: vincenzopedrielli@gmail.com
www.vincenzopedrielli.it

JÜRIG WEISS - SWITZERLAND
email: juerg.weiss@computer.org

BILL BATESOLE - USA
email: bill.batesole@aol.com

Board



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



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



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



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



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



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



CHRISTIAN HÜLSHEGER
Without portfolio

Non-Board Positions



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



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



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



DAVID WILLIAMS
ARCHIVIST
email:
archivist@vintagegliderclub.org



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



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



KLAUS FEY
PUBLISHER
email: fey@eqip.de

Membership and Payments to the VGC / Mitgliedschaft und Zahlungen an den VGC

Membership Renewal
Verlängerung der Mitgliedschaft
UKP £36.00 or Euro € 42.00

Membership - New Member
Mitgliedsbeitrag für neue Mitglieder
£41.00 or Euro € 48.00

Membership renewal due 1st March
Verlängerung fällig bis zum 1. März

An additional charge applies for late payments from 1 April
Ab 1. April ist eine zusätzliche Gebühr fällig

Membership: www.vintagegliderclub.org/membership
Paypal: paypal@vintagegliderclub.org

Bank transfer/Überweisung: UK£ payments: Bank Account:
IBAN: GB14 HBUK 4014 1441 8711 53 BIC: HBUKGB4122G

€ payments/Euro Zahlungen: Account / Bankverbindung:
IBAN: GB37 HBUK 4012 7669 2083 69 BIC: HBUKGB4B

UK Cheques:

Payable (UK£) to "VGC Ltd" to Ray Whittaker; 8 Hamilton Road,
Church Crookham, Fleet, Hants, GU 526AS, United Kingdom,
memsecuk@vintagegliderclub.org

Andrew Jarvis

From the President's Corner



New horizons and a referendum?



Firstly, may I, on behalf of the VGC Board, Editor Bruce, and publisher Klaus, wish you all a Happy Christmas (even if retrospectively!) and a much improved New Year.

I'm writing this in mid-November and suddenly the news is all about vaccines, so hopefully, the 'end is in sight'. The daily news is a diet of sadness, but as you know, we VGC folk are, to quote a famous song, 'the luckiest people in the world!' We each belong to a family of many hundreds and have a lifelong hobby which can be totally absorbing. We have a good reason to get out in the very fresh air of a windy airfield. Even if the virus has hit you badly in the pocket, you could still spend a hundred hours building a card glider model. Many of the public believe all glider pilots are near-millionaires (looking at the shiny white turbo spaceships they fly these days), but you would be amazed to learn that you can sometimes acquire a vintage glider in exchange for a case of beer and eventually fly it all day for the price a few high street coffees.

It just occurred to me that the VGC's carbon footprint (normally huge), must be the lowest since 1973! Even our recently introduced Zoom meetings have helped here. Somehow though, one doesn't feel particularly uplifted by this insight!

Jan Forster ruffled a few feathers with his 'Tupperware' article in 159. The issue of inclusion of early fibreglass in the VGC will always remain divisive. A referendum perhaps? Didn't the UK have one a few years ago, on something to do with the EU?

Great things have been happening at Lasham, at least on the ground. First, here is a VGC good news story: the Archive building is now all fitted out, paid for with the legacy funds we have received. There was a generous sum from Neil Campbell, and just this autumn, we learned that dear Ted Hull had not forgotten us and more funds had come to us. That was the funding, but the great driving force (and painting) has come from Sue Brooke, greatly helped by Chris Whittaker and friends. So, at last, a brand-new (1940's) VGC Archive building, now rightly called the 'Campbell-Hull' Archive Room, which will inevitably become the CHAR! I had naively imagined it could also be a meeting place, but sadly, that would be outside the agreement with Lasham HQ. David Williams, our Archivist, at last has secure premises and he is helped by the genial Robin Birch, who has been appointed as Assistant Archivist.

Just around Lasham's perimeter road, you come to the incredible Gliding Heritage Centre (GHC), where a THIRD big green hangar has been completed. This is called the 'Workshop,' largely funded by a legacy donation from the late Trish Williams. Somehow, the humble term 'workshop' scarcely describes what has been achieved- for once the English language is lost for a better word. And who knows what great works will be born in there? If you drop in, you can be sure of one thing; Gary Pullen will be at work. On my last visit I asked, "Gary, don't you EVER have a day off? 'Yes,' I took a day off earlier this year," Gary replied!

If only things in the air were as promising. The billionaires' jets aren't even seen from Lasham, but their airspace grab casts an invisible shadow over everything. I had been dreaming of holding the 2023 Rendezvous at Lasham, but the 'vibes' are that it may be just too risky and if one of us gets lost and blunders into the airway, the whole operation could be shut down.

We vintage folk get to know an individual thermal quite intimately, almost like a brief love affair; a joyous experience which is quite unknown to the cross-country pundit as he races to his next turning point. Once, in the delicate Fauvette, I was down to 600 feet, fortunately just by Parham airfield, and yes, here was a flicker of lift over a newly harvested field. A few turns gained, barely a hundred feet, but soon the Fauvette climbed steadily - magnetically attracting other gliders (glow of pride!). So up went the thermal, eventually forming a huge cloud, half-a-mile across. How wonderful to have experienced the whole life of that thermal, from the merest flicker on the vario, to that huge castle in the sky. I recently saw a TV programme which traced the source of the River Wye (the most beautiful river in Britain) back to a tiny little stream coming out of a hillside. Thermals must be like that. I hope you've stuck with me so far, because here's a very pressing issue! We all know and admire our merchandise man, David Weekes, who somehow brings a van full of VGC branded 'stuff' to every major rally and still finds the energy to rig and fly his Skylark 4 as well.

David has told us he now feels unable to handle the European sales, which are suddenly complicated by the Brexit situation. We feel the UK and Europe sales must somehow be separated, meaning that the the VGC urgently needs a volunteer 'European merchandiser,' someone with a head for business who is looking for a new challenge in life...

High flights and gentle landings in 2021!

Andrew Jarvis
VGC President

Klaus Schickling

Chairman's Report



2020 and the VGC

As I am writing this some European countries are in their second corona lockdown or, at least, they have restricted free movement or taken other measures to reduce the rising number of new infections.

This year did not really happen for the VGC. After the Rendezvous and International Rally we had to postpone the Annual Dinner too. All these events will now happen in 2021 at the same locations as planned for 2020. At least we managed to have an AGM. All information had been published within the last issue of

VGC News and we finally counted 74 proxy votes. President, Vice Presidents, and Chairman have been re-elected and we welcome back, Sue Brooke and welcome Christian Hulsheger as new Board members. We would like to thank all members who sent in their voting forms.

Most of the awards and prizes we usually present to the winners at the Annual Dinner, which mainly related to our International Rally. We could not award them in 2020. You can find a full, but short, list of those awarded in this issue of VGC News.

In November our archive moved from Bicester to Lasham. The rent at Bicester had increased considerably. By chance we found a building at Lasham which was available for rent. The club had to invest some money in the renovation, but the rent is much

lower than at Bicester. Thanks to all involved in the renovation of the building and the move from Bicester, of which a full report can be read in this issue.

Brexit also will have its impact on the VGC. David Weekes brought up the question: "What will happen when he drives with his van full of VGC merchandise to the Continent and then returns after the events? Two times customs fees?" Nobody really knows the answer to this right now. Therefore we are discussing to split VGC sales in two, one for the continent and one for the UK. David will be continuing his valuable job within the UK. So the question is who will be ready to take over the continental role for VGC sales? I hope to see you all in good health in 2021.

Klaus Schickling

2020 und der VGC

Während ich dies schreibe, befinden sich einige europäische Länder im zweiten Corona-Lockdown dieses Jahres oder sie haben zumindest die Bewegungsfreiheit eingeschränkt bzw. andere Maßnahmen ergriffen, um die steigenden Infektionszahlen in den Griff zu bekommen.

Dieses Jahr hat für den VGC nicht so richtig stattgefunden, nach Rendezvous und Internationaler Rally musste auch das Annual Dinner verschoben werden. All diese Veranstaltungen werden nun 2021 an den schon für 2020 geplanten Orten stattfinden. Zumindest hatten wir eine Versammlung. Alle nötigen Informationen wurden mit der letzten Ausgabe der VGC News verschickt und wir erhielten 74 Stimmzettel zurück. Präsident, Vizepräsidenten und Vorsitzender wurden wiedergewählt und wir begrüßen wieder oder begrüßen Sue Brooke und Christian Hulsheger als Vorstandsmitglieder. Wir danken allen Mitgliedern, die uns ihren Stimmzettel haben zukommen lassen.

Die meisten der Preise und Pokale, die wir normalerweise beim Annual Dinner verleihen, beziehen sich auf die internationale

Rallye. Wir konnten sie in diesem Jahr nicht verleihen. Ihr findet eine Aufstellung der verliehenen Preise in dieser VGC News.

Im November ist unser Archiv von Bicester nach Lasham umgezogen. Die Miete in Bicester war kräftig erhöht worden. Durch Zufall wurden wir auf ein Gebäude in Lasham aufmerksam, das zu vermieten war. Es musste zwar renoviert werden, aber die Miete war wesentlich günstiger als in Bicester. Vielen Dank an alle, die an der Renovierung und dem Umzug beteiligt waren! Einen Bericht findet ihr in dieser Ausgabe der News.

Auch der Brexit wird Einfluss auf den VGC haben. David Weekes brachte die Frage auf, was passieren wird, wenn er mit seinen Van voller VGC-Artikel über den Kanal zur Rally und danach zurückfährt. Zweimal Zoll? Zurzeit kann dies niemand wirklich sagen. Deshalb denken wir über eine Teilung von VGC Sales in EU und UK nach. David wird weiterhin den UK-Teil mit der gewohnten Qualität fortführen. Wer wäre bereit den EU-Shop zu übernehmen?

Auf ein Wiedersehen bei guter Gesundheit im kommenden Jahr.

Klaus Schickling

Bruce Stephenson

Editor's Comment



Beyond the horizon...

Well another year end approaches as I write. What a dismal year it has been, with real challenges never faced before under the relentless wave of COVID. But COVID didn't succeed in stifling all our beloved events however! Many still took the time during the summer months to hold their annual rallies, which were held in a relative safe period when COVID death rates were low. The future, although looking far more

hopeful than just a few weeks ago, still presents future challenges to us all, including the VGC.

Despite COVID, one area of interest remains, the inclusion of ageing glass gliders as classics into the VGC. It is a subject that over the years continues to attract comment from both ends of the spectrum and opens wider debate, not only to ageing sailplanes, but goes to the very core of what the VGC terms as Vintage and Classic. Graham Saw presents a well-thought out and passionate response for the status-quo, a sentiment I can readily relate to, es-

pecially considering when the club was formed. But the future needs our consideration if we want the club to flourish going into a very uncertain future of a fast changing world and future trends. Personally, I have lost count on social media (and in person) of how many ageing glass owners have asked if their glider classifies as classic or vintage yet, only to be politely shunned in the knowledge that the VGC is just not interested in their plight. But as I have made my fair-share of comment over recent months on the issue, maybe I should refrain from making more noise here on the matter, lest I start repeating myself!

Having said that, I would like to highlight another issue that our well-known and respected Belgium member (and VGC News correspondent), Firmin Henrard, touched upon (see Letters to the Editor). Firmin highlighted the need to make the VGC more user-friendly to the younger generation through active involvement. He presents a very interesting idea but would require considerable commitment from dedicated members. In doing so, he does make the point that the VGC needs to do more for families attending our Rallies, especially the International and Rendezvous, in which he singles out.



This was a pet soapbox topic for me in the past when I was on the Board, but at the time there was little appetite to take on board the points I raised. My entire VGC life has been one from the stance of a family member. With 3 children and a wife who has no immediate interest in aviation, VGC Rallies are hard to sell in terms of her ideal holiday, which sadly includes my children. Some of that is down to me never finding the time to do more flying with the boys especially, but the point is, we find it hard to attract younger people and families to our events for good reason. In attending a VGC International often means that this forms the annual family holiday in the summer break. If we are not going to display and lead with a more family-friendly culture then we have to accept the ongoing demographics of the club, which is primarily made up of retired and older members. I am passionate believer of the VGC leading from the front in promoting a far more family friendly culture in areas like our International Rally guidelines, where hosts should actively be encouraged to consider wives/partners and families. Group activities such as organised bus tours and focussed group activities can help immensely in these areas. Why are we not looking towards

what our other sister organisations do and learn from them? (For instance, I have taken much from how the VSA organises its IVSM and the group focused lectures there and it was Bungee Cord's practices that lead to the creation of the 'Skywriters' award). This was a big reason as to why I added 'Kids Corner' to VGC News in order to give some token feeling of inclusion to both our family members and their children. After all, they are our future and as long as we continue to ignore them, and partly due to our negligence, some no doubt will be looking towards the VGC in future years from a 'glass' perspective!

Going into a very uncertain future of a fast-changing world with an equally fast changing generation demographic within the club, these issues need at least some consideration by the club if it is to remain a vibrant and inclusive going forward...these are the decisions and challenges that face all of us.

Here's to a very Merry Christmas to you all and I hope that 2021 is a bit more kind to us all as we deal with the growing and ongoing challenges of corona and the effect that it has had on all our lives

Bruce

Welcome aboard!

The VGC Board wishes to welcome two new members for 2021, Christian Hülshager and Sue Brooke.

Firstly a kind of welcome back to Sue, as she never really left! Sue needs no introduction to us all and has very kindly agreed to remain VGC Treasurer for the time being and the club funds have never been in better hands with her professional skills and approach. So a huge thank you for being so generous and continuing to support our club Sue.



Entirely new to the Board is Christian Hülshager, who takes up a non-titled role and will be his first time to the Board. Christian started gliding when he was only 15 years old and as he writes: "which means that I have been 'in the business' for 39 years. I have just realised that this is a long time!" 30 years ago Christian got involved in re-

storing a Klemm 107 C (D-EFOH), which has been a member of the family ever since. He drifted away from gliding circles due to the Klemm and family matters.

In 2013 Christian found a Bergfalke II/55, D-6413 (or as he says, maybe the Bergfalke found him?) and started work on it and gliding again. In 2016 an L-Spatz 55 joined his expanding fleet and after two years of hard work, it is airworthy again.

It was the work on the Bergfalke got Christian interested in Oldtimer-gliding, but he has always had a passion for old aircraft. As Christian goes on to comment: "They may not be as perfect as more modern craft, but they look different, they smell different, and deserve to pre-served."

A member of the VGC since 2014, Christian is a member of the Luftsportclub Marl and based at Borkenberge, near Münster (Germany) and in addition to his flying escapades, he enjoys off-roading in his Toyota Land Cruiser. True to form he is also interested in old cars.

Welcome Christian and welcome back Sue!

VGC SALES NEEDS YOUR HELP!

The arrival of the nonsense called Brexit is going to cause problems for VGC Sales. In the past, bringing all the VGC clothes, books etc. to the different countries in Europe has been without problems.

The big opportunity for VGC Sales is always the International Rally. Normally we sell around 3000 Euros of goods each year at the rally. My van goes to each rally full of VGC things and returns home with much less.

In the future in order to bring things from the UK into the EU we may be faced with problems of papers, duty and taxes to pay and then returning to the UK with unsold things may bring more problems and costs.

We may also be faced with problems and costs when mailing small orders from the UK into the EU.

So what is the answer? It seems that we must have two VGC Sales outlets, one based in the EU and one in the UK. I am happy to continue with the UK sales but we need a volunteer to be the EU Sales person. Our strongest sales naturally come at the International Rally. There are only small amounts of sales in the rest of the year.

So who would like to do this job? In the last 12 years we have sold items worth over 40 000 Euros, with 30% being profit for the club. It would be sad to lose this income as well as all those beautiful VGC clothes!

Please help!

David Weekes, VGC Sales Officer

BOARD NEWS/CLUB NEWS

VGC SALES BENÖTIGT HILFE!

Der Nonsens, der sich Brexit nennt, beginnt für VGC Sales Probleme zu verursachen. Bisher war es problemlos möglich, die ganze VGC Bekleidung, alle Bücher usw. ohne Probleme in die verschiedenen Länder zu bringen.

Das wichtigste Ereignis für VGC Sales ist immer die Internationale Rallye. Normalerweise verkaufen wir dort jedes Jahr Waren für ungefähr 3000 Euro. Mein Van geht jedes Jahr voll mit Ware zur Rallye und kommt mit viel weniger zurück.

Zukünftig könnte es beim Transport von Waren vom Vereinigten Königreich in die EU zu Problemen mit Papieren, Gebühren und zu bezahlendem Zoll kommen. Der Rückweg mit unverkauften Waren könnte noch mehr Probleme und Kosten verursachen.

Wir könnten ebenfalls mit Problemen und Kosten beim Versand

kleiner Bestellungen vom Vereinigten Königreich in die EU erfahren.

Was ist die Antwort? Es scheint, dass wir zwei VGC Sales Verkaufsstellen haben müssen, eine in der EU und eine in Großbritannien. Ich könnte den Verkauf in Großbritannien weitermachen, wir benötigen jedoch jemanden, der den Verkauf in der EU übernimmt. Der große Arbeitsaufwand ist während der Internationalen Rallye. Im restlichen Jahr gibt es nur kleinere Verkäufe.

Möchtest du den Job übernehmen? In den letzten zwölf Jahren haben wir Artikel im Wert von mehr als 40.000 Euro verkauft, 30% davon waren Gewinn für den Club. Es wäre schade, diese wertvolle Einnahme für den Club zu verlieren und ebenso die wunderbare VGC Bekleidung! Bitte helft!

David Weekes, VGC Sales Officer

VGC News sweeps the Board for 2020

With COVID-19 hitting this year's VGC activities hard, understandably there has been a much reduced awards list for 2020. This year's awards however, reflect the efforts of those working be-

hind the scenes regardless and have helped make 2020 feel a little more connected as a club. The Board is delighted to announce the following recipients for our 2020 awards:

VINTAGE GLIDER CLUB AWARDS 2020 POKALE UND AUSZEICHNUNGEN DES VGC 2020

Award / Pokal	Definition / Beschreibung	Awarded to
Syd Davies Trophy	<ul style="list-style-type: none"> Award for exceptional Service to the VGC during the past year(s) Auszeichnung für besondere Dienste für den VGC während des letzten Jahres/der letzten Jahre 	<p>Jan Forster For his exceptional support of the VGC over so many years</p>
Chairmans Trophy	<ul style="list-style-type: none"> Founded by David Shrimpton and awarded for meritorious services to the VGC Gestiftet von David Shrimpton für verdienstvolle Leistungen für den VGC 	<p>Bruce Stephenson For his outstanding work editing VGC News</p>
Skywriter Award	<ul style="list-style-type: none"> For the most meritorious Article in the VGC News during the Year Für den erwähnenswertesten Artikel in den VGC News des letzten Jahres 	<p>David Underwood</p>
VGC Commendation Medal	<ul style="list-style-type: none"> For noteworthy services or deeds Für bemerkenswerte Dienste oder Taten 	<p>Robert Maxfield Raul Blacksten For services to VGC News magazine</p>

The Following is a note from club President, Andrew Jarvis

Three times a year, New Year, spring, and midsummer a little miracle happens; the postman brings a nice thick envelope 'under plain cover,' containing a beautiful magazine. But rather sadly, one that is only read by a very select band of people, the VGC membership.

The 'News' really is the heart of the VGC, since we own virtually nothing tangible. It is essential to the existence of our unique club and the Board News provides a permanent record of our proceedings. Now approaching issue number 160, Bruce Stephenson, has guided this vital magazine, like a captain confidently steering his ship, sometimes though quite rocky waters. A ship full of very different passengers; some fast asleep in their cabins, while others can be quite vocal!

Delving further into each magazine, you find a treasure trove, invariably containing articles on aspects of historic gliding which you simply could not find anywhere else.

Most importantly, the VGC News broadcasts the unique international aspect of our great Club. The reports from across the world are a delight to read. Last but not least, the model section fulfils the ambitions of those who don't fly.

It's all too easy to take for granted the arrival of each next issue! Every VGC magazine (now beautifully printed in Germany) is a masterpiece of editing, a skill which Bruce has taught himself.

So we hereby salute the countless hours which Bruce Stephenson has freely contributed, often while working elsewhere in difficult circumstances.

Andrew Jarvis
VGC President

Sue Brooke & Christine Whittaker

A new VGC milestone as the Campbell-Hull Archive is up and running!

A new VGC milestone was recently reached when we proudly handed over months of hard work to David Williams for the opening of the all-new VGC archive centre at Lasham. As members will know the VGC archive has been an ongoing source of concern for the VGC Board, with secure and long-term storage being a constant challenge throughout the past years. Finally, through generous donations of the late Ted Hull and Neil Campbell, the VGC has benefitted from the legacy of these two sorely missed members. As a result and in desperate need to secure the archives future, the VGC Board voted to fund the project from the donations.

Whilst Christine Whittaker was still serving in her role as Chairman, the search had begun for a long-term solution that was not only central to the archivist, but also a secure location for club access. It was during this time that Christine approached Lasham and made some discreet enquiries about a rather forlorn building well-known to older Lasham members, as Rorke's Drift, which never came to pass.

Fortunately, in early January 2020 we were given the opportunity to rent a part of another WW2 building at Lasham which was being used for storage. We did an initial budget, which as already stated, the Board approved. Agreement was getting closer and closer, when wham, COVID-19 came along and shut the entire operation at Lasham down! Once the initial wave of uncertainty had passed, we managed to finalise negotiations and reached an agreement, entering an initial 5-year licence, with the option to renew.

But it wasn't to be all plain-sailing however, far from it! The soon-to-be archive is a WW2 era 'Maycrete' construction building which has long since been sitting semi-idle and once served as the famed bunkrooms at Lasham, better known to older members as 'Fumble and Humble.' [see Letters to the Editor for a more full explanation-Ed]. Time had not been kind to this 'humble' piece of history and it was clear that we would have to carry out some substantial improvements to bring it up to the current standards seen today!

With funding now secure, it was at this point that real adventure began and with the bit between our teeth, we ladies soon had



A happy camp in the new archive as Robin's teddy bear is discovered hiding amongst the boxes. No wonder he looks so happy! Photo: David Williams

things moving. Lasham were very good and arranged for the clearing of the building, which in itself was not an easy task and took the Lasham ground staff a couple of weeks to complete. Once cleared, we could get a more complete idea of what state the interior was like, and along with some structural damage to an outer wall, it was clear that it needed some urgent expert attention. Introduce the 'Dream Team' of builders; Rick and Dave, who were later joined by John, the electrician.

Next was the procurement of the building materials, which basically involved running around builders' merchants, electrical suppliers et al, to ensure everything was delivered in the correct order at the correct time. Improvements to the building consisted of insulating the walls and ceiling; dry-lining the walls plus the floor has been levelled, insulated and boarded. New wiring has been installed throughout; comprising LED lighting, thermostatically controlled heaters for low-level heat and fire alarm.

To finish the interior, we formed a 'painting party' and roped in Ray Whittaker and David Williams to assist with painting the walls, ceiling and floor. Once complete we turned our hands to



The building before work started. The outside will be next year's painting project.



With the materials rolling in, the work cracked on at a pace.

being site labourers and set to shovelling up the remaining rubble along with general final cleaning of the building, ready for the hundreds of boxes and plans chests to arrive from Bicester. At the time of going to press the archive has now just moved from Bicester to Lasham and the space has rapidly filled up! Thank you, David and Robin, for the hard work with the move. It is wonderful to see everything in its new home.

Throughout we have enjoyed great cooperation with the wonderful team at the GHC, with the GHC even donating us some exterior paint. Talking of which, the exterior of the building will soon become all white, but along with some more clearing up externally, that's a job for better weather in 2021!

So it is with great pride that we now finally have a home for the archive we can all feel really proud of. We would like to take this opportunity on behalf of the entire VGC to give a huge thank you to:

Dream Team – Rick and David, the perfect builders
Electrician – John White
Ray Whittaker – expert ceiling painter
Gary Pullen and the GHC



The newly painted room looking splendid and ready for the archives.

Gavin Spink – General Manager, Lasham Gliding Society
Lasham Ground Staff – Colin Currie and Paul Osborne
David Williams
Robin Birch

Unless otherwise stated, all photos: Sue Brooke

Graham Saw

'Tupperware' versus more members

A reply by Graham Saw

Question:

Is the VGC declining in numbers? No – in general, we have had between 700 to 900 members for many years. This year is down on members due to all the uncertainties of the COVID-19 virus. Compare this to the general decline in gliding throughout Europe in the last 15 years, the VGC is doing well!

Reasons for not including GRP gliders in the VGC:

There are many beautiful GRP gliders that have great handling and performance, easy to rig and are, quite rightly, cherished by their owners. If allowed to join the VGC, they would attend the rallies (we have already seen this in some countries, where they have few flyable wood ships). After a few meetings with a mix of wood and GRP gliders, some of the wooden glider owners would think that driving many hundreds of miles, just to fly with GRP gliders is no fun, especially after spending months or years rebuilding their glider and hoping to meet and fly with like-minded enthusiasts. Why should I waste my time and money driving to a VGC rally to fly my vintage glider alongside GRP gliders, when I can do that at my local airfield?

History repeating?

One of my interests is vintage cars. We had rallies and pub meets where like-minded enthusiasts would take their 1920s and 1930s cars and have fun. Later on, owners of 'classic' cars (1950s to 1970s) would come along to these meetings, which would fill up the car parks and roads, so any later vintage car arrivals would have nowhere to park. After a few years, no vintage cars were seen at these gatherings.

I really hope this does not happen at VGC events, where the older wooden gliders stop going to the 'official' rallies and are forced to have their own meetings.

Are existing owners of cherished wooden gliders being 'elitist' in not allowing GRP gliders into the VGC? No!

You could say that there are no more old wooden gliders to be found – but you would be so wrong! Every year or two, I come across a 'barn find' of an old wooden glider that needs love and work to bring it to life again – they are out there.

Also, there are many owners that, due to their age, struggle to look after and fly their vintage glider. They would welcome younger enthusiasts to join the syndicate and have fun with their glider. This process is down to us, the VGC to spread the word to the young glider pilots of the fun and challenges to be had, with flying these gliders. If you are worried that you do not have the skills to work on a wooden glider, then don't be. There are inspectors in most countries that can guide you and mentor you through the steps of restoration work for mending the airframes and applying new fabric – it is not rocket science. Holland has taken the lead in running very good courses on repairing wooden gliders and I'm sure other countries will follow their initiative.

Chris Wills had a vision of preserving the old, wooden gliders, before they all disappeared, so he organised a few gatherings of early wooden gliders. Later, the VGC was formed to continue this quest (see 'Objectives of the VGC'). We do not need to rescue and preserve GRP gliders because they are not under threat of extinction – they can be flown at any glider site, using any winch and any tow plane, for everyday gliding activities.

Hopefully, there will always be rallies specifically for the old wooden gliders to attend with like-minded enthusiasts and a sky full of colourful gliders!

CLUB NEWS/UPCOMING EVENTS

Hans Disma replies

Dear Bruce,

Jan Forster's article regarding 'Tupperware' caught my attention as owner of a 'Tupperware' FS-24 Phönix, built as the last sailplane of a series of 8. The first one flew in 1957, so it is older than most sailplanes flying at our meetings, like the very popular Ka 6.

There are a lot of amazing sailplanes like the D-36, BS-1, ASW-12, SB-10, Cirrus 18meter, (Open) Libelle, Phoebus but we never see them at our International Meetings. Why?

I know Jan very well and he does not want to insult people, but I think he wants to start this discussion again I guess via his article.

Let me say that I fully agree with your reply to his article.

Let me finish by letting you know that the magazine gets better and better and I really appreciate all the work you are putting in the making of the magazine. 2 months work a year and that all for free!

Keep up the good work,

Hans Disma

2021 Vintage Rally Dates

Please note: Due to coronavirus, all 2021 events are currently under review. Please check VGC website for daily updates.

03/01/2021–09/01/2021	Vintage Gliders Australia Annual Rally	Bordertown Airfield (AUS)
06/02/2021–13/02/2021	Vintage Kiwi 2021	Te Kuiti Airfield (NZ)
06/03/2021–08/03/2021	Vintage Gliders Australia Melbourne Cup Rally	Bacchus March Airfield (AUS)
02-04/2021–05/04/2021	Hunter Valley Easter Vintage Rally	Warkworth (AUS)
22/04/2021–02/05/2021	Bedford Vintage & Classic Meet	Bedford IA (Y46 USA)
07/05/2021–10/05/2021	Park and Glide rally 2021	The Park Airfield (UK)
13/05/2021–16/05/2021	35 National Dutch Oldtimer 'Hemelvaart' Rally	Axel (NL)
28/05/2021–31/05/2021	Western Vintage/Classic Regatta	Tehachapi (USA)
29/05/2021–04/06/2021	UK National VGC Rally	Bellarena Airfield (Ireland UK)
11/06/2021–14/06/2021	Hood River Glider Weekend	Ken Jernstedt airport USA)
14/06/2021–20/06/2021	Father's day Event	Lawrencville- Vincennes (USA)
18/06/2021–25/06/2021	The 25 th Camphill vintage rally	Camphill (UK)
10/07/2021–17/07/2021	International Vintage Sailplane Meet (IVSM 2021)	Harris Hill, Elmira (USA)
10/07/2021–17/07/2021	IVSM Elmira 2021	Elmira, (USA)
23/07/2021–29/07/2021	VGC Rendezvous	Flugplatz Nordhorn-Lingen, (D)
31/07/2021–08/08/2021	VGC International Rally	Achmer, (D)
26/08/2021–29/08/2021	Das 24. Kleine Oldtimer-Segelflugtreffen	Flugplatz Strausberg (D)
28/08-2021–03/09/2021	Sutton Bank Rally	Sutton Bank (UK)
28/08/2021–29/08/2021	Dutch Ka 6 Rally	Venlo (NL)
04/09/2021–07/09/2021	Vintage & Classic Sailplane Regatta	Harris Hill, Elmira (USA)
13/09/2021–17/09/2021	20 th Dutch Vintage Glider Autumn Rally	Asperden (D)
17/09/2021–20/09/2021	Great Plains Vintage/Classic Regatta	Wichita Gliderport (USA)
16/10/2021–24/10/2021	VHZ Basic wood and fabric courses	Hilversum (NL)
02/10/2021–03/10/2021	VGC Annual Dinner	Maastricht (NL)

Martijn Hoogenbosch

2021...and beyond

Dear vintage glider friends and VGC members, The COVID-19 has profoundly changed our lives. From lockdown to our limited gliding activities, the VGC cannot escape the COVID-19 regulations imposed by governments. If you occasionally check the VGC website you can see that many of our vintage events in Europe have been cancelled. This was also the case for our VGC Rendezvous in Lingen and the International Rally in Achmer this year. The same arguments have caused the cancellation of the Annual Dinner in Maastricht. This means that almost the entire VGC year has been lost.

This will bring some changes to our Rendezvous and International Rally schedule for the coming years. We have had regular contact with Achmer (Germany) and Celje (Slovenia). The gliding clubs have concluded that these rallies can, and will be, postponed to 2021 (Achmer) and 2022 (Celje). The Achmer website for the International VGC rally will remain in use until after the rally in 2021. The entry fees will remain the same with any fees already paid remaining valid and can be used next year.

Annual dinner 2021

Jan Forster is willing to organise the VGC dinner 2021 in Maastricht under the same terms as was proposed for this year. The date is the 2nd of October, 2021. It looks like the price of the hotel and restaurant will be similar prices. Jan has already secured a pro-forma contract, with the prices remaining almost identical to this year's agreement (2020).

We have found a location for the 2022 Rendezvous! It will be held in Ferrara (Italy), where we currently have very good contacts with the chairman, Mr. Donato Vincenzi, and they wish to extend a warm welcome to us all in Ferrara. The club has organised several major gliding championship competitions and has a good infrastructure with camping, sanitary facilities, and a modern club house.

2023, a milestone in our clubs history...

The plan is to hold the VGC rally in 2023 (VGC's 50th Anniversary) in England. We do not know if Brexit and UK leaving the EASA will disrupt these plans? Fortunately, we still have some time until 2023 to see if major obstacles are being thrown up for foreign European (EASA and ANNEX II) glider pilots. Andrew has been very busy in trying to find locations for the Rally and Rendezvous. We are talking with Aston Down as a possible rally location and they are keen to welcome us to their field. Lasham is being looked at as the venue for the Rendezvous. But these are just ideas and proposals and will be made more concrete in the coming time.

Andrew Jarvis

What does 2021 hold for us?

Hopefully, we'll all have had a vaccine by Easter 2021 and the horrible virus will return to whence it came. Our first scheduled rally is 'Park and Glide' at The Park Airfield (Bath, Wilts and North Dorset GC), the dates being May 7th to 10th, the 'Early Spring Holiday'. You'll remember, this was the very

...and beyond that?

We have held discussions with our Lithuanian friends about a possible VGC rally there in 2024. VGC club member, Benvenutas Ivanauskas (organiser of the VGC rally in Pociūnai in 2012), has offered to organise a rally in collaboration with Tomas Kuzmickas from the Vilnius Aeroclub at Paluknys airfield. These are plans for the future and will need further investigation before seeking the International Committee's (IC) approval. We are also looking for a good location for organising a Rendezvous Rally to support this event for that year. Does anyone from the International Council (or our members) have an idea for a good location? Ideally it needs to be to the west of and a maximum of 400 km away from Vilnius, thus making our Polish friends prime candidates to benefit from this worthwhile event.

More exciting news is that we have also have received a proposal from Christian Mathieu to organise a VGC Rally 2025 in France. Talks will continue with no firm decisions yet on locations, but these are plans for the future which will need further investigation.

Well, that's about it for now for a quick rundown on a promising few years ahead. May I take this opportunity to make a plea to all organisers of Oltimer and Vintage glider rallies to send me your future rally details so as I can advertise them for all our members on the VGC website.

Martijn Hoogenbosch
VGC International Rally Secretary

Provisional list of VGC Rendezvous and International Rally dates,

2021 Rendezvous	Germany, Lingen	23-07-2021 - 29-07-2021
2021 Rally	Germany, Achmer	31-07-2021 - 08-08-2021
2022 Rendezvous	Italy, Ferrara	21-07-2022- 30-07-2022
2022 Rally	Slovenia, Celje	01-08-2022- 09-08-2022

The following Rallies below are yet to be determined

2023 Rendezvous	England ?	20-07-2023- 27-08-2023
2023 Rally	England ?	29-07-2023- 06-08-2023
2024 Rendezvous	Poland ?	25-07-2024- 01-08-2024
2024 Rally	Lithuania Paluknys	03-08-2024- 11-08-2024
2025 Rendezvous	France ?	19-07-2025- 26-07-2025
2025 Rally	France ?	28-07-2025- 05-08-2025

first of the many VGC events to be cancelled in 2020. The main organiser is Phil Drake, aided by Geoff Pook, who are two of the kindest chaps in the business. How kind? Well, the whole thing is free for a start, so I hope you'll have lots of launches and also drink plenty in the bar!

UPCOMING EVENTS

After the Park as a 'warm-up' comes the main UK event, the 2021 National Rally at Bellarena, Northern Ireland. The dates are 29th May to 4th June (Whitsun Bank Holiday).

I've just had a Zoom conference with the Ulster GC team, Chairman, Brian Irwin and CFI, Mike Miskimmin, and of course, our own man, Owen Anderson. I felt we were all driving rather slowly on dipped headlights! We knew our destination, but was there a roadblock ahead? What will the COVID situation be next year? Consequently, how many VGC bods will actually sign up to bring a vehicle and glider across the Irish Sea?

I really hope we can go ahead with this rally. I'm told the last time the VGC were at Bellarena was in 1994, the year before I joined. Obviously the VGC contingent will be modest, more of a squad

than a platoon but I'm sure it will be a memorable week. Brian will extend an invitation to the Dublin GC and of course, it would be very rewarding to visit one or other of the beautiful Eire gliding sites 'while you're there!'

A unique attraction will be the Short Nimbus, which by then will be in the Bellarena workshops and you can do a token bit of restoration if a wet weather programme is called for (rain is not a considered a rarity in Ireland!). I really must repeat the eternal plea to 'book early,' both to help the host club with their planning and also to ensure a place on the ferry (the boats are much smaller than the cross-channel ones).

I'm pleased to confirm that both the Camphill/Capstan Rally and the Sutton Bank Slingsby Rally, are both in place for 2021.

Andrew

Brian Irwin

An invitation to the Emerald Isles

VGC UK National Rally 2021 & Ulster GC 90th Anniversary

The Ulster GC at Bellarena is to be the venue for the 2021 VGC UK National Rally. Which could hardly be more appropriate as 2021 also marks 90 years since the Ulster GC first took to the skies.

The club, initially titled 'The Belfast Gliding & Aviation Club', was one of the earliest to be formed in the UK and apart from the inevitable interruption caused by WW2, has been in operation ever since.

Perusal of records reveals that the first glider purchased was a Reynard primary trainer, in which founding members took their first tentative hops. A Mr HC Wynne, by virtue of his having had a few flights at the London GC at Dunstable, was appointed as Instructor. Unsurprisingly perhaps, the aircraft suffered a number of misfortunes, though all speedily repairable. A successful modification that added a fairing behind the pilot to improve aerodynamic performance, lasted only briefly until the landing distance required from a brisk launch exceeded the length of the field in use, which was surrounded by trees. A wing was left in a tree on either side, the fuselage passing through the gap between! Typically, the damage to the glider was recorded; of the pilot we know nothing.

While the Reynard was being repaired, a Dagling was completed, which was built by members from parts obtained from the RFD Company. In time private syndicates brought a Scud, Grunau Baby, and a Kassel 20 into operation.

A number of different launch sites were tried, but the first accounts of significant soaring flights arose from auto-tow launches on Magilligan Strand at the Foyle estuary on the very-most north-western corner of Northern Ireland. This location is a stones-throw from the UGC's current home and indeed the Club retains rights from the Crown Estate to fly from the same beach today.

The club settled at Magilligan for a time, but has had other homes since, including the ex-WW2 RAF aerodrome at Long Kesh, from which it was ejected at short notice in the early 1970s and at Newtownards in County Down.

However, a permanent airfield of our own was always an ambition, achieved in the purchase some twenty or so years ago of our current facility at Bellarena. It's an all-year round grass field in



Owen Anderson's Olympia framed by an Ulster sky. Photo: Owen Anderson

an airspace-free spectacular countryside. It still enjoys access to the same ridge, wave, and thermal lift first encountered here by our founders. We very much hope that VGC members will support the UK Rally here and help us celebrate a very significant anniversary.

Brian Irwin
Chairman
Ulster GC

Frank-Dieter Lemke

Einladung zum 24. kleinen Oldtimer-Segelflugtreffen

Ihr seid herzlich eingeladen zum 24. kleinen Oldtimer-Segelflugtreffen auf unserem wunderschönen Strausberger Flugplatz, der in den 1920er Jahren gegründet wurde. Der Flugplatz liegt in Brandenburg, etwa 2 km östlich der Stadt Strausberg und ca. 35 km östlich der Hauptstadt Berlin. Auf dem Flugplatz Strausberg sind mehrere Flugvereine und die berühmten STEMME-Werke beheimatet.

Der Flieger-Club Strausberg e.V. bietet hervorragende Einrichtungen und ist ein gut organisierter und freundlicher Verein. Am Samstagabend des 28. August findet eine von Jabiru Motors gesponserte Party für alle statt, zu der auch Essen gehört! Im Anschluss werden Preise für Segelflugzeuge und Piloten verliehen

Wir bieten ausgezeichnete Campingmöglichkeiten mit Elektrizität sowie einer Küche, Duschen und Toiletten, die in den Clubräumen zur Verfügung stehen. Wir bieten auch Zugang zu unseren Werkstatteinrichtungen, falls diese benötigt werden. Wir haben eine Hercules-4-Winde mit 1200 Metern Seil und eine gute Auswahl an Schleppflugzeugen.

Die Anreise für die Veranstaltung ist ab Mittwoch, 25. August, geplant, Flugbetrieb findet ab Donnerstag, dem 26. August, statt.

Invitation to the 24th small Vintage glider meeting

26th to 29th August 2021 at Strausberg airfield.

You are cordially invited to the 24th small Vintage glider meet at our wonderful Strausberg airfield, established in the 1920's. Located in Brandenburg, approximately 2km to the east of the city of Strausberg, and approximately 35 km to the east of the capital city of Berlin, Strausberg airfield is home to several flying clubs and the famous works of STEMME.

The Flieger-Club Strausberg e.V. offers excellent facilities and are a well organised and friendly club. There will be a party sponsored by Jabiru Motors for all on the Saturday evening on the 28th August, which includes food! This will be supported by an awards ceremony for both gliders and pilots.

We offer excellent camping facilities with electricity and a kitchen, showers, and toilets being available in the club rooms. We also offer access to our workshop facilities should you need them. We have a 1200m winch cable via Hercules 4 winch and a good selection of aero-tow.

Gebühren:

- Einmalige Organisationsgebühr von € 15 – zu zahlen von jedem Piloten
- Windenstart € 5
- Kostenlose Unterstellung im FCS-Hangar/10 € pro Nacht in der großen Halle der Flugplatzgesellschaft
- Kostenloses Zelten und Benutzung der sanitären Einrichtungen
- Flugzeugschleppstart mit Funk FK 9 Mark IV pro Minute € 2,80.

Weitere Informationen auf unserer Website unter:

www.flieger-strausberg.de ,

Anmeldungen beim Rallye-Koordinator Frank-Dieter Lemke an:

fd.lemke@gmx.de / Tel. +49.174-19 42 132.



Arrivals are scheduled for the event from Wednesday, August 25th, flying from Thursday, August 26th.

Fees:

- One-time organization fee of € 15 - to be paid by each pilot.
- Winch launch € 5
- Free hangar in the FCS hangar / € 10 per night in the large hall of the operating company
- Camping and use of the sanitary facilities (FCS object and tower) free of charge
- Aircraft tow start behind the Funk FK 9 Mark IV per minute € 2.80.

For more information, visit our website on:

www.flieger-strausberg.de and register your entry with the Rally Coordinator, Frank-Dieter Lemke: fd.lemke@gmx.de / Tel. 0174-19 42 132.



2021 membership renewals are now due!

To avoid any additional costs, please ensure you renew your membership before 1st March 2021. For more information, please visit the VGC website at: www.vintagegliderclub.org/membership

RALLY REPORTS

Ålleberg beats COVID

SWEDEN



Bernt Hall flying the PIK 16C Vasama over Ålleberg. Photo: Bernt Hall

Despite COVID-19, it was decided to run our Rally week this July by carefully obeying all recommendations from the Health Ministry. That meant outside briefings and generally complying with the 2 m distance recommendation. Of course many members (70+) elected

not to come so we adjusted the available insured club gliders to suit, which meant Bergfalke II/55, Schweizer 2-22, EoN Olympia, Grunau Baby IIB and Pik 16C Vasama. Understandably, most visitors from abroad cancelled but we had the pleasure to welcome Henk Stockhorst with a K7, which was nice since there only has been one K7 in Sweden and that was a long time ago. Also Piotr Müller visited with his beautiful Foka C.

Unfortunately the weather was not as good as last year, but if you deduct the number of launches the very popular Danish G2 made in 2019, launches were almost the same, but the hours flown were less. Despite that, the 30 or so

members that attended had a good time. Some were there only for a day or so, others for the entire week. Longest flight was 140 km and 3h12min.

Many members took the chance to fly our 'new' PIK 16C Vasama (s/n 14) built in 1963 and donated to the SVS in 2018 by Sture

Rodling and Ernst Persson. It was flown by Sture at the World Championships in South Cerney, England in 1965. In 1967 Ernst flew a 500 km out and return record in Sweden at 70 km/h. Now it took to the air for the first time during the Rally after almost 10 years on the ground and was very popular with the pilots. Also quite a few members took the chance to get the only airworthy Schweizer 2-22 (s/n 194) in Europe into their logbooks. We were a bit sorry that we couldn't bring it to Achmer this summer. Maybe next year?

During some non-flying spells a lot of work was done especially on our Slingsby T21 restoration project. Also the only PIK 5b in Sweden arrived from Östersund [see page 31-ED], where it has been displayed in another museum after it was withdrawn from flying in the late 70's. Thanks to a lot of effort from Thorsten Fridlitzius and Sven-Åke Roos, it will now have a place in the museum's static exhibition. Our Kranich fuselage will probably go to Poland this autumn for restoration.

Our next Rally at Ålleberg is scheduled for July 9-18 2021, when we hope to see a lot more international guests. The first three days are set aside for some activities connected to the 80th anniversary of the Gliding Centre at Ålleberg, but recreational flying will still be possible on these days.

Bernt Hall SVS Secretary



Daily briefing; social distancing was a key part to the rally going ahead. Photo: Bernt Hall

Robert Danewid, Chairman of the Swedish Soaring Federation and Henrik Svensson, CEO Swedish Soaring Federation sample the delights of the 2-22. Photo: Göran Bristav



RALLY REPORTS

Eine kleine Rally at Borkenberge

GERMANY

1st - 8th August 2020



The VGC bell officially opens the Borkenberge International Rally. Photo: C. Hülsheger



Reinhard Meier, master of towing and bread rolls. Photo: C. Hülsheger



The Osnabrücker Verein für Luftfahrt) Olympia Meise. Photo: C. Hülsheger

The year is 2020 A.D. and Europe is in the grip of COVID-19...well not entirely. A group of indomitable enthusiasts on the small aerodrome of Borkenberge, holds out against the virus!

For obvious reasons, our VGC International Rally 2020 had to be cancelled. We had planned to enjoy our summer holidays at Achmer and were looking forward to meet old friends and make new ones. When the cancellation was announced, my wife Corinna and I, decided that we would not surrender to this virus. After a short meeting with the board of my aeroclub, the LSC Marl e.V., we decided to invite some friends to join us during the original rally period. To make things manageable we

had to limit the meeting to no more than 25 people.

Reinhard Meier (another VGC member flying at Borkenberge) and myself would act as tow pilots, we organised a refrigerator-trailer with beer and water (which proved to be one of our better decisions, as later temperatures rose to 35°C), and off we went.

The first friends from the south of Germany arrived early and enjoyed some quiet days in the Münsterland, which does offer some beautiful countryside and its many small villages and cities to visit.

On the first evening, we raised the VGC flag and Joachim Jeska brought 'The Bell' and we officially declared the '1st Very Small VGC International Rally at Borkenberge' as officially open; and international it was with friends from England and the Netherlands present.

We had a remarkable line up of classic

and vintage gliders (3x Ka6, 2x Bergfalken, L-Spatz 55, Cumulus, SB 5, Grunau Baby, Meise, Slingsby T.21, and the Slingsby Petrel), which did not go unnoticed by the local newspaper and some fellow glider and model pilots. This included pilots at Borkenberge, some of whom spontaneously offered to man the winch (a big 'Thank you' to Leonard and his son Jan). Our FSG Datteln-Bork friends (also based at Borkenberge), cleared a hangar to give home to our gliders; so another big 'thank you' to Rolf and the team! When 'The Bell' rang again at the end of the meeting, we had accumulated more than 100 hours of flight time without incident and enjoyed some relaxing evenings.

My personal summary of this small event

The first Rhönwettbewerb took place exactly 100 years ago and sometimes the 'Rhönggeist' is still alive! From a pilot's



A line-up of German classics. Photo: C. Hülsheger



Meret and Christian Hülsheger's lovely L-Spatz 55. Photo: C. Hülsheger

RALLY REPORTS



*The place to be at 35°C...in a Slingsby T.21!
Photo: K. Opzondek*



Slingsby T.13 Petrel. Photo: C. Hülshager



*Bird-on-the-wing; Slingsby T.13 Petrel above
Munsterland. Photo: C. Kroll*

perspective, the last flight of the meeting with the Petrel was one of those few very special flights one has in life; thank you Graham!

So to end on this positive note, we did not surrender to the virus and it was good to have all of you around. Thank you for coming!

Christian Hülshager

Orliks at Hronov

CZECH

Hronov, 8-15 August, 2020



Orlik's at Hronov. Photo: via Klara Teichmannová

The middle of August saw the 19th Hronovské Orlikovské Přeháňky (Hronov Orlik Showers) taking place at Hronov aeroklub in Velké Poříčí. The races were primarily designed for VT-16 and VT-116 Orlik which Orličan Choceň produced from 1962 to 1969. These gliders were popular with Czechoslovak aeroclubs in the second half of the 1960's and throughout the 70's. These 16m wooden gliders are still popular, renowned for their pleasant flying qualities and as the standard club glider within Czechoslovak aeroclubs. The 16m wingspan version is still very popular in Czech and Slovak aero-

clubs, noted for its pleasant handling good performance. This year 26 oldtimer gliders met on the grid, in addition to the VT-116 Orlik. There were also two examples of the older version, the VT-16 Orlik, one M-28 prototype with an 18-meter wingspan, and one M-35 with a 15-meter wing with a Wortmann profile. The only representative of a foreign design was one Ka-6 E. During the available eight days of the competition, tasks were flown five times. The first discipline was a racing task via 3 turning points totalling 207.8 km with the race taking competitors to the east across the Polish border along the Kladsko valley. The

discipline was won by Klára Teichmannová from the home club (Hronov), in a VT-116 (OK-5509) with an average speed of 74.65 km/h. The second task was an Assigned Area Task (AAT) with duration of 2:30 hrs. to the west and south of the Krkonoše Mountains, and east on the other side, to the Eagle Mountains. The discipline was won by Michal Janda from AK Broumov in a VT-116 (OK-7402), with a speed of 82.38 km/h.

After a day of rest, which was very welcome due to competitors suffering in the high temperatures, the 2 hr, 30 min. AAT was again flown in similar areas as before

RALLY REPORTS

(but this time, located a little further to the north in the mountains). Klára Teichmannová again won the task with a speed of 74.11 km/h. This was followed by a competition day with the best gliding conditions of the week. This task was via three turning points of 253.7 km's along the plain, south of the mountains. Miloš Dederá from the Jihlava club surprised everyone with a superior speed of 96.72 km/h in his K 6E (OK-9781). The fifth and also the last task was again racing via three turn points to

the west and east through the Bohemian mountains, with a total distance of 259.3 km. This task was again won by Miloš Dederá, with a speed of 74.16 km/h. The day was followed by the transition of the cold front, which made the temperatures more pleasant, but unfortunately made it impossible to continue our flying. The competition was won overall by the home pilot, Klára Teichmannová, with a total of 3803 points.

Tomáš Mezera



Miroslav Štěpán from Žamberk Aero Club prepares for the launch of another exciting task during the 19th Hronov Orlik Rally. Photo: via Klára Teichmannová

27th Czech National Rally

CZECH

Přibyslav, 22-30 August, 2020



Nice weather and beautiful countryside surrounding Přibyslav. Photo: Libor Mašík



What the heck??? Central European pilots try to come to terms with the vagaries of a British, non-metric, three-handed altimeters in Jiří Leník's EoN Olympia 2b. Photo: Vladimír Abraham

During the last week in August, POTK (Plachtařský Oldtimer Club), organised the 27th National Oldtimer meeting at the airfield of Přibyslav in the Vysočina region. A total of 19 historical gliders, including two from the local Přibyslav aero club, gathered at this picturesque and gliding-friendly region. The airport is dominated by a large hangar from the 1930's, when the airport provided an enroute base for air transport between Prague and Brno with the Fokker VII and other aircraft of the Czech Aviation Company and Czechoslovak Airlines. As a result, there is a lot of space in the hangar, so we didn't have to de-rig any of the gliders. Many gliders of Czech design took part in this meeting, which included the two-seat training glider, the LF-109 Pionýr, 3 x VT-425 Šohaj 3's, a VT-16 Orlík, 2 x VT-116 Orlík II's, an LF-107 Luňák, a Z-24 Krajánek, a L-13 Blaník, and a VSO-10 Gradient. Gliders of foreign design included an EoN Olympia, a K 6CR, a K 6E, a K 8, an SF-27A, a Foka 4, and last but not least, an ASW 15a. During the week there were 5 flying days, of which two (Monday and Tuesday) were excellent soaring days which allowed

many pilots to fly not only some time in thermals but also a few nice cross-country flights. For example, Jiří Lískovec with K 8b competed an FAI triangle of 214.9km. There was also a lot of flying with more older gliders, such as the Pionýr, Krajánek and Olympia, which were all kept very busy. During the entire meeting, 13 cross-country flights were flown, which was made up from 8 x five-hours flights, 6 x four-hours flights amongst a total of 91 flights with oldtimers and 118 flying hours being flown.

Although this year's meeting was shortened by two days due to the bad weather,

we can say that it was a real success. Not only that, we took advantage of the non-flying day on the Wednesday with a tour around some of the most scenic places within the vicinity, including the historic town of Polná and the monastery complex near Zruč nad Sázavou.

Next year we will meet again, this time in the pleasant surroundings of the Bohemian-Moravian Highlands, to fly together and have fun. This year we were more than content with the warm welcome and fun we had in Přibyslav however, what more could we ask for, for this very challenging year?

Tomáš Mezera



The lovely VT-425 Šohaj 3 piloted by Josef Mezera. Photo: Vladimír Abraham

Doppelraab wins at Dessau

GERMANY

23rd Oldtimer meeting Dessau 26-30 August



*FES 530 / II Lehrmeister on approach for landing. The two-seater was built in the GDR.
Photo: Frank Henze*

For the first time the historically significant 'Hugo Junkers' airfield in Dessau held the traditional Oldtimer glider meeting. 22 gliders with 34 pilots from 15 clubs turned up, the host being the Luftsport Service-Centre Ost, which was supported by the Dessau-Kleinkühnau Culture and Local History Association and the Flugplatz GmbH (which waived landing fees). Steadfast helpers from the Dessau Aviation Club also contributed to the success of the event, with the winch and recovery vehicles. On the public day, the Saturday, around 700 spectators admired the Oldtimers, albeit behind a barrier tape. Fortunately in Dessau, as almost everywhere else in recent years, the daily laborious dismantling and rigging of the

two-seater and the SG 38 was superfluous. This was because Thomas Lesczcenski has created the appropriate space for storing these aircraft, along with the Po-2 'Podwa'. The teams concerned were very grateful for this. Over the 3 days of flying 77 winch starts and numerous aircraft tows were completed by the 'Historische Flugzeug Sachsen e.V.' behind the Po-2, the HB-23 (HB-Flugtechnik), and the Wilga (both of which came from Aschersleben). The Herkules 4-winch drivers, Michael Theune and Michael Schwach, both from the local club, turned out to be true masters of their craft, launching the SG 38 and Grunau Babies and the two-seaters on the 1000 m long runway. The glider towing behind the historic

'Podwa' was a very special treat for the oldtimer pilots. Even Gerhard Maleschka was towed by this slow old lady in his Foka 4, who commented: "You have to experience it to be able to talk about it. It's really no fun with the fast Foka 4." When the Podwa suffered brake damage, it was quickly repaired by the very experienced Felix Quitschau from Strausberg. The technically experienced 19-year-old is an engine mechanics apprentice for a well-known manufacturer, so acquired his own 'license' after repairing the Podwa and an SF-27, congratulations!

The Polikarpow Po-2 or 'Podwa', as it is affectionately known, was a pioneer and companion for a whole generation of Flugsports der Gesellschaft für Sport und Technik in der DDR (GST) aviation sportsmen and provided invaluable help in the building up of aviation for the GST in the GDR. But in reality the Podwa used in Dessau is in fact a Polish built CSS-13, built under license in Poland in 1954. It has a five-cylinder Shvetsov M-11FR radial engine of 140 hp. Ironically, the danger of forest fires saved this last German specimen of the Podwa from destruction. The plane was decommissioned in the 1970's and was supposed to be burned at the edge of the forest, but Lutz-Peter Kern, Managing Director of the Luftsportverband Sachsen, rescued the biplane for fire protection reasons. He hid it in Riesa-Canitz and it was in this way that he saved it from destruction. The reconstruction took place under the direction of Gerd Fiedler and many helpers in Jahnsdorf. Without the work of Lutz-Peter Kern, who among other things organised some new wings (at a cost of



The rare Polikarpow Po-2 (Polish license built CSS-13). The 'Podwa' with the GDR registration number DM-WAH belongs to the 'Historische Flugzeug Sachsen e.V.'. Photo: Frank-Dieter Lemke



The Cumulus IIF is not fitted with airbrakes to assist the approach for landing. Photo: Frank Henze

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Grunau Baby IIB D-7156 on approach for landing. This Baby, manufactured in 1956, was flown by Rolf Bornhabetter. Photo: Frank Henze



For the first time, Sophia Dienst flew her SG 38 in Dessau, because she is now in possession of the glider license. Photo: Frank Henze



Slingsby T. 31 with Gere Tischler and Ann-Christin Capelle looking forward to an open cockpit flight. Photo: Frank-Dieter Lemke

€12,000 from Poland), restoration work would have taken considerably longer. The plane received a propeller that a former LPG (DDR Agricultural Production Cooperative) chairman had kept. After eight years of restoration this little gem arose again into its element on June 6, 2016, piloted by Gerold Weber and inspector, Gerd Fiedler, as passenger. But this is a small digression on the history of this famous aircraft.

In addition to the Foka's and Doppelraab V, the longest flights in Dessau were completed by the Grunau Babies, which were represented in numbers. They come from five different manufacturers and there was also a Baby blend, especially in the Reinhard Cumulus IIF (D-6026), which flies with its Baby II wings (without airbrakes). Built in 1953, this high-wing aircraft has a fabric-covered fuselage in tubular steel construction. The best glide of the Cumulus IIF is 19.5 at 63 km/h and outperforms the Baby's glide of 17. Also the payload is higher.

The oldest Baby in Dessau, the yellow D-3637, was even built by Edmund Schneider in Grunau in 1944 and restored by Sven Brandhorst from Strausberg (together with Tobias Mörsel). The Société Nationale de Constructions Aéronautiques du Nord (SNCAN, abbreviation NORD) in France delivered D-0117 in 1945. Around 1976 seventeen Greven glider pilots built the Baby IIB, taking more than 1500 working hours. It flies today at LSG Fallersleben. D-1982, on the other hand, was created in 1953 and was built by the Köflach glider group in Styria (Austria). Today this Baby IIB flies at AeC Kropp. D-7156 comes from the manufacturer Amateurbau Fa. Schmidt, a joinery in Neumarkt in the Upper Palatinate. This Baby IIB, manufactured in 1956, also today flies with LSG Fallersleben. A product of GDR glider construction is the Baby IIB with the registration number D-1627, which VEB Apparatebau Lommatzsch delivered in 1957. Rebuilt around 1993 by the AC Hannover, today this Baby

flies with FC Leipzig-Taucha. The Grunau Baby IIB is considered to be the world's most built glider, one speaks of 5000 copies, with the few still flying, guarded like treasures.

The school glider, the SG 38 (D-6038) from FC Bad Berka-Weimar, caused quite a stir. It launched both by winch and aero-tow. D-6038 was originally built at VEB LOWA Gotha in the GDR and slumbered for more than four decades in a sad state on a shelf at Bad Berka. In 2014, after an appeal for donations, the restoration (which was practically a new build by the nine members of the association), began on the initiative of Sophia Dienst, who accompanied the project as her thesis at the Waldorf School in Weimar. The maiden flight was carried out on September 1, 2018, by the 81-year-old Karl Legrat, who had been involved in the restoration. Unfortunately he passed away six months later, but his dream had come true. For the first time Sophia Dienst flew her SG 38 in Dessau, because she is now in possession of her glider license.

Ralf Schönemann from the Dessau-Kleinkühnau cultural and local history association honoured the winners and those competing for the most beautiful or interesting glider. The Concours d'Elegance (along with an attractive metal Ju 52 model). as in the previous year in Bad Königshofen, went to the Doppelraab V (D-8155), which was manufactured in 1953 and beautifully restored by Hans-Joachim Sommer from AC Hagen. Incidentally, he is looking for wings of the Doppelraab VI or VII with which he would like to increase the payload of his Doppelraab V by 30 kg. This would allow the Doppelraab to fly as a two-seater with the occupants wearing parachutes.

Second place went to the Slingsby T. 31 (BGA 3545) built in 1956 and restored by 'Gere' Tischler from the Aalen Luftsporting. His T. 31 only completed its maiden flight on the Sunday before the meeting

after eleven years of restoration. Gere made the long journey to advertise an exhibition of historical gliders from the GDR production, which will involve owners of former GDR gliders at the Aero 2021 in Friedrichshafen.

Third place went to the 1964 Bergfalke III Cabrio (D-9177) by Detlef Otto and Uwe Berndt from the Altenburger Luftsportverein. Uwe Berndt calls the former glider pilots from the Altgietzen glider airfield (which was closed in the GDR in 1979) together at every opportunity for the small Oldtimer glider meeting and they are always happy to come back.

The Strausberg glider pilots are also hoping for numerous Oldtimers in the coming year, because they are hosting the 24th Small Glider Old-timer Meeting which began in Strausberg from 1997 to 1999. Just like the people from Dessau, whose small problems soon resolved themselves, the Strausbergers also want to ensure good conditions for their traditional meeting.

Frank-Dieter Lemke



Concours d'Elegance - (from left): Gere Tischler with Slingsby T. 31 (2nd place), Hans-Joachim Sommer with Doppelraab V (1st place) and Detlef Otto with a BF III Cabrio (3rd place).

Photo: Frank-Dieter Lemke

RALLY REPORTS

Slingsby Week...the show goes on

UK

29th August - 5th September 2020



A corona handshake between Andrew Jarvis (L) and Ronnie Page kicks off the fun at Sutton Bank.
Photo: via Andrew Jarvis

Slingsby Week 2020 started on 29th August under COVID-19 restrictions. Despite these restrictions we welcomed eight vintage gliders, half of which were Slingsby machines. So that in itself could be regarded as being a success! Two Swallows, a Skylark, and a Dart were joined by two Olympia's, a 463 and a 2B, as well as a Ka6. In addition these were joined by four of our resident classic machines at Sutton Bank, the

Swales SD3-15T, a Standard Libelle and two Cirrus'. Our visitors came from as far afield as Portmoak, South Downs, Dunstable, Shalbourne, Darlton, Anglia and Nene Valley.

The event attracted attention from the local press as well as members of the public on the Cleveland-Way footpath. We didn't have the 8-10 thousand spectators of the 1930's but there were quite a few watching and the Yorkshire Post

ran a picture article featuring the colourful vintage gliders at Sutton Bank.

The social scene was obviously severely restricted but a 'COVID Bar' was run most evenings and the café was open for meals throughout the day.

As befits a Slingsby Week, Henrietta (the mechanical chicken), the 'Slingsby Chick', put in an appearance. Henrietta is awarded on a daily basis to a participant during the week for some notable event. Fittingly, her first outing this year was to Andrew Jarvis, the President of the Vintage Glider Club, who landed out at Osgodby at the bottom of Hood Hill some 1.5km from the clubhouse!

A candidate for the YGC's 'Au Vaches' trophy (for the closest field landing to the clubhouse) perhaps?

Bottles of wine were awarded in the usual manner for the most effective efforts at a task, longest or highest flight, etc. The shortest vintage glider flight was 11 minutes and the longest, 4 hours and 10 minutes. Amongst the tasks were such novelties as the Slingsby Sling (O&R to Kirkbymoorside-visiting the former Slingsby Works), Monks Habit (visiting local abbeys, of which we have 5) and other none-too-onerous tasks. The weather was variable but flying was possible most of the time. The object was to fly and have fun; and this was achieved. Same again next year anyone?

Jerry Henderson-Newton



Alan Pettit's Skylark sets the scene for a Slingsby line-up. Photo: Caroline Coates



Jerry Henderson-Newton heroically came to the rescue of Presidential Oly, BYE. (Just before the launch, Andrew had told someone that the glider never, ever, landed out! There is always a first time I guess!). Photo: Andrew Jarvis

RALLY REPORTS

Old-Timer weekend at Brno

CZECH

Brno, 4-5 September, 2020



The Military History Institute's Z-24 Krajanek (based at Medlánky Aero Club), against a typically rural Czech country scene. Photo: František Brablc



The Lunak of Ing. Daneš Gula (based at Medlánky Aero Club), was a popular exhibit throughout the weekend. Photo: František Brablc

Another two important events took place in September. September saw the Oldtimer Weekend at the Moravian airfield in Brno Medlánky. This is a traditional event, during which the local aeroclub organises the event for glider pilots from all over the country to give them the opportunity to fly with oldtimer gliders, of which there is a very large amount at this airfield. This is due, among other things, to the presence of the Aviation Workshops Medlánky (formerly AVEKO, and before that, AERON), which thanks to

this company's history of 25 years of overhauling wooden gliders, means that today Czech wooden gliders can fly under the Experimental category.

On the Friday and Saturday, thermals were flown in gliders such as the LF-107 Luňák, LF-109 Pionýr, L13 AC Blaník, L23 Super Blaník, Bergfalka II, K 6E, M35, Šohaj Mk.2, Mk.3 and others. Occasionally, there were some interesting visitors to the field, such as a UL replica of a Me-109, L-200 Morava and an Aero-45. A hangar party took place on the Saturday evening, as one of the

chief technicians of the Aviation Workshops, Michal Štastný, celebrated his 50th birthday. It is through his hands that the majority of Czech Republic historical gliders have passed, either during an overhaul or the annual renewal of the certificate of airworthiness. And because most glider pilots consider him not only as a good friend, but also for his high standard of work, they decided to organise a very nice celebration party for him.

Tomáš Mezera

Whispering Wardrobes... UK finale to 2020

UK

Booker, 12-13 September



A period line-up of classic beauties.

This year's final UKVGC event of 2020 was the 'Whispering Wardrobes' at Booker. Smoothly run, as always, the small event was attended by some greats from the vintage world: David and Margaret Shrimpton, Richard Moyses, Peter and David Underwood, Nick and Inge Newton, John Dredge, Robin Wilgoss and of course, organiser, Graham Saw.

The event tends to be held in an anticyclone and 2020 was no exception. Under a cloudless sky, a bullet-proof inversion sat over us like a saucepan lid. Nick very kindly gave me a flight in his timeless Hutter 17 (wingspan 9.6 metres) and we were small enough not to hit any thermal! In the late afternoon, Graham went aloft in his im-

RALLY REPORTS

maculate Petrel, staying up 'until he got bored'. Hmm...well, he did have nearly twice the wing area... but it just shows, Graham's surname should really be spelt 'Soar!'

Andrew Jarvis
Photos: Andrew Jarvis

Richard Moyse points out the finer points of how to keep a T-31 aloft for more than 10 minutes as ex-Slingsby delivery pilot, David Shrimpton, looks less than impressed! (From left to right: Richard Moyse, David Shrimpton, Robin Wilgoss and John Dredge).



A damp end to the Czech Oldtimer season

CZECH

25-28 September, 2020



Tereza Krčilová, a member of Raná Aeroclub, enjoys the late autumn views of Rana in the ASK13 on finals to RWY11. Photo: Tomas Barva

Another event in September was the Raná autumn slope flying event, a traditional farewell to the oldtimer gliding season (combined with the annual session of POTK). However, this event was affected by several days of heavy rain. Rain continued all the Saturday, so no one was surprised that few people gathered for this event. At least the Sunday saw no rain, however it was overcast and cloudy with a relatively low cloud base. We started the day with the more suitable winch, later after the cloud base rose slightly, we also continued in our aero-towing operation. We flew an array of types, including two-seaters, ASK-13 (OK-2302), LG-130 Kmotr (OK-1260) and single seat gliders such as the EoN Olympia 2b (BKK), Z-24 Krajánek (OK-8560), and LS 1-0 (OK-0121). Unfortunately, we were straight up, then straight down as the wind was blowing straight across the Raná hill and it was impossible to utilise it properly. Jiří Leník in the two-seat Kmotr had the longest flight of the day with only 20 minutes. In the evening, the annual session of the POTK took place, which among other things, the current committee of the club was re-elected, headed by our Chairman, Petr Hanáček. The place and date of the next Czech national oldtimer meeting was also chosen (Mikulovice Airfiled in Jeseníky Mountains, June 19-27, 2021). This choice was influenced by the fact that in 2021 our club POTK will celebrate our 30th anniversary of its founding, which took place on November 9th, 1991 at the airfiled in Mikulovice. You are all cordially invited to this Czech national oldtimer meeting for next year, so we look forward to seeing you all there!

Tomáš Mezera

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Based upon the original French works of Pierre Jarrige.

Exploits of French Gliding in Algiers

Part 1- 1923-1940

English text by Bruce Stephenson.

VGC News brings to readers for the first time, the rich history of gliding in Algeria before and after WW2. From the earliest days of gliding, Algeria was to play an important part in the story of French and Algerian aero sport, one in which little is known outside either France or Algeria today.

Algeria, with its high Atlas Mountains, its sunny undisturbed highlands, its rugged coastline, and its arid Saharan regions, offers the geographical and climatic contrasts favourable to gliding in all its forms.

Even as early as 1862, aviation pioneers such as Louis Mouillard, and a little later for other theoreticians such as Jean Bretonnière, Clement Ader, Julien Serviès, Joseph Thoret, and Eric Nessler, Algeria has proved to be a geographical magnet to many in exploring the potential of the region. At that time Algiers was under French Colonial rule, it is not surprising that no other country but France was to exploit the regions potential to its fullest.

Early Algerian powered aviation has roots that go back to October 22, 1909, when René Métrot (who was born in Blida in 1873), made the first motorised flight in Africa by taking off from the Caroubier racecourse in Hussein-Dey in a Voisin biplane. Julien Serviès later made the first flight in Oranie, in La Sénia, in a Sommer monoplane. These flights were the precursors to firing Algerian imaginations of what was an exciting emerging technology.

René Métrot and Julien Serviès both opened a flight school in Blida and La Sénia and with the aftermath of the WW1, many pilots were demobilised and continued to fly in reserve training at both centres at Algiers and Oran. With a shortage of light aircraft, the 1920's saw a slow start to civil aviation in Algiers. It was not until 1930 that civil aviation really began to develop, after a concentrated effort to publicise and develop aviation through meetings and festivities involving some of the biggest names in French aviation. Within a few short months, Algiers boasted some 92 aerodromes and housed a growing number of aircraft. Soon nearly 30 flying clubs had been established, bringing to-



An Avia 152a during a bungee launch at Hussein-Dey in 1942 (lady unknown).

gether an impressive 176 aircraft, and by 1939, this number had risen to 300 French light aircraft (mainly made up of Caudron Luciole's, Caudron Phalène and Potez 36's). Not only that, Algiers was strategically placed to take advantage of many record breaking flights into Africa and the Middle-East, with names such as Maurice Finat, André Japy, René Lefèvre, Jean Assollant, Antoine de Saint Exupéry, Charles de Verneilh, Maryse Bastié, and Amy Johnson; all passing through the region. This, along with several international rallies, brought together many aviators from all over Europe; the Algerian-Moroccan rally in 1933, the International Tourist Aircraft Challenge in 1934, the Hoggar rally in 1938. Oran-La Sénia was the location where several world record duration and distance flights

were carried out in 1930 to 1932 by Lucien Bossoutrot, Maurice Rossi, Louis Mailloux, Antoine Paillard and Jean Mermoz.

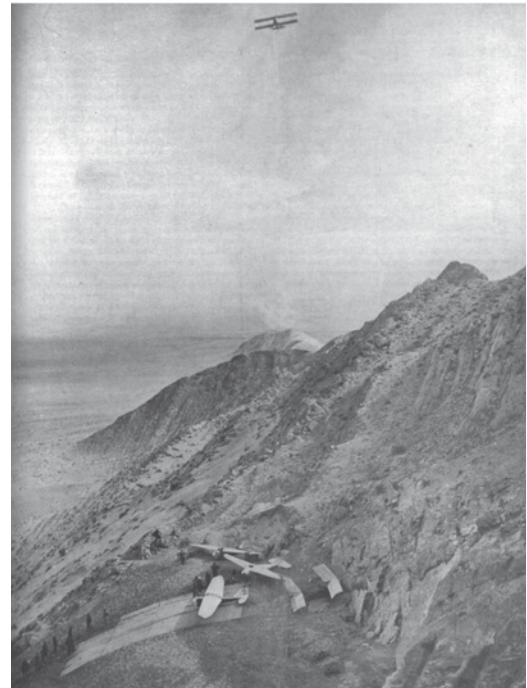
It was off the back of this activity that Algerian gliding was to also find its place and take an increasing role in Algerian aviation. To begin our story however, first we must look at the birth of French gliding. In September 1919, the L'Association Française Aérienne (AFA) [French Air Association] was formed in Paris to coordinate and facilitate experimental research in aviation and all its applications. For this purpose, the A.F.A. gliding department (2nd Section of the A.F.A) in August 1922 organised the first experimental congress of gliding in Combegrasse (Puy-de-Dôme), bringing together fifteen competitors (this event is now widely considered the birth

FEATURE ARTICLE – FRENCH GLIDING IN ALGIERS



Joseph Thoret (left) in Biskra on February 26, 1933, during the inauguration of the monument erected in memory of his exploits and the opening of the aerodrome in his name.

Photo: Marcel Durand



The bungee launch point hung precariously on the side of the mountain, overlooking the sandy wadi 70m below as the Hanriot 14 of Thoret flies over the site. Photo: Original source, the newspaper, L'illustration

of modern French gliding). With the most significant progress being made in Germany (due to the restrictions of the Treaty of Versailles), France was just one of the countries to also take up the baton, with a nationalistic approach of promoting a sense of pride and esteem.

The then popular daily newspaper, 'Le Matin' was keen to promote French aviation (like many other nations at the time), and took the matter to heart and for several months began the promotion of gliding. It was through these efforts that soon generous donors had offered some 500,000 F in prize money to encourage pilots to achieve new heights in performance and development of the sport.

It was in this climate that, at the end of 1922, the Under Secretariat for Civil Aviation sent Lieutenant Joseph Thoret to Algeria to survey suitable sites for gliding with a view organising a gliding competition there.

Joseph Thoret and the Biskra gliding competition of 1923 ⁽¹⁾

Joseph Juste François Thoret was born on January 5, 1892 and entered the Ambérieu Aviation School in Bugey where he obtained the pilot's license (number 708), on January 12, 1912. He later joined the French Army, where he obtained his military pilot's certificate and was assigned to the 35th Air Force Regiment at Bron. Thoret later became fascinated by gliding and was nicknamed 'the pilot of the storms,'

dedicating his life to the study of air navigation (even as early as 1913, Thoret had plunged into a storm aboard his Bleriot to prove the validity of his observations).

In 1920, in Villacoublay, Thoret's activities into his research saw him making his so-called 'backwards' flights, in which he discovered ascending currents created by the walls of the hangars, could carry him aloft and downwind by flying very slowly within the rising air.

After arriving in Biskra, Algiers, Thoret set about systematically surveying the area with an 80hp Le Rhone Hanriot 14; a French-built military trainer aircraft, produced in large numbers in France during the 1920's. He eventually chose upon an area with a predominant huge ridge called the Djebel⁽²⁾ Ed Delouatt, 5 km south of Biskra, whose 3-km ridgeline boasted heights of over 800 feet.

During Thoret's exploratory flights within the region, he often found he could easily soar with the engine at much reduced power when flying parallel to the upwind side of such ridges and this is how, on the 23rd of January, 1923, he performed a resounding feat by soaring his Hanriot for 7 hours 3 minutes, with the motor switched off and propeller stationary. At that time, the gliding world endurance record was only 3 hours 22 minutes!

The choice of Biskra was not by coincidence however. Biskra had been an established aviation field with a rudimentary hangar on the field by 1922. A

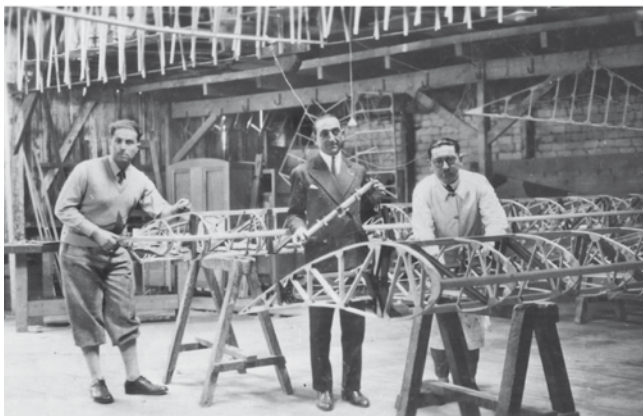
local committee was soon formed under the presidency of César Gonin, and supported by Edmond Cazenave, the Mayor of Biskra, to hold a gliding completion at Biskra.

The proposal immediately received the support of various personalities, including the Governor General of Algeria. The site of Djebel Ed Delouatt, was not an easy location to hold such a contest. The launching ramps were perched precariously upon the slopes and measured only 16 meters by 6, overlooking a sandy wadi, some 70 meters in length, which served as a landing area some 60 meters below. The local regiment of Senegalese Tirailleurs was used for manoeuvring the gliders on ground and to assist the launching.

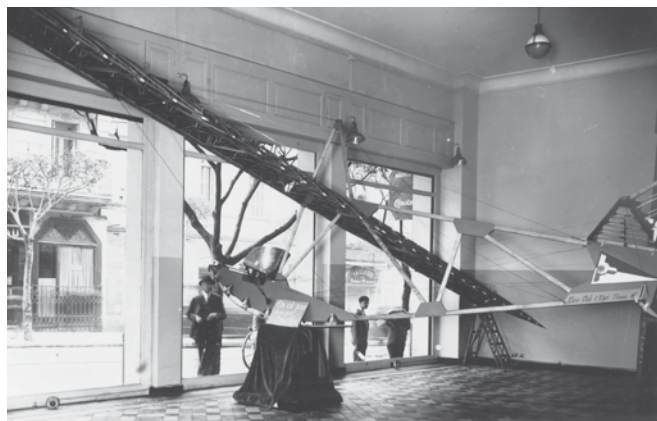
Due to the remoteness of Biskra, only five competitors were present; François Descamps, Alfred Fronval, and Lt Joseph Thoret in two Dewoitine P-3's (rigid-wing), Georges Barbot in Dewoitine P-2 (warp-wing), and Lt Petit in a Louis Peyret tandem bi-plane.

The contest itself ran from January 26 to February 22, 1923. The results of the contest are both significant and interesting, and on January 31, Barbot soared the Dewoitine P-2 for 8 hours 36 minutes (not homologated for lack of official timekeeper/observers). On landing, Barbot needed help to exit the glider due to becoming virtually paralysed by the long period of immobility and by the cold, (not to mention the constant turbulence). The same

FEATURE ARTICLE – FRENCH GLIDING IN ALGIERS



In 1930, Pierre Laffargue began the construction of a Primary glider based upon the Avia 11a. Photo: Pierre Laffargue



The substantially completed glider on display at a shop in the north-eastern suburbs of Algiers City. Photo: Pierre Laffargue

day, Thoret, in the Dewoitine P-3, was also caught in severe turbulence, overshot his landing run, turned and ran down the slope. The glider was slightly damaged and left Thoret shaken with slight concussion.

On February 7, Barbot tried again to break his earlier record in the Dewoitine P-2 and was again caught in violent turbulence. He crashed downwind onto the mountain, where the glider hung precariously for a few moments, thus giving Barbot just enough time to scramble clear, before the glider tumbled down the slopes!

On February 12, Le Petit took off in the Peyret and rapidly gained height above the ridge, and soon drifting downwind, crashed into a sandy area, with the glider in pieces and leaving Le Petit with an injured ankle. On February 21, Descamps attempted the distance prize. Following the slopes to the north-east, he later landed in Beni-Mora, covering a distance of 5.1km. Despite only Descamps finishing the con-

test with an intact glider, the competition was to prove fruitful in its teaching and was later considered to having contributed greatly to the advance of French gliding in the region.

The establishment of French-Algerian gliding, 1930-1939

In 1925 Algerian civil aviation came under a branch of administration of Direction de l'Aviation Civil – Algérie (Directorate of Civil Aviation - Algeria), which was set up in the provinces of Oran, Algiers, and Bone. Headed by the First World War French pilot, Gaston Pourcher. Pourcher was responsible for all civil aviation activities including aero club flight personnel and aircraft.

On January 1, 1937, a decree placing all civil aviation service funding under the Établissement régional de la Navigation aérienne (Regional Air Navigation Establishment) ⁽³⁾ in Algeria under the authority of the Governor General with funding from the state Algerian budget.

In 1938, faced with the growing strength of Algerian clubs, which by now numbered 185 planes, the North African Aeronautical Federation (FAéNA) became the Fédération Aéronautique Algérienne (FAA)⁽⁵⁾, chaired by William Billon du Plan.

Gliding activities were very much carried out under the aegis of the Aero-Clubs, with some of the earliest activities going back to the early 1930's.

In 1930, Pierre Laffargue began the construction of a glider, heavily influenced by the Avia 11a and created a Gliding Section of the Aero Club of Algiers City at Maison Blanche, (today called Dar El Beida). This led several Algerian flying clubs to start building and flying rudimentary, low-performance gliders, including the Jamme brothers, who were based at Mascara. Here they built an Avia 32e, which went on to enjoy much success. In the pursuit of more affordable flying compared to the high cost of powered flight, with flying clubs of Constantine, Aïn-M'Lila, Mostaga-



The glider being baptised by Madame Prévost, whose husband, an engineer, supervised the construction. Photo: Pierre Laffargue



April 24, 1931, the glider outside the Maison-Blanche hangar. Photo: Pierre Laffargue

FEATURE ARTICLE – FRENCH GLIDING IN ALGIERS



Georges Descamps settles at the controls in preparation for the gliders first flight. Photo: Pierre Laffargue



Pierre Laffargue in an Avia 152

nem, Oran, Orleansville, Setif and Sidi-Bel-Abbes, also turning to gliders. Frequently it made for disappointing results however; often summing up gliding as: a lot of effort and enthusiasm for little, or no, result. Much of these efforts were based upon advice by Avia, a private civilian association receiving official subsidies to study glider design, to promote gliding, and to train instructors in the French centres of Beynes and La Banne d'Ordanche. With Pierre Laffargue at the helm, the gliding section of the Aero-club of Algiers⁽⁴⁾ was to prove an early success however, enthusiastically recruiting more than 160 members, including capturing the interest of most of the leaders in aviation in Algeria at that time. Laffargue, a cabinet-maker and sports journalist had spent much of his life struggling to develop aviation in Algeria. He flew gliders in Algiers, La Banne d'Ordanche and Djebel-Diss and was actively involved in the promotion of commercial aviation, and was responsible

for the arrival in Algiers of several personalities, including Eric Nessler. The FAA in 1938 invited the French gliding champion, Eric Nessler, and the director of Avia, Pierre Massenet⁽⁶⁾, to come to Algeria. At the time, Nessler was the Chief pilot of the French National Centre of Gliding at Banne d'Ordanche (Puy-de-Dome) and used an Avia 40p glider for exploring the immediate surroundings in Algiers at Oran, Mostaganem (Djebel-Diss), Sidi-Bel-Abbes and Bougie. In total Nessler carried out some 33 flights that amassed 11 hrs. 55 min flight-time. Upon leaving Algiers, the Avia was gifted to the FAA, who subsequently made it available to André Costa at Mostaganem. Another leading figure in Algerian gliding was André Costa, who was born in Paris on April 15, 1904 and started his aviation military career at the Caudron flying school. After his military career he then went into the airline industry working for the Compagnie Générale Aéropostale, where he

flew a Breguet 14, Laté 15, and the Cams 53. It was while he was working for Levasseur that he was offered a position as an instructor in Mostaganem. A self-taught artist keen on drawing and painting, as soon as he arrived in Algeria, he wrote: 'Here, where I am, there are eight planes in the hangar, there will be twelve in a month. We have two new gliders and two HM 8's whose tests are next ... In front of all this I'm Algerian. I renounce Paris forever, the metro, and the rest. I feel a hand guiding me. The weather is nice, there is a promising sun for this summer, I fly ... life is beautiful.' A born educator, Costa loved to be surrounded by children for whom he produced articles, drawings and stories and a wonderful book: 'The Art of Piloting'. With the Avia 40p now in Costa's hands, he was to record some creditable feats at the Djebel-Diss Mountain in Mostaganem, including winning the North African duration record, in 8 hours 03 minutes on



November 28, 1938 saw Eric Nessler (left) and Pierre Massenet, director of Avia, arriving in Algeria in a CAMS 53 Flying Boat (in the background) at the Agha hydro-base in Algiers city. Photo: Pierre Laffargue



Eric Nessler at Maison-Blanche on the 1st of December, 1938 with the first high-performance glider in Algiers, the Avia 40P. Photo: Pierre Laffargue

FEATURE ARTICLE – FRENCH GLIDING IN ALGIERS



André Costa

the 9th of February, 1935. Costa was a key player in furthering Algerian gliding, and became a gliding instructor. He was a keen



André Costa and his wife, Juliette

exponent in promoting the establishment of gliding in Algeria, promoting gliding in general, arranging infrastructure, and developing activities in the national centres of Canastel, Djebel-Diss and Djebel-Oum-Settas.

By December of 1938, the Algerian Regional Air Navigation Establishment then decided upon the creation and funding of a State Gliding Centre at Djebel-Diss. In the meantime, several Algerian pilots went on

to further their training at the Centre, and went on to obtain their instructors certificate.

Also in 1938, the study and building of the two-seater glider, the PLS-1 by the Saucède brothers, saw activity become more established in Constantine at the sites of Oued-Hamimin and Djebel-Oum-Settas.

To be continued...

Notes

- 1 The Biskra competition will be the basis of an upcoming VGC News article
- 2 Djebel in Arabic means mountain
- 3 On April 1, 1930, the French Air Navigation Service was abolished and replaced by 3 autonomous regional establishments located in Paris, Marseille and Algiers.
- 4 Not to be confused with the countries name, Algeria. The national capital is Algiers and lies in Algiers Province (named after its capital).
- 5 Fédération Aéronautique Algérienne was created and funded by aero-clubs to defend their interests.
- 6 Pierre Massenet, a French Engineer, had set up the private French organisation; L'Association pour la valorisation de l'industrie aéronautique (Avia) [The Association for the Valuation of the Aviation Industry], which was created in 1930 with the aim of promoting gliding in France and encouraging the manufacture of gliders. In addition to

organising various events, Avia had a design office headed by the engineer, Raymond Jarlaud, assisting the pilots, Éric Nessler, Roger Cartier or Max Gasnier. Between 1930 and 1935 Avia produced nine different glider models that were built either by subcontractors or by clubs.

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Martin Konermann & Christian Stachulla

The VFW FK 3...a rare gem of the sky



Christian Stachulla's FK3 soars majestically in flight. Photo: Wolfgang Kizler

This German open-category, high-performance glider was designed by Otto Funk in 1963 (supported by Franz Xaver Wortmann, Dieter Althaus, and Josef Prasser). After being appointed in 1967 as head of the apprentice workshop at Vereinigte Flugtechnische Werke (VFW) in Speyer, Southern Germany, he was able to realise his design. In April 1968, the prototype first flew to general satisfaction. In 1969-1971, VFW then produced eleven examples of this high-performance glider before the company discontinued glider construction in favour of other major projects (VFW 614 commuter jet aircraft). Regrettable because the FK 3 was successful in competitions from the beginning. As demand arose, FK 3 deliveries took place from spring 1969 at a price of approx. DM 28,000 (without instruments). The FK 3 is the only metal glider built in Germany in a small series without any previous lifetime limitation by the LBA, as has been the case with aircraft of the previous mixed-type design so far to date. The glider is an innovative mix of building materials. It is constructed of aluminum, with a tubular steel construction stiffening the front fuselage and a glass-fibre reinforced plastic shell in the cockpit area. A rolled conical aluminum sheet was the tail-boom which supported a very high fin and rudder. Experience had already been

gained in the design of the fuselage, however with the very slender front fuselage area, the design of the retractable landing gear had to be given special attention by favourable design of the kinematics. In the design of the wing, a completely new approach was used. This guaranteed great dimensional accuracy for the Wortmann laminar profile and high strength for the two-part wing, with its two-part flaps, despite extreme lightweight construction. The wing has an aluminum spar, which carries all the flight loads. The 0.5 mm thick duraluminium clad outer skin is supported every 140 cm by light metal/foam sandwiched ribs. In between is a novel honeycomb system of PVC foam boards, which prevents the bending and buckling of the outer skin. The sandwiched ribs also serve as supports for the Conticell 60 honeycomb system (Conticell 60 utilises foam in replacing the then more traditional balsa-wood -Ed). All sheet metal parts are weather resistant (plated) and therefore do not need to be painted. As a landing aid, large Schempp-Hirth air brakes are installed. The FK3 was built with unstable weather conditions in mind, and owing to the ease of handling, can be easily flown by any average pilot. For higher-performance and competition, 2 water tanks each containing up to 50kg ballast, can be inserted into the wings.

Survivors:

To our knowledge seven FK3's survive, with three airworthy gliders still flying at the moment.

One example is WN 0009, belonging to the Fliegendes Museum Hahnweide e.V. near Stuttgart. It is still under restoration and we hope it will fly at the end of this year. WN 0009 was built in 1971 and because of quality problems with its wings, it was delivered with the wings of WN 0011. In 2014 the FK3 was donated to us by a retired Lufthansa Captain living near Hamburg, in the north of Germany.

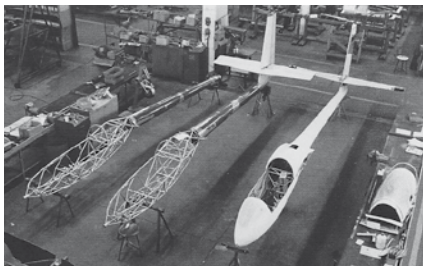
There is also another airworthy example (D-0291) owned by Henri Janssen in the Netherlands.

Another existing flying example is WN 0008, belonging to Christian Stachulla. Christian has provided the following interesting flight report of his FK3:

In autumn 2018 I decided to buy my third aircraft to operate until the end of my gliding career. It had to be a vintage or classic one, as I had done twice before. This time, however, it needed to be easy to care for and not as labour-intensive as the two predecessors; a Baby IIb and a Slingsby T21. So I went on my search and found the FK3 relatively quickly on the internet. Between all the possible choices of the numerous ASW15, LS1, Libelle's and so on, there was the FK3, still complete with its original metal finish, with supposedly its great flight characteristics, and at a reasonable price on segelflug.de.

In short, on a weekend in September and not far from Cologne, I bought it (without a test flight). I picked it up in March and on April 7th, 2019 it was ready for the first aero tow at my home airfield in Augsburg. With the flight manual and the advice of the previous owner in my mind, I started the first aero tow behind a Robin DR400 with neutral trim and a flap position of -10°. The ailerons, superimposed with the flap, had an immediate effect and I slowly pulled the flap lever back to 0° as the speed increased. To my surprise, the FK3 took off at almost 60 km/h and flew completely stable. The entire tow proved to be extremely unproblematic. The FK3 reacted immediately to every control movement. It was stable around the transverse axis, despite the centre of gravity coupling during the aero-tow and was wonderfully coordinated in pitch. After getting more used to

VFW FK 3



FK3's under construction at the VFW workshops in Speyer. Photo: Peter Funk



Details of the wing construction detailing the inner structure of the wing. Photo: Walter Linden



WN 0009 undergoes a deep inspection. Photo: Wolfgang Kuhn

the rudder, I found it effortless to follow the tight circles of the towing machine, despite its wingspan being over 17m.

After releasing, I retracted the undercarriage (on which the tow-hook coupling is also mounted) and suddenly the cockpit was wonderfully quiet.

I now tried out the different speed ranges and flap positions and I was immediately impressed by the extremely good-natured flight characteristics. At +10° with my weight of 80 kilograms (parachute included), the FK3 stalled at only 57 km/h on my airspeed indicator.

The onset of the stall was announced by a not too violent, but clearly noticeable shaking of the airframe and then an interesting incident. The locking of the flaps are kept relatively secure as you had to deliberately snap the locking pin on the flap lever into one of the many holes. I had inserted the flap lever somewhat carelessly at + 5°, which slipped out of the hole again and the flap went to a full negative position at about 75 km/h. The consequence? Nothing at our 800m height, just a small altitude loss with no other adverse flight control difficulties. The lever was quickly reinserted to the + 5° position and the FK3 flew on as if nothing had happened. However, caution should be exercised close to the ground, especially during take-off and landing, and the flap must be locked and carefully checked.

After a flight of approximately 40 minutes, the landing took place. I eagerly awaited the extension of the undercarriage. The extension/retraction mechanism has no linkage, rather the wheel is retracted by the landing gear lever and a steel cable, and is locked into the up position by the landing gear lever. The whole thing is unlocked to extend. Gravity is relied upon to allow the wheel to free-fall into the down position and is locked into place by an over--centre link. You can support the process by a quick pull on the control column to the elevator to induce a higher G-load, thus acceler-

ating the momentum of the wheel as it extends to the landing position. Unusual, but it works (most of the time!). On a later launch, the mudguard of the wheel caught on a sharp edge in the luggage rack, so I landed with the wheel retracted on the runner that sits flush with the fuselage, therefore not a problem either.

The first approach and landing I made in the FK3 was carried out at 90 km/h and a flap position +10°. The large Schempp-Hirth airbrakes have an enormous effect and actually makes it possible to 'land on the spot.'

A too high approach is no problem with this aircraft. With the undercarriage extended, flap position + 10° and the airbrakes fully extended, I pushed the stick fully forward, aimed at the touch-down point and the aircraft touched down. The Fk3 is (and I have practiced this several times), no faster than 110 km/h with the Airbrakes fully extended.

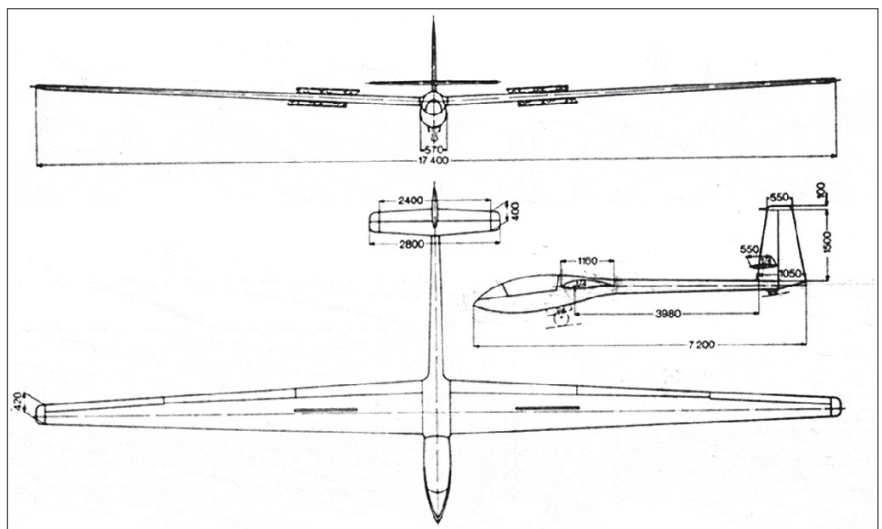
In the meantime, I had made several flights with this wonderful airplane throughout the season. With a little practice, the FK3 climbs away from a KA8 and should not be underestimated with a glide ratio of 42:1. Let's see what this year brings.

All in all it's a good-natured, vice-free, aircraft that is comfortable for my body height (178 cm); an aircraft that would not cause any problems, even to a newbie licence holder.

Martin Konermann & Christian Stachulla

Technical data

Span:	17,4m
Length:	7,2m
Wing area:	13,8m ²
Aspect ratio:	22
Basic weight:	240kg
Payload:	130kg
Payload with 50kg water:	110kg
Wing loading:	23-29kp/m ²
Max. speed:	250km/h
Min sink speed at 64 km/h:	0,5m/s
Best glide at 88km/h:	42
Section:	Wortmann 62-K-153



Thorsten Fridlitzius

PIK-5b finds a new home in the Ålleberg Museum

As we have seen in VGC News (No.156 / No.157), the German expeditions had an important and decisive role for the development of Swedish gliding. It was the flying clubs that captured the ideas and they built to begin with, mainly primaries, and as a next step, the Grunau Baby II b. Then the air force came into the picture and bought a large number of Schulgleiter SG 38's, Grunau Baby II b's, and Kranich II's, which were then distributed to the clubs when the air force was reorganised.

This meant that the Swedish glider pilots gained access to a large number of gliders through the clubs. With one exception of the Måsen ('the Sea Gull') designed and built by Nils Dahlén in the 1930's, virtually no gliders were built by private pilots until the 1950s, when an Olympia Meise, a Fauvel AV-36, and a PIK-5b were finished.

The homebuilt PIK-5b has now come to Ållebergs Segelflygmuseum after having flown diligently in Östersund and in the mountains where it was a regular guest at the Ottsjö Segelflygläger (Ottsjö Gliding Camp). The location was discovered by Rolf Algotson and where in 1986 a Swedish high-altitude record of 10,096 m was reached in a wave.

Why PIK-5b?

Swedish glider pilots in the Stockholm area were curious about Finland. In Sweden they flew the Baby and wanted to try something else. First out was Per Johnson who applied to Jämijärvi (location of the 2003, 31st VGC Rally). A student at Ålleberg as early as 1941, Per was allowed to fly both the Rhönbussard and PIK-5 at Jämi. He was especially fond of the easy-to-fly PIK-5 which had been designed by Kaarlo Jaakko 'Kalle' Temmes, one of the glider pilots who had close contacts with Sweden. I myself remember him from the Swedish Championships at Ålleberg in 1957. Temmes had borrowed most of the wing from the Polish Salamandra, which in Temme's version had more refined curved



Hans 'Hasse' Scherlund

upper surfaces. Ilkka Lounamaa later developed a new version, PIK-5b, with a more streamlined body, better canopy and fixed wheel.

Inspired by Per and the Stockholm gliding club's diligent towplane pilot, Olle Barkman (who was in Jämi in 1949 with his own Klemm 35D, SE-BHL), Stig Engström (19), and Hans Scherlund (24), went to Jämi in 1951. The following year they sailed by canoe to Finland. This time, Hasse's younger brother Lars (23), was also on the trip.

During their stay at Jämi the three Swedes had helped build a PIK-5b in Jämi's workshop under the supervision of Lounamaa. This gave the Scherlund brothers a taste for more and after returning home they started work on their own PIK-5b, along with the help of the Blom brothers, Arne and Sture Blom (from drawings Per Johnson had obtained). One of the Jämi Swedes, Stig 'Stickan' Engström, was not involved in the construction because he was busy building his own glider, a Fauvel AV-36 Monobloc, SE-STY, which was completed in the spring of 1959.

Unfortunately, very few launches were completed with the new glider. In 1958/59 there were only 53 launches registered, with a total of 33 hours of flying time. Hasse Scherlund flew the PIK-5b for the last time on June 21, 1959. Hasse explained that he sat a lot in the 'back seat' (as a flight instructor in the club's Kranich). He was also very committed as a teacher in a Philosophical Anthropology school, south of Stockholm, together with his younger brother Lars, who died of cancer at the age of 50.

Hasse realised that he would not have much time for his PIK-5b. He was a popular



Kaarlo Jaakko 'Kalle' Temmes, 1946, in his prototype; PIK-5a.

PIK-5b



Hasse Scherlund's PIK-5b with Östersund label

The Swedes at Jämijärvi 1952. From left to right, Lars Scherlund, unknown, Stig Engström, unknown and Hans 'Hasse' Scherlund. (PIK-5 in the background).

teacher and was a promoter of anthroposophy [a movement to promote creative activity of independent thought], in South Africa. He ended up staying there for ten years, actively building schools, mainly for poor children. With his practical knowledge acquired through building models and gliders, in combination with theoretical education, he also got so-called 'difficult' children back on track.

When Nils (Nisse) Nässén came from his gliding club in Östersund, in central Sweden, and asked to borrow the PIK-5 because the club suffered from a shortage of gliders, it was an easy decision for Hasse, as the glider hadn't been used for two years. Unfortunately the glider was transported in an open trailer to Östersund, which was then left out in the open for one or two winters, which lead to moisture damage that had to be repaired.

In any case, the plane became popular and

Nisse Nässén once had a flight over Ottsjö, 'when he could not come down' from an altitude of 5,000 meters. The PIK-5 was not one of the fastest gliders. On the other hand, it was an excellent school-training aircraft that Rolf Algotson was happy to tow to Ottsjö, for use by his students who had not flown in the mountains before. Such expeditions saw Algotson tow the glider to Ottsjö in 1967, 1968, 1969, 1971, and 1972.

Hasse Scherlund, who visited Jämijärvi during the VGC meeting in 2003, was informed that his old glider was on display in the 'Östersunds Flyg och Lottamuseum'. His wish however, was for the aircraft to be exhibited in Älleberg. Due to Alzheimer's, he himself did not have the strength to carry out the formalities nor the transport. SVS, Bernt Hall, Sven-Åke Roos, Tom Brantheim, and the undersigned, have now made sure that the glider was transported

home to Älleberg, which also pleases the Scherlund family. Hans Scherlund died at the age of 82 in 2009 six years after he visited Jämi for the last time.

One of the reasons why the PIK-5 came into being was that the Salamandra was not cleared for aero-towing. The first version, the PIK-5a, was fitted with a detachable nacelle and had airbrakes fitted, but was without a landing wheel. Six examples were built. These were modified to 'b' standard. A total of 16 were later built to 'b' standards (as above) in Jämi and in other clubs (including Scherlund's example, SE-STZ). Another modification was made by Keio Tiusanen. The PIK-5 now sported a stronger wing, flaps, and larger fin. Designated the PIK-5c, 11 examples were produced. In total, 33 copies of PIK-5's were produced, in addition to Scherlund's home built.



PIK-5b built by Lars and Hasse Scherlund and their friends

PIK-5b

Span	12.4 m
Length	6.4 m
Aspect ratio	10.4
Empty weight	120 kg
Max take off weight	210 kg
Stall speed	45 km / h
VNE	190 km/h
Profile	Göttingen 533

The PIK-5a flew for the first time on September 8, 1946

FROM AROUND THE WORLD

Some news from Argentina

The tale of the Argentinian Grunau Baby II, 'Chimango'

By way of introduction, the first Grunau Baby (GB) flights in Argentina were carried out by the pilots of the 'Scientific and Sports Mission of German Volunteers, at the El Palomar aerodrome (Buenos Aires) in 1934.

The first GB plans that appeared in Argentina were obtained by a member of the Club Argentino de Planeadores Albatros (today located in the town of San Andrés de Giles, Buenos Aires), in September 1933. This club completed the construction of two Grunau Baby II's in their workshop at Avenida La Plata in 1936. Other clubs such as Tandil, Tucumán, Azul, Cóndor and Otto Ballod followed suit with further Baby construction. From the founding of the 'Albatros' Argentine Glider Club, and especially after the visit of the German Gliding Mission in 1934, there was a rapid growth in the activity of gliding in Argentina. It was for this reason that on May 29, 1934, the State created the Motorless Flight Section of the General Directorate of Civil Aviation.

The new agency reorganised the chaotic group of institutions created before this date. At the same time, it encouraged the formation of new clubs, offering state support in the form of grants and technical support.

The Club de Planeadores Condor and the Grunau Baby 'Chimango'

In its origins (at the beginning of the 30's), the Club de Planeadores Cóndor had a notable majority of German members. Some of these were true personalities from the world aviation environment, such as Adolf Galland, Hans Ulrich Rudel, Heinz Scheidhauer, and in particular, Reimar Horten. Regarding the club's Grunau Baby II's, the first was built in the town of José León Suárez (Buenos Aires), where it was registered on December 11, 1942 with the serial number 'C-6'. Baptised 'Condor', it was in service for many years, both at this aerodrome and at Merlo. It flew for many years without a registration, until 1945 when it was registered with the 'National Aircraft Registry' as LV-OAR. This was later changed to LV-DAR in 1950. This glider crashed on landing on March 21, 1954, at Merlo aerodrome, resulting in significant damage. Although the club received several proposals from members to rebuild it, for various reasons this was never carried out. In July 1957 it was decided to dismantle it, recovering some hardware.

The second Baby IIa, serial number C-8, was



A little bit of Argentinian gliding history as 'Chimango' sees the light of day again after many years of storage. Photo: Andrés Espina

built at the same site. Its official completion date being January 11, 1944. In 1945 it received the registration LV-OAT, later modified to LV-DAT in 1950. The GB was baptised 'Chimango' and had a long life; surviving many mishaps and changes of the club. It was deactivated in 1969 and was put up for sale in March 1970. Although several offers were received, none of them were accepted. Therefore, it was simply disassembled and stored. In 1973 it was taken to new headquarters in Zárate (Buenos Aires), where it was kept.

After several twists and turns, in 2019 the Chimango fuselage was rescued by Andrés in order to restore it and return it to flying condition. This will be a slow task due to the loss of the wings and the horizontal stabiliser. Therefore, we are currently trying to locate any documentation (plans), which will allow this work to begin.

A curious fact is that the fuselage is a true 'time capsule', since it was kept in the same condition in which it was stored in 1969. It has the original seat belts, complete with

an original 'Bakelite' release knob. The original bolts and locks for the assembly of the wings were found in the small luggage compartment. Another peculiarity is that this Baby has in its past history been piloted by several well-known German pilots, including the 2nd WW ace Adolf Galland, who can be seen in the photograph making his final preparations before take-off.

Andrés Espina is particularly keen to learn more about Chimango and its history, especially if anyone has any memories or photos of this particular GB. Should you have any GB parts, for example old instruments, metal fittings, etc., that will help him carry out his restoration, please contact him via email at: espinaaker@yahoo.com

We are grateful to the 'Volar a Vela' website and to W.M. Nicolás Federico, the author of the book 'El General de los Cazas', for the contribution of information. We are also grateful to Gustavo Guardia, Federico Trojani, and Eduardo Bolster, all of whom are giving welcome assistance to this project.

Andrés Espina



The interior is a testimony to time itself. Photo: Andrés Espina



General der Jagdflieger, Adolf Galland (19/03/1912 – 9/02/1996), was one of Germany's top scoring aces of WW2 with 104 confirmed kills to his name and a universally respected figure. Galland immigrated to Argentina after the war and consulted with the Argentine government on the Argentine Air Force. In 1955 he returned to Germany where he started his own business. Here Galland (with his trademark cigarette) samples the humble delights of silent flight in Chimango at the Condor Club when it was based at Merlo (Buenos Aires), circa 1950.

Photo: 'Volar a Vela', W.M. Bentancor.

FROM AROUND THE WORLD

Netherlands



Correspondent:
Eric Munk
Contact:
Holland@vgc-news.com



The final result is a pristine Mish-Mash... Photo: Leendert de Bruin

2020 has proved to be a bit of a Mish-Mash...

Despite limitations due to COVID-19 and various cancellations of rallies, there is some news to report from the Netherlands. One of the highlights this summer was the first post-restoration flight of 'Misch Masch', a 1954 Rhönlerche on September 6th. Leendert de Bruin and his son, Leen, spent 2.5 years of work on the fuselage of their Rhönlerche and it now looks like new!

It all started in September 2017 when Leendert took a knife and made the first cut in the fabric over the entire length of the fuselage. The fabric had been deteriorating for some time and an overhaul was due (no way back after that!). Within two days they went from an airworthy fuselage to a pile of parts and a stripped frame. The fuselage frame was then blasted with plastic media. Subsequent dye penetrant inspections revealed several cracks in welds that had to be rewelded. Having had it completed, the frame received a nice coat of grey 2K paint. Afterwards, a substantial number of hours were spent refurbishing all the smaller parts and mounting them back on the fuselage. Many parts were replaced, for example control cables, all

bolts and nuts, the instrument panel in the rear cockpit, and the plywood for the vertical fin. After they recovered the fuselage, Service Centre Terlet did a splendid job on the final paintwork.

The Aircraft Maintenance Program had been updated and the airworthiness inspection had been carried out which resulted in receiving the CofA at the beginning of March 2020. However, due to COVID-19, larks nesting on the landing strip, and several other reasons, the first flight only took place on the 6th September. After an aerotow to 1000 meters and checking for any abnormal flying behaviour, a nice one-hour-long flight was made. Smiles all round after the landing. Meanwhile, Bas van Beek and his team have started work on their 1943 Gövier II they acquired from the UK. A Dutch registration has been reserved (PH-180) and formal approval for the restoration plan has been granted. It will take several years to get the aircraft back in the air; a ground-up restoration. Bas is very keen to learn more about this interesting glider, so if you have any memories or information of this classic old lady, please contact me via my VGC News email.

At Teuge, a former Air Cadets Grasshopper that sat in storage for over thirty years,

has arrived for restoration. Registration PH-1651 has been assigned, but there's a long way to go and several missing parts need to be sourced before it will be flying again. The aircraft had been imported in 1988 and was used as spares for PH-885 that flew from Teuge for some years but is now in Sweden.

At Lemelerveld, Sky PH-203 is now undergoing a full refurbishment. The wings have been opened up for inspection and the fuselage will be overhauled. The stabiliser has been finished already. After this major work, the aircraft will re-appear in the colour scheme it wore in 1951/1952 for the World Championships in Spain. The aircraft is owned by a non-profit foundation (Daedalus), and has been on loan to Slingsby-experts Erwin Janssen, Evert Kuiper and Eric Munk for some years already. They are also transitioning their Grasshopper to the Dutch register. Something now finally possible following a long-awaited change in legislation. The past few years they were only able to fly it abroad. The change in legislation should see a host of



Leendert is dangerous with a knife!
Photo: Leendert de Bruin



The Gövier II in its former RAFGSA colours. Photo: Bas van Beek



The Gövier II now undergoing a well-deserved restoration under the capable hands of Bas van Beek.
Photo: Leendert de Bruin



Germany



FROM AROUND THE WORLD

other British-built gliders put on the Dutch register also return to the air. Some have been grounded for years after a permit to fly was refused for BGA registered gliders in the Netherlands some years ago, and changing to a Dutch registration was not possible.

Lastly, the only existing Skylark IIIC is set for restoration. Owned by the Daedalus Foundation. It had been in storage with the late Raymond van Loosbroek in Uden for 25 years. Raymond had kindly donated his entire collection to the foundation in 2018. The Skylark was taken to Lemelerveld in November for restoration to fly,

provided all the missing parts resurface or can be replaced. There's much hope that this will work out. The restoration will be carried out by Harrie Wiertz, Joeri Lechevallier and Arjan Harmans, guided by Erwin Janssen and Eric Munk. The aircraft is the former PH-249, one of only two Skylark IIIC's built. The other, PH-250, was lost in the 1963 Junin World Gliding Championships when it was spectacularly overstressed in a dive over the starting line. The pilot parachuted to safety over the airfield. One of those observing the aircraft breaking up was its Dutch chief engineer, Harrie Wiertz's father. Small world!

Eric Munk



Joeri Lechevallier contemplating his new project!
Photo: Harrie Wiertz

Germany



Correspondent:
Peter Ocker
Contact:
Germany@vgc-news.com

A life in history and a new chapter in preservation on the Kuppe

Peter F. Selinger turns 80...

Most of us have had at least one of his books on our bookshelf, or even better still, in our hands! His expertise in gliding history and enormous efforts to preserve history, is unique. Peter F. Selinger, who lives in Stuttgart-Sillenbuch, has recently celebrated his 80th birthday.

His books range from 'Vom Wolf zum Mini-Nimbus' (later 'Vom Wolf zum Discus') on Schempp-Hirth, 'Oldtimer-Segelflugzeuge' with unforgettable VGC member, Jochen Cassius Ewald, 'Rhön-Adler' on Alexander Schleicher (now in its 2nd edition and also available in English), 'Nurflügel', on the Horten Brothers as well as many co-authorships and countless articles. For his work, he has received several honours, for instance the 'Klaus Holighaus gold medal' in 2015.

Happy birthday Peter, please stay healthy and thank you so much for your never-ending support for our community. We hope to meet you at Achmer 2021.

Segelflugmuseum latest...

As already mentioned in the last issue, VGC Vice-President, Peter Ocker, is very active for the Segelflugmuseum. Early October



Peter Selinger, a stalwart in gliding history.
Photo: Alex Gilles

saw the annual general meeting of the 'Supporters Club' for the museum ('Förderverein'). Every 3 years there are new elections, with Peter being re-elected for another 3 years. Joining him on the Board is Uli Braune (Treasurer and an expert in RC) and Manfred Helfrich (Vice President and mayor of Poppenhausen/'Schleicher-Town'). Coronavirus was also a challenge for the museum. It was forced to close by the 'Corona laws' from March to May and now, since November, it is closed again for the second wave.

Thankfully, there are several federal support programs for museums and Peter has already been successful in getting some support from the state. With the money the museum is now able to re-locate the reception desk, renew the fire alarm network, renew everything related with the control of lights and carry out much-needed work on the buildings (from 1986 and 2007), as well as acquiring more digital media.

Also present during the AGM weekend were VGC members, Alexander Gilles, Bernd Hurre, Robert Danevid and others. Philipp Stengele is very active in the

OSC workshop, which is the building next to the museum. Also, the historic truck-mounted winch of Franz-Barthold Gockel (the former owner of Neelco Osinga's Kranich II) is parked there.

SG-38 lands at Anklam!

Reginald Kasubeck writes that the 'Otto Lilienthal Museum Anklam' recently received an interesting inquiry from the Czech Republic. A group of pilots from Hranice na Moravě (LKHN) asked if we were interested



The newly re-elected board of the Förderverein: From left to right: Uli Braune (Treasurer), Peter Ocker (President) and Manfred Helfrich (Vice President) pose in front of the magnificent replica "Rhönadler" by Klaus Heyn. Photo: Peter Trapp

FROM AROUND THE WORLD



The SG-38 under construction at the Hranice aeroclub. From left to right, the late Pavel Hrinik (seated), Martin Skařupa, and Radek Sohr.

Photo: Jiří Leník



The completed SG-38a which was test-flown in 2017 by Jiří Leník. Photo: Jiří Leník



The SG-38 in flight. Photo: Jiří Leník

in a newly built SG-38 with a removable nacelle.

Yes...you bet! The SG-38 would fit nicely in the exhibition of the new museum as a direct successor to the Lilienthal glider. Since the museum belongs to the city of Anklam, the city always has to give its approval for new purchases. So they turned to the Förderverein Otto Lilienthal Anklam for help (which acts as a sponsoring association of both the museum and an umbrella organisation for the air sports clubs based in Anklam). As some of you will know, this is the same 'Association of Friends' who supported the VGC Rendezvous 2018.

Förderverein Otto Lilienthal Anklam is now stepping in to fund the purchase of the SG-38 for the museum with the museum allowing the glider to be flown under the supervision of the 'Otto Lilienthal' Anklam e.V. This will ensure that the SG-38 should not remain a static exhibit in the museum, but rather, a live flying exhibit in its intended environment; the air.

It is also interesting that the SG-38 is approved as an ultralight glider. Perhaps ironically we can now also offer training for the ultralight glider license...just what the SG-38 was originally designed for!

Reginald Kasubeck

Now for some interesting news from Uli Braune via Klaus Fey...

Gottlob Espenlaub

120 years ago, on October 25th, 1900, Gottlob Espenlaub, or 'Espe' for short, was born. A trained carpenter, he discovered his passion for aviation in the annual competitions on the Wasserkuppe in the 1920's. He built his first tail-less glider, the Espenlaub E2. Built in 1922, it was very reminiscent of a hang glider. He then designed and built a whole range of gliders and powered aircraft.

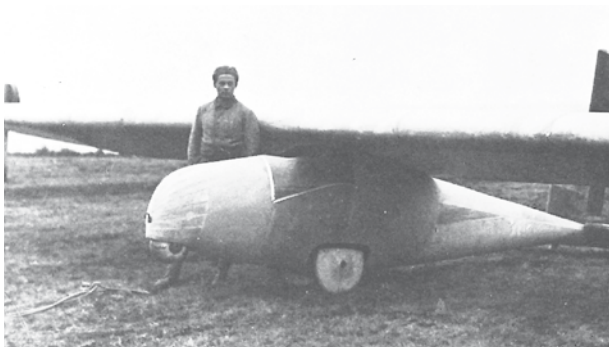
He is also considered one of the fathers of aircraft towing, also experimenting with rocket and flying-wing aircraft. After the Second World War, Gottlob Espenlaub built cars. A trade journal reported in 1953 that Espenlaub had brought out a passenger car.

Espenlaub E4

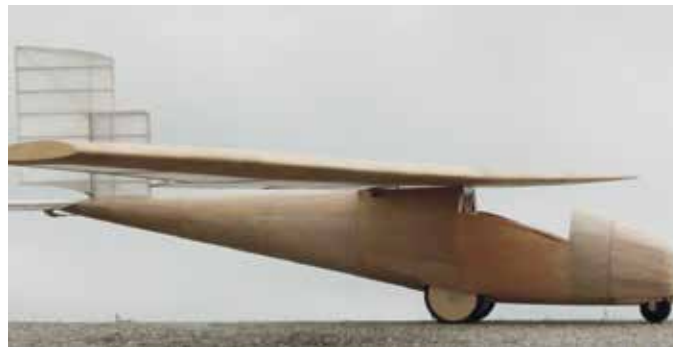
After his success in 1922 with the then gigantic 17 m cantilevered E3 (based on the Vampyr), Gottlob Espenlaub spent the winter of 1922/23 on the Wasserkuppe (this time without Alexander Lippisch). He had revised and improved his designs and it was thus how the E4 was built in Hall 'A'. In the 1923 April issue of 'Flugsport' (No.7, April 18), it is reported: "The aircraft was built by the young carpenter himself under many hardships".

Slightly smaller than its predecessor, (the E3), the Espenlaub 4 for the first time featured something that 'Espe' went on to repeatedly use in subsequent designs, a cantilevered, single-spar, three-part wing (for easier transport) covered with a plywood D-box. An oval plywood skinned fuselage (which as I was to find out, for the first time in a glider!) with three geometrically, very clearly defined sections that make the construction very easy. A truncated cone at the front and back and a cylinder in the middle section, in which the wing was suspended. It was due to this stable tubular construction that no torsional bracing was necessary. Again in the magazine, 'Flugsport', it was observed that: "Espenlaub is working hard to finish his new, very clean, unusual monoplane."

A semi-enclosed open cockpit ensured that only the head of the pilot was exposed in order to cut down on drag. With an empty weight of 120 kg, the well-known pre-war pilot, Alexander von Bismarck, began flying the E4 in the spring of 1923 and achieved a cross-country flight of 9 km, with a height of 300 m and a flight time of 42 minutes. Both the E-4 and E-5 took part in the 4th Rhön competition with both aircraft types (registration numbers 30 & 31), arousing the interest of potential buyers.



Gottlob Espenlaub and the E4. Photo: Martin B. Atzwanger



The model beautifully displays the layout of the basic approach of 3 sections that make up the then unique fuselage. Photo: Martin B. Atzwanger

FROM AROUND THE WORLD



The E4 in flight. Photo: Martin B. Atzwanger

On to the Deutsches Segelflugmuseum

Martin Atzwanger from Austria has recreated the E4 as an airworthy model in addition to other Espenlaub designs on display. From October the Espenlaub 4 model has been put on display at the Segelflugmuseum and features a 5.6 m wingspan and a length of 2.2 m. Also exhibited is a wealth of information about Gottlob Espenlaub, one of the pioneers of German gliding.

Uli Braune

And finally...

Kranich II and Reiher remain unsold

Maybe some of you saw the advert in VGC news 158? Unfortunately, both gliders have been sold, and due to differences in the syndicate, both gliders will be put for auction next year. Anybody interested to learn more are free to contact Stefan Krahn. [See the 'For sale' section of this issue for further details- Ed].

Peter Ocker

Ireland



Correspondent:
Owen Anderson
Contact:
ireland@vgc-news.com



David Underwood's Kite appears at the Ulster Gliding Club to the delight of Owen Anderson



Progress continues with BGA 948.

A lost Kite and a naked T21

Apart from COVID-19 that has more-or-less shut down the entire world, I have been busy all through the lockdown as the club is thankfully less than a mile from my house.

Another T-21 project

I had started the second T21 (BGA 948) on the St Patricks weekend, only to be told that the club would be closed from the next Monday. Thankfully I had seen it coming and managed to bring home the entire metalwork from the fuselage so I could strip, etch prime, and paint again. Thankfully I had a fresh supply of 25 liters of thinners, so I could get a fair amount of work done. Up until the end of September, I have the fuselage more or less finished apart from a few patches of ply that were delaminated (I discovered it earlier in the week), with fabric going on the fuselage in October.

Kirby Kite touches down at Ulster!

We had a visit to the Ulster gliding club in the form of David Underwood with his Kirby Kite (BGA 327) so that I can finish the restoration. The wings are brand-new and it is in great condition, so I don't envisage any issues. I hope to have her ready by the national rally here at Bellarena in May-June of 2021.

Short Nimbus Update

I had a very productive virtual meeting with the Ulster Folk Museum on the 24th of November regarding the future of the Short Nimbus project. I am pleased to announce that we have come to an agreement that it will be moved here to Bellarena in the New Year in 3 large boxes. I am delighted to inform you that they wish to bring the glider back to flying condition. Judging by my current workloads,

which include the T21 under refurb, the Kirby Kite, and wings of a small biplane, I estimate that it will be around November/December 2021 before I can make a start on it. This is excellent news, so meanwhile I would like to source past paperwork or logbooks if anyone has any. Conversely, if anyone has pictures of the Nimbus, please contact me via my VGC News email address.



The Short Nimbus was designed and built in 1947 by members of the Short Brothers design office, who had recently formed the Rochester Gliding Club. The company supported the venture assigning one of its constructor's numbers (S.1312) to the Nimbus. The Nimbus was the last aircraft to be designed, built and flown from the Rochester works (Wiki).
Photo: Graham Saw



The sad state of the Nimbus today but there is hope on the horizon.

FROM AROUND THE WORLD



Preventing flies one's teeth, these new windscreens are a welcome addition to the dwindling availability of T21 spares.

Who needs windscreen wipers?

I have had to make T21 windscreens for the T21 I am working on and a number of other people have expressed an interest in purchasing a pair too. I have come to an agreement with a local dressmaker and I am currently getting sets made. If anyone wants a pair, you can contact me through my VGC News email: Ireland@vgc-news.com The cost is £65 per pair and about £6 postage (depending where you are in the world, the cost may be slightly higher).

Well that's about it from me. Another winter looms, and as usual, I have my workshop packed with projects...long may it continue! Remember, if you can get over to Ulster next year you will be most welcome, it's a great place (just ask David Underwood!).

Until next time,
Slànte,

Owen.

Unless otherwise stated, all photos: Owen Anderson

Lithuania



Correspondent:
[Lina Ivanauskienė](mailto:Lina.Ivanauskienė@vgc-news.com)
Contact:
Lithuania@vgc-news.com

Lockdown, the upside...

Hello dear friends,
This pandemic situation, which appeared this year, was very persistent and gave us an opportunity to finish some projects. We made the most of the time to dedicate to our projects and the results were joyous. However one of the most memorable events of this year was the first flight of the legendary Lithuanian glider, the Bro-9 ŽIOGAS (GRASSHOPPER), which (as you all already know) was built by Benvenutas Ivanauskas. You were able to read about the history of the Bro-9 in earlier VGC News issues, 153 and 154. It took almost ten years for Ben to construct the Bro-9 and bring it to the light of day and into the sky. It was so interesting to finally find out how this 'green-thing' flies. And fly, that it did! More than that, the first flight met all our expectations. It felt the same as was written in the memories that were shared by older post-war pilots and the designer. The newly-built glider was first tested by



The result of almost ten years of dedication to bring back to life a real Lithuanian gem, the humble Bro-9 training glider.

car-tow, then by a tailor-made hang-glider winch. Furthermore Benvenutas managed to test it by aero-tow, with a full house being completed by other pilots having the rare opportunity to enjoy the delights of the Bro-9 with some bungee launches. Some pilots who tried bungee hopping that day were in fact experiencing their first solo flight ever, and for others, it was the first time they ever flown a truly vintage glider before. So, we had mini event with a gathering of like-minded people. At the end of the summer the weather was great, so Benvenutas managed to enjoy a two hour thermalling flight in the Bro-9. Under a cumulus cloud base, Ben reached an impressive height of two kilometres, and according to him, it was an indescribable feeling to soar in such a tiny glider. For future reference, we would like to tell you that we plan to take the Bro-9 to VGC Rallies, where you all will be able to try this unique Lithuanian design. We also have other plans to build a special mobile winch which will be adapted for gliders of similar light weights.

Help us raise funds for a special project

As I mentioned before, for the tests of the 'Bro-9 Žiogas,' we borrowed a similar winch that was originally used for hang-gliders. The one we are planning to build is similar in design to the one we've borrowed, just a bit more powerful. The most expensive parts will be the motorcycle, which forms the base of the winch and the special rope for towing, which will ensure lighter loads on the glider. Moreover, it will be compact and will not require special skills for the operator. We have a pressing need for a mobile winch because we have plenty of historical flying sites in Lithuania. Some of you may already know one, it's Nida (The Curonian Spit, or more commonly known as the Die Kuronische Nehrung for our German friends, where Lithuanians and Germans had their prewar gliding schools). So if you would like to help us with our exciting new project and make a donation to our winch project, please contact me on my VGC News email: Lithuania@vgc-news.com All donations will be greatly appreciated.



Benvenutas side-slips his little Grasshopper after an apprehensive flight of joyous discovery.



Poland



FROM AROUND THE WORLD



One of the rarest gliders in the world, Anotonov's then futuristic A-11. It was to set new standards in metal gliders within the USSR and is testimony to Algimantas' restoration skills. Photo: Rytis Svaldenis :



Work continues on the Danish Bergfalke III cabrio.



Benvenutas and crew manager, Reinhardas Ivanauskas sets out the tactics to the hopeful pilot!

World's only flying A-11 takes to the skies!

Moving on, we have more updates from our little country. As you may remember, we recently wrote about one of perhaps the rarest gliders in the world, an A- 11, which was restored by Algimantas Deikus [see Issue 153-Ed].

So we proudly announce that this Russian 'bird' has also made its first flights. There is no doubt about its flying quality, testimony to its precise workmanship and is the only flying A- 11 in the world today. According to the test-pilot, this machine requires relevant experience. Fully compensated by mass-balanced control surfaces, its handling qualities feel reminiscent of an aerobatic plane. I would like to remind you that there was an acrobatic A- 11 version called the A- 13 (with shorter wings) and is one of the latest projects of Algimantas. We will try to update you accordingly with regard to this unique glider.

A rescue mission and some more new projects

Pociunai airfield has a new arrival. Our Lithuanian vintage family has been joined by a Moreli M -100 which came from Holland. This newly restored Italian miracle found its way to our airfield due to some enthusiastic young people who did not

miss the opportunity to purchase the sailplane upon learning of bureaucratic difficulties of this beauty preventing it from flying in the Netherlands. Thanks to God and our CAA that we have a more liberal attitude towards experimental aircraft!

At the end of the summer Benvenutas had embarked upon a rescue operation. But let's start from the beginning. All this effort was the result of a legendary L-Spatz 55, LY-GNK, with a special modification made by students of the Akaflieg Berlin.

It belonged to a friend of Jochen Ewald (Cassius) and it was the very first vintage glider in Lithuania which inspired Benvenutas to start VGC activity in our country. This sailplane was trapped in some rather complicated financial machinations and had been repossessed by the bank. Later it was bought from the bank by an airline pilot, who entrusted it to Benvenutas to restore. Currently, all the works are coming to an end and only painting needs completing. We hope to see it flying again in the upcoming summer.

Next year at Pociunai airfield we hope to see the debut of a cabrio type Bergfalke III. A couple of years ago it was delivered from Denmark, however the fuselage needed to be restored. Also a quick word on the Ka-4 which belongs to Benvenutas. It still requires a lot of work to the wings,

however, the fuselage is already covered. Furthermore, we have more good news. Last spring an original SG-38 came back to Ben's workshop. Ten years ago Ben brought this glider from Austria and according to all the signs it is likely to be to a pre-war glider. There are no immediate plans to restore this glider.

VGC International traded for Baltic Cup

It is sad that this year there was no opportunity to meet you all at any VGC Rally because of the restrictions. But because of that, we were able to take part in the Baltic Cup, which is held at Pociunai airfield every year. Benvenutas participated in Retro Class with his L-Spatz. Unfortunately at the end of the competition the Retro Class was unrecorded because of non-compliance with strict FAI regulations. There were only four flying days and the total points amassed did not meet the requirements. Nevertheless, we had a great time and met some wonderful glider pilots from Estonia who are planning to come back next year. So we would like to invite you all to join us for the Baltic Cup Retro Class next year, you will all be more than welcome.

Lina Ivanauskienė

Unless otherwise stated, all photos: Lina Ivanauskienė

Poland



Correspondent:
Grzegorz Kazuro

Contact:
Poland@vgc-news.com

Polish Vintage Gliding comes of age?

The year 2024 is approaching. It will be a year that can be considered as special since it will be the 100th anniversary of Polish gliding. Despite the fact that Poland is still at the forefront of the world of gliding due to our great competitors, our sporting achievements, and not to mention our

successful glider manufacturers, it turns out that we are not so well organised in terms of establishing a successful nationwide vintage glider club. Worse still, we have no dedicated gliding museum in which to showcase our beautiful sport and to reflect upon our own fantastic Polish achievements in the field. This is especially poignant considering our history, much of

FROM AROUND THE WORLD



The unique SZD-21 Kobuz 3 aerobatic glider, a rare bird indeed.



The SZD-10 Czapla (Heron) dates back to the mid-1950's.

which was lost under the Communist government.

An idea has emerged concerning the establishment of just such an undertaking, that is, to establish a Polish Gliding Museum. This museum will help cement the creation of a more coherent Polish focus as well as bring Polish gliding enthusiasts together under a national group of vintage glider enthusiasts. We plan to do this by taking the VGC's rules and objectives as our starting point, build a focused group to consider both the long-term viability of our vintage gliders, and perhaps more importantly, give our enthusiasts the ability to get more involved with our projects. This will give an outlet, not only for their own interests and gliders, but will bring us all together more with national and regional Vintage rallies at some of Poland's most famous and picturesque sites.

Central to this plan will be the establishment of a dedicated museum! Having looked at the incredible results achieved through other VGC clubs and projects such as the GHC in England and the DaSK club in Denmark, we would like to investigate our path to achieving something similar. As a person who has a growing collection of historic gliders that I personally renovate, I would like to make them available to the public and not keep them buried away in various places. Our collection is the result of a great passion for gliding and a lot of my own work.

The aforementioned collection numbers at around a dozen or so pieces and is one of the largest private collections of old gliders in Poland. Moreover, my gliders, despite their limited performance, and because of my passion, are being restored to a flying state. Many of these examples are unique gliders. Some were produced in small numbers, few of which have survived the test of time and now only remain as sole survivors or as replicas. Since the pre-war period, Poland has been in the forefront by producing some of the world's

best modern gliders. Not only that, we have produced many wonderful designs of which many know very little; and that alone is worth reminding both our next generations, as well as those from outside Poland, just how far our proud sport has come nationally. This is the focus that a flying museum will hopefully serve.

So, the vision is for a living, open museum that will collect not only items related to flying gliders, but will also act as a focal point in bringing all vintage enthusiasts together from across Poland. This way we will have a similar aim as the GHC and give our members the opportunity to fly not only rare, but often sole remaining examples of certain gliders. In addition to all of this, I have managed to collect a lot of original, extremely valuable glider documentation, that will allow us to build up a comprehensive archive for future flying replicas of gliders that no longer exist, especially those of our rich pre-war glider heritage.

The said exhibition is planned to be situated at one of our sports airfields. This is essential in terms of meeting our goals of supporting enthusiasts and to provide the opportunity of staging and holding rallies. It is particularly unfortunate that here in Poland, lovers of old gliders do not have many opportunities to meet. Yes, there is a rally in Litwinka (the first Polish glider field), but it's only one meeting a year, and

sadly the Grunau Baby event in Jeżów Sudecki, only takes place every few years. We want to rectify this! Who knows, maybe one day we could even stage a VGC International Rally here?

So where am I in my plans?

Currently, I am at the stage of agreeing to present my proposals and documents at the Ministry of Culture. The next stage will be to establish a foundation (aligned closely with the aims of the VGC), in order to raise funds for development, and above all, for the establishment and permanent exhibition of the museum. We also plan to look into the possibilities of crowd-funding projects and will utilise social media, which will allow us to keep Vintage and Oldtimer enthusiasts, both inside and outside Poland, engaged in our exciting new project.

For more extensive conversations about the details of our plans, you can contact me. Conversely, should you have any suggestions, ideas, or want to get involved, you can email me at: vintagegaps@gmail.com. Your support and help would be very much appreciated.

Pictured are a few gliders from my collection that are ready to fly. Others are in progress or are awaiting renovation (including my SZD-27 Kormoran, of which only 2 were produced, and the SZD-15 Sroka, one of only of 3 examples that remain).



A more run-of-the-mill type, the better known and popular Mucha Std, a gem to fly!

Bartek Kot
All photos Bartek Kot

FROM AROUND THE WORLD

Switzerland



Swiss Correspondent
 Daniel Steffen
 Contact:
pr@vintagegliderclub.org

Some new 'firsts' and a new home for a Moswey

HB-850 flies after nine years hiatus

The K 6E was not a vintage glider when the Swiss correspondent joined the Vintage Glider Club in 1981. The test certificate for the prototype K 6E (D-4372) was issued on April 15th 1965. Alexander Schleicher Flugzeugbau delivered a total 394 K 6E's up to 1972. The K 6E was based on the Ka 6CR but with additional spar reinforcement. The slimmer fuselage is more elongated and lowered by 7 cm in the cockpit area, giving a more reclined seating position for the pilot. Walter Wortman designed the FX 40 wing profile, which is based on the NACA 63(3)-618 profile. Like many gliders at that time, the K 6E received a pendulum elevator.

Thirteen K 6E's came to Switzerland. The Swiss correspondent was astonished to learn that today only one K 6E remains on the Swiss aircraft register. Registered in March 1966, HB-850 was the very first K 6E to be imported into Switzerland and now it is the very last one remaining. The original owners were H. and W. Lüthy, who belonged to the Solothurn gliding club, before Thomas Fessler and Markus Pfister bought the K 6E in 2003. Thomas Fessler has been the sole owner since 2009. Thomas was forced to ground his K 6E in 2011 due to losing its hangar space at So-



K 6E HB-850 in the typically white-and-red-colouring of the late 1960s. The single tow hook was standard. Photo: Res Stotzer

lothurn and it didn't have a trailer in which to house it.

A team comprising of Res Stotzer, Marius Fink, Thomas Fessler, Walter Jäggi, and Markus Müller started the necessary work to bring HB-850 back into the air. This team worked more or less every Monday evening on the K 6E during the winter/spring of 2019/20, and the test flight took place on 23rd August 2020 at Grenchen airfield, piloted by Thomas Fessler.

Welcome back to the sky our dear old HB-850!

AeCs-Zögling debuts at Air and Space event

All vintage glider events in Switzerland were cancelled during 2020. This meant that the AeCS-Zögling, HB-429, belonging to the Segel-Flug-Geschichte foundation, has permanently remained on the ground. However the 'Air and Space Days' at the Swiss Museum of Transport in Lucerne (9th-11th October 2020), was the perfect occasion to present this airworthy primary to a wider audience and was a popular exhibit for many. Both men and woman were astonished at the

bravery of the pilots who had courage to fly this primitive 'aircraft.' Thomas Fessler (Chairman of the board of the foundation Segel-Flug-Geschichte) had photos with him in order to prove the airworthiness of the AeCS-Zögling. Thomas also had photos in order to testify to the public just how bad the AeCS-Zögling was before restoration work by the Segel-Flug-Geschichte foundation started.

By the way, the aviation hall of the Swiss Museum of Transport at Lucerne is over-filled with too many exhibition objects. Therefore, all gliders have been removed, except for one that remains on display; the two-seater Spalinger, S-21 HB-307.

Canopy grounds HB-587

We reported in VGC News No. 159 that the OCS (Oldtimer Club Schänis) recently acquired the Schleicher Ka-2 Rhönschwalbe, HB-587. We have learned in the meantime that this Ka-2 is not airworthy. The Federal Office of Civil Aviation (FOCA) will not accept the repaired canopy. The OCS will need to source a replacement canopy before FOCA issues any new CofA.



A happy Thomas Fessler readies his K 6E HB-850 for the test flight at Grenchen. Photo: Res Stotzer



The diminutive AeCS-Zögling HB-429 below the huge 'Swissair' Convair CV-990 Coronado during the recent Air and Space Days at the Swiss Museum of Transport in Lucerne. Photo: Daniel Steffen



The one and only glider now in the Swiss Museum of Transport at Lucerne, the Spalinger S-21H, HB-307. Photo: Daniel Steffen

FROM AROUND THE WORLD



The elegant lines of HB-485 under construction.
Photo: Walter Fehr



HB-485 on the train transporter at Vitznau before being transported to the top of the Rigi for the traditional bungee launch meeting on 14th September 2013. Photo: Daniel Steffen



Strictly not a sailplane, but this gorgeous vintage work of art has some relevance to our story as the maiden flight of the Nieuport at Grenchen airfield gets airborne with Isidor von Arx at the controls.
Photo: Peter Brotschi

Moswey 3 in new hands

Silvio Polla has recently taken over ownership of the Moswey 3, HB-485, from Fritz Zbinden. Silvio now owns a nice private collection of Moswey-glidern:

- Moswey 2 HB-204, constructed 1936**
- Moswey 3 HB-485, constructed 1943-1957**
- Moswey 4 HB-522, constructed 1951**

The HB-485 is one of three homebuilt Moswey 3's (HB-474, HB-485 and HB-545). The other eleven Moswey 3's (HB-370 – HB-380), were part of a serial production from Walter Hegetschweiler at Horgen.

Walter Fehr constructed his Moswey 3 (HB-485) during a period of 14 years (1943 until 1957). Fehr was born in 1924 and constructed many kites and model aeroplanes in his childhood. Walter Fehr started his glider training at the Naturfreunde (nature lovers) gliding club at Zurich in 1941. In 1942 he asked the glider designer, Georg Müller, to sell him the plans in order to construct a Moswey. Georg Müller was sceptical if the 18-year-old Fehr could deal with such a project. Fehr had to first construct a rib in order to prove his skills. As a dental technician he was already a skilled worker and he passed the test effortlessly. Fehr paid CHF 200 for the construction drawings of the Moswey 3. For his sum of 200 Swiss francs, Fehr received sheet by sheet, pristine drawings of the then brand new design. Difficult and challenging liv-

ing conditions prevented a speedy construction.

Fehr was a perfectionist and did not accept shortcuts or compromises. When HB-485 was finally ready for inspection by the Federal Office of Civil Aviation, the inspector did not appear because the fee paid (many years before) was no longer sufficient to cover the then current inspection fees. A very heated phone call by Fehr soon had a positive effect, with the inspection taking place some days later without any further payment!

Finally, our Walter Fehr got to take off in his beloved HB-485 after a construction time of 14 years (far exceeding the originally planned 2 years) on April 1957. Fehr loved his Moswey 3 and flew an impressive flight in it from Spreitenbach, to Mont Suchet, and then on to Birrfeld, some 300 kilometres.

We assume that blue-white coloured Moswey 3 has still got its original covering.

Swiss 1st Rhön articles well received

The Swiss correspondent wrote two articles about the first, 1920, Rhön competition. One report was published in the Swiss aviation magazine, 'AeroRevue' and the other in the newspaper, the 'Neue Zürcher Zeitung' (NZZ). The editor of the NZZ, Benno Mattli, asked the Swiss cor-

respondent what the letters 'C.W.' stood for in Erich Meyer's name. The Swiss correspondent's ongoing enquiries failed to find the answer, so if you can help solve the riddle, please contact us.

Its lift-off first flight for a special aircraft!

The Nieuport 23 C-1 is not a glider, but a very, very, vintage aircraft. Twenty years ago some enthusiastic pilots started to construct four replicas of this fighter plane from the First World War (www.nieuport.ch). Equipped with original rotary motors, Kuno Schaub, the head of the construction team, is a professional violin maker and as a result, the Nieuport 23C-1 is constructed as perfectly as a violin. Interestingly, Oskar Bider, who was the first person to overfly the Pyrenees and Alps, later perished after crashing a Nieuport 23C-1 on 7th July 1919, at Dübendorf.

The maiden flight of the Nieuport 23C-1 took place at the Grenchen on 21st October 2020 with Isidor von Arx at the controls for a highly successful flight.

Last but not least, Kuno Schaub plays an important part in a gliding story, more of which your correspondent will tell in the next issue of Swiss news.

Daniel Steffen

UK



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

A new vintage glider hospital

2020 has been one of the strangest years I have known in the UK. As I write, we are in the midst of a second lockdown, and as I have written elsewhere, it feels like this year has come to a premature end. However, the Gliding Heritage Centre is like a sheltered island parish, whilst the mainland may have been bought to a near halt, we have been able to carry on largely unaffected by greater events.

Once again construction is allowed to continue under lockdown and thus workshop progress continues...

We have discovered a bit of a brick laying ace in the form of Peter Bunnage. His abilities to lay perfect walls with no bows and with sharp corners have been instrumental to the creation of the internal rooms that will support the functions of the workshop. He's also been working with

FROM AROUND THE WORLD



A sparkling new 'vintage' glider hospital! Photo: Paul Haliday

Julian Ben-David installing the gas heating system and the two of them have been installing the plumbing also.

Some of the work has had to be carried out by tradesman, for instance the electrics have had to be installed by an electrician who we now have nicknamed the 'Prince of Darkness.' The walls in the entrance foyer have had to be dry-lined and we have had a company come in and build and install the roller shutter door that allows access to the main workshop area, but keeps the building insulated when closed. The glazed wall between the observation room and the main workshop was also created by an external company and this also has been installed by them.

Pete was not the only person who we have discovered to have hidden talents. Our observation room has a suspended ceiling and it transpired that David Siddell used to be an estimator for suspended ceilings. David took on the task of installing ours and the results are amazing, especially as it involved a bit of very tricky installation work around the steel uprights that hold the roof up.

The machine room is being kitted out. Mark Wills has managed to source a Colchester Student lathe which he and Pete have been setting up. There is also a pillar drill, jig saw, and band sander plus many more tools. The store has also been set up with the cages for the storage of bonded and controlled parts.

Glyn Bradney now has an office, which has been furnished with a desk, computer, and multi-functional printer. Some of the documentation for GHC gliders has already been put in there, and eventually the office will administer the work carried in the workshop.

They say that the last 5% of the work takes about 95% of the time and this is certainly is the case with the workshop. There are so many details that need to be covered and we now expect to be completed around Christmas time. The last installation will be that of the dust extraction system, which is due to happen in the next few weeks.



David Siddell turned out to be one of the dark horses that kept everyone in 'suspense' as he installs the suspended ceiling in the machinery workshop. Photo: Paul Haliday

The rooms have been decorated, carpets laid, and now the main workshop floor is being painted by Gary.

It has become a tradition that every GHC building is topped by a weather vane that is expertly made by Graham Saw. The workshop is no exception and Pete and Julian have topped it with Graham's latest creation, which is a Slingsby Glider fin with a selection of tools attached to it. Discussion has been about whether this fin is from a Gull 2 or a Petrel, given that Graham is the proud owner of the latter, I know what I'm putting my money on!

Of course the workshop has been the focus of our attentions but we have been taking the opportunity to fly when limited chances become available to us, due to weather and COVID restrictions. On the last day before the second lockdown, four vintage gliders made their way into the skies above Lasham. Bill's Skylark 4 and Dave's Swallow, both gliders that have emerged from major repairs this year, flew along with the ex-Farnborough Oly 2b. I took a poignant sunset flight in the 'Beast'

and was the last glider to land at Lasham before flying restrictions were re-imposed. The last year has been unprecedented for gliding all over the world. There are very few people alive nowadays who have previously experienced times like those we are in now. There is an end in sight, if the COVID vaccines do indeed live up to early promise, then we have a hope that life can return to near normality.

We here at the Gliding Heritage Centre wish that you and your loved ones remain safe and healthy over Christmas and into the New Year.

We will have an official opening ceremony for the workshop when conditions allow. It is our sincere hope that we can meet as many of you as possible when this time comes. For all of us here at the GHC, and for all you as well, this should be a life reaffirming experience when we all can come together again.

This is my last update for this year, in the meantime stay safe and see you again before not too long.

Paul Haliday (November 2020)



Not only which way is up, but where is north? Figuring out two dimensions presents its challenges for roof mountaineers, Pete and Julian, as they manfully brave where few fear to tread and affix Graham Saw's masterpiece!

Photo: Gary Pullen

FROM AROUND THE WORLD

USA



Correspondent:
 Jim Short
 Contact:
 USA@vgc-news.com

USA 2020 and late season Vintage wrap-up

Despite COVID-19 scares and a serious need for 'social distancing,' vintage enthusiasts throughout the US managed to gather in several locales to meet with each other and fly safely while they were at it. On September 5-7, 2020, the usual Labor-Day crowd at Tehachapi, CA, managed to fly in reasonable soaring conditions. The official Experimental Soaring Association weekend seminars were cancelled, so there were no formal events, but several vintage sailplanes and pilots did fly.

Farther east, and a few weeks later, the modified September 18-20 meet at Wichita drew participants from several hundred miles away. Again the formal colloquium presentations, dinners and lunches were dispensed with, but the soaring was reasonable, if challenging. Reasonably light northeast winds were unusual, but fun. A special treat this year was seeing Steve Leonard's newly-acquired Concept 70, the first fibreglass sailplane designed and produced in the US. Arthur Zimmerman, the designer and builder (through his Berkshire Sailplanes company) applied knowledge and inspiration he acquired building sailplanes in southern Germany. He then applied this knowledge in his own design, which was the beginning of fibreglass sailplane production in the US. The Concept 70 is a 'Classic' by VSA definitions, being clearly part of the 'First Generation' of fibreglass sailplanes.

Finally, the Chilhowee, TN, (Oktoberfest) on October 16-18 attracted quite a number of sailplanes, but only two clearly vintage types; Cal Tax's early round-tail 1-26 and Rusty Lowry's early short-wing 1-23. From the 'project' scene came another glider which has been around the ownership circle a few times, a 1946 Schweizer SGU 1-19. Serial number 17 (the 'U' stands for 'Utility' and denotes a glide-ratio less than 20:1), the 1-19 changed hands from Bernie Harrigan in Wisconsin, to Jim Short



A parade of 'Classics' at Wichita, albeit non-wood. US-built Concept 70, followed by its predecessors, a German-built Phoebe and Phoenix T. They are not mainly from wood, but they are all important gliders in the development of soaring. Photo: Jim Short

in Indiana. After an exciting drive back to Lawrenceville, IL, the 1-19 is primed to fly again after a 25-year hiatus. Perhaps 25 years of vacation is acceptable, given the glider has been reasonably well cared-for and is about to celebrate its 75th birthday. Expect more updates over the coming months. A Slingsby Swallow (Type 45) kit has been located in Wisconsin and purchased by Neal Pfeiffer. Imagine an unfinished, unflown kit sailplane, just waiting to be finished! Expect more information soon.

The vintage spirit is still alive in the US and a number of new projects have recently been acquired for showing next season. Vintage folks are reminded that the In-

ternational Vintage Sailplane Meet is re-scheduled for Elmira from July, 2020. Rusty Lowry has now confirmed that the new dates for the re-scheduled IVSM will be held from July 2-5, 2021. The Rendezvous will be hosted at Massey Airport (MD1) which offers soft, wide grass runways to allow IVSM participants an opportunity to tune their gliders and themselves before driving the final one-day trek to Elmira. The newest vintage event is scheduled for 22 April to 2 May at Bedford, Iowa, a particularly scenic, rural part of Iowa which should have excellent soaring conditions at that time of the year. VSA is anticipating an exciting and safe soaring year in 2021.

Jim Short



The 1946 Schweizer 1-19 utility glider recently acquired by VSA President, Jim Short and moved to Lawrenceville for finishing. Photo: Jim Short



Neal Pfeiffer's newly-discovered, unfinished and unflown kit Slingsby Swallow. The kit is shown unloaded in Neal's shop. Behind is Neal's Ka-2B project. Photo: Neal Pfeiffer

Chris Williams

White Sheet scale Fly-in

Sunday 13th September

The fact that this event took place at all is a miracle comparable to that of Capt. Sully's landing on the Hudson river. First of all, the prescribed date that had been set was the day before the English COVID 'Rule of Six' was to come into being, which stacked the odds against us quite considerably. Then, there was the usual lottery run by the Weather gods, with few shouts of 'house' during the previous course of the year. For the last ten years, even the best of scale event forecasts had lots of 'ifs and maybes' attached, so imagine my astonishment when the forecast predicted a day with conditions so perfect that nothing in recent, or long memory, could match it. (For the record: 9-14mph wind, dead on the main bowl and a total absence of precipitation). I must admit, I was all a-quiver with all the pent-up desire to fly that had built up over the long lockdown. It would be difficult if more than thirty entrants turned up, that being the maximum number allowed at the time. In the event, it was decided that pre-entry by email was the way to go and on the day a manageable 20-plus fliers turned up to sample the delights of the White Sheet hill.

I had expected to see lots of new models after the lockdown earlier in the year, but the pickings were surprisingly sparse. At least though, we were able to muster a trio of Göppingen Wolfs and ever-desirous of any photo op, I suggested a mass launch in order to get a three-ship formation



Author's new 1/4 scale Gull 3 tangles with the clouds

photograph. It sounds a simple enough proposition, but these little models, skittish at the best of times, would need careful timing to get the job done. Long-time musician that I am, I suggested a three beat count in, launching on three, whilst Trevor and 'Smallpiece' registered non-comprehension. As you can see from the photograph I was dead on time, although to fair to the others, it was probably fright that caused the delay! In the event, the camera couldn't decide which model to focus on and ended up focussing on none of them...

Long-time slope-rat, Pat Teakle, had come from the West Country to fly...and fly he did, until he fell foul of a slight flaw in that

otherwise perfect forecast. Every now and then, during the course of the day, Mr Lift went off for a coffee break and it was during one of those periods that Pat was forced to land in the field far below. (So textbook was the landing that at the end of the day he was awarded The Knitted Hat of Commiseration).

My plan for the 1/5th scale Slingsby Petrel has proved quite popular and the latest of these to turn up was brought along by Richard Docketty. Although previously maiden'ed from the flat via aerotow, he could not be persuaded to fly on the slope for the first time, despite my inducement of a free ginger biscuit.

On a personal note, this was the first real



The mass Goppingen Wolf launch



Pat Teakle Skylark is destined for the field below

MODEL NEWS

slope test for my recently completed 1/5th scale Minimoa. I was delighted to discover that she was right at home when conditions got tricky; efficient enough to maximise any lift that might be available, and nimble enough to be planted safely on the edge of the slope when there wasn't.

Trevor Hewson's Fauvel came to rely a couple of times on its non-scale propeller, showing the common sense of having a get-out-of-jail-free card, thus allowing you to fly on those occasions when you might otherwise remain grounded.

In an otherwise awful year, this occasion, with its good-humoured banter, exquisite scenery, nice weather, and lots of interesting and sometimes challenging flying, was a reminder of how things used to be, and will hopefully sometime be again...



This E-Assist Fauvel used its prop to avoid landing out

LETTERS TO THE EDITOR

Firmin Henrard

Cultivating the next generation of VGC pilots?

Dear Bruce,

I want to present an idea to the VGC movement.

I have been a member of this fabulous movement since 1982 and have seen within that time, our VGC pioneers disappear with the passing of years. It is important that we maintain a vision and bring the love of old gliders to young people. This is not easy because nice modern gliders with far greater performance are now almost always, plastic gliders.

During the VGC Rendezvous and International Rallies, the family and children have to stay and endure the event without any real interest being paid to their plight. There is nothing for them, which is why organised group visits to nearby towns around and other sightseeing excursions are so important in involving those who are integral to the family unit and may not share our same passions.

So my idea is to ask why not buy a Lithua-

nian glider, the LAK16AM, to give children something in which to train on? That will bring new activity and interest for children and help channel their interest in Oldtimers. Not only that, it could be for example, a great way to keep pilots who have lost their medical licence involved as well?

Best regards

Firmin

Glyn Bradney

Humble and Fumble

Hi Bruce,

Sue and yourself were asking about the role of the old building in which the new VGC archive is now housed. The two huts are indeed WW2 and are of Maycrete construction. When I first came to Lasham with Imperial College in the autumn of 1965 they were known as 'Fumble' and 'Humble'. Both were bunkrooms and were used as such for many years. 'Humble', the easterly one, was the smart one; a number of 2-tiered bunks, carpets, and curtains!

'Fumble' which is now going to house the VGC archive, was the down-market one, known as the 'flops'. I only slept there once or twice, it was pretty grim.

A famous story with 'Fumble' and a guy called Mac Mackenzie who must be long dead. Mac was a met office forecaster and a very good pilot, but he also liked a drink or six. One particular Sunday he was still out cold mid-morning in 'Fumble'. A group of Lasham 'naughties' picked up

the bed and carried it out onto the airfield and dumped it in the middle of the main runway with Mac still in it asleep – there wasn't any flying going on. When Mac finally woke up he was plenty surprised!

Glyn

LETTERS TO THE EDITOR

Raul Blacksten

A Mad Idea?

Hello, you may not know me but I am a VGC member in the US. I have an idea/question. Has anyone ever thought about mining the 159 back issues of the VGC News to collect articles and publish them in book form? I'm thinking specifically about things like (off the top

of my head) David Underwood's article on the Dunstable Aircraft, Vincenzo Pedrielis articles, and the recent articles on Antonov. Being mindful and up front about the fact that they are written by amateurs, I think it would be a great way to preserve the history, even if flawed.

Something to consider?

Oh, and be sure to exclude ANYTHING written by that damned Yank. He's not worth reading once much less twice.

Raul Blacksten

The Editor Replies:

Thank you whomever you are? I have heard of a certain Mr Blacksten before in California, but he never comes up with

clever ideas like this so cannot possibly be the same person! I have taken the liberty to air your suggestion to a wider audience

for readership feedback with the caveat, whatever comes of it, it's all your own damn fault....

Trevor Dale

Dart Prototype

Hi Bruce,

I am forwarding you a copy of the original black and white photograph of the maiden test flight of the Slingsby Dart T.51. This occurred on the 26th November 1963 at Wombleton Airfield (which was the nearest one to the Kirbymoorside factory). I got the photograph directly from the Slingsby test pilot himself, Michael Wilson, whilst working at his house in Market Weighton a few years ago. He was then

quite old, but tells me that on the test itself he experienced quite violent elevator flutter, that is until the designers fixed it for the production models. He thought at one point he may have needed to bail out. He wrote a few details in his own hand to the back of the photo. This information is confirmed and documented in Norman Elison's *British Gliders and Sailplanes 1922 - 1970*, published by A&C Black 1971.

Trevor Dale



Slingsby Test-pilot, Michael Wilson, with the original prototype Dart

Jan Forster

Dancing with snowflakes

I don't have much experience with the cold, snow and ice. Okay snow for a week on the roadside, on the fields and in the woods; after that, plus-twenty degrees again. There is one exception however, flying in the snow!

In December 1993 we, the Hilversum Vintage Club, were invited by Udersleben, a befriended German gliding club in east Germany, and invited to fly on their gliding site to celebrate the new year, and promising us snow. We went with a Kranich, Baby and/or a Caudron (I can't clearly remember), and my T-31b. Kindly as those Germans are, we were hosted by members at their homes. We, my son Patrick, and daughter, Vivian, stayed with a single woman, with two funny little kids. She had

bright, glittering eyes, kind words, and a warm heart.

New Year's day, the German club cooked a wild pig roast, shot down by the club chairman himself. They were working the whole day on the fire and rotating the enormous beast. The day before, we Dutchies, offered them an Indonesian dish of specially prepared meat and vegetables, some of them from Indonesia, as well as the herbs which were also from Indonesia; spicy, like: "keep it hot" and eaten with rice. Possibly that was the reason that they thought that I was a chef? So when the pig was finished, they put him on the kitchen counter and ask me to cut it into pieces. Even though I had never done it before, I was excited to do so and nobody complained.

They expected snow next day. They were right, in the morning it started to snow. The T-31b was in the hangar ready to fly and we took her to the launch point. As I was keen to fly, we arrived first. There was not too much snow during the first flight, but later in the day it started snowing seriously and didn't let up. I took a winch launch, snow, snow everywhere! I was sitting under the wings and going up, the earth began to disappear more and more with the visibility getting poorer and poorer.

Snowflakes came at me horizontally, you couldn't see where they started, they came from nowhere and flew under my wings and disappeared into the white. It stuck to my overalls and my face, which

LETTERS TO THE EDITOR

left me looking like a flying snow-man, whilst using my finger as a wiper to clean my goggles. The visibility was only around 2 miles and the earth became more and more engulfed in white. There was no transition from the earth to the air, the horizon was gone. The air was thick with the cold, sink was minimal. Only occasionally you could catch a glimpse of the earth's surface. There was also no wind, it was like flying in a Christmas sleigh. Smoke from the chimneys of a little village close to the airfield went straight up into the air.

Because the others had stopped flying (cowards!), I was the only one that flew. They took the gliders and winch back to the hanger, which by this time, there were no visible signs to mark the runway. So where was the runway? Close by was a hill with a monument on top. That was the only way to know if I was on the right side of the airfield, along with one colourful thing on the little grass strip's side, the windsock. After 14 minutes in a non-existent world, like in a fairy tale, we made the landing in a cloud of snow. Bystanders

didn't even see my landing! Since my glider is bright yellow, they at last saw it when the snow cloud came to a rest.

I have never had that experience before from the noise of the air while flying, followed by complete silence after the landing. Thick snowflakes continued to fall horizontally, with an occasional gust of wind that sent them off chasing each other. We just sat there for a few minutes before we spoke a word. I will never forget this. With this happy memory, this is the only way I can handle the winter.

Jan Forster

OBITUARY

Abschied von einem treuen Freund...

Fritz (Friedrich) Bauer 02.05.1951 - 11.09.2020

Als ich Fritz Bauer das erste Mal traf, da saß er in seinem geliebten Kranich III (D-8543) und wartete mit seinem Freund Josef Auer darauf, dass die Schleppmaschine sie an den Himmel beförderte. Stunden später schwebten die beiden wieder ein und kletterten beseelt aus dem wunderbar hergerichteten Oldtimer. Man denke nur an die filigranen Gardinen zum Sonnenschutz in der Haube. Mit dem „Bayern-Kranich“ war Fritz seit 2005 auf zahlreichen VGC-Rallyes in ganz Europa und seine trotz der körperlichen Einschränkungen der letzten Jahre stets fröhliche Art steckte so manch einen Oldie-Flieger an. Gerne saß man mit ihm am Abend vor dem Hangar und philosophierte über die Fliegerei ebenso wie über Gott und die Welt. Dabei wurde schnell deutlich: Wenn es irgendwo ein Problem gab oder tatkräftige Hilfe nötig war, dann konnte man auf Fritz zählen. Er war nicht nur bestens vernetzt, sondern auch enorm engagiert. Das betonte auch der Vorsitzende seines Heimatvereins „LSC Ikarus Schleißheim“ anlässlich der Beisetzung am 25. September auf dem Friedhof Hochmutting in unmittelbarer Nähe zu seinem Flugplatz.

Fritz erlernte beim Aero Club München das Segelfliegen, absolvierte seine L1-Prüfung im Jahr 1968. Seit 1976 flog er beim LSC Ikarus, wo er wegen seines großen Engagements auch Ehrenmitglied war. Im selben Jahr heiratete er seine liebe Frau Silvia, mit der er drei Kindern das Leben schenkte, und die in VGC-Kreisen ebenso bekannt ist wie Fritz und ihr gemeinsamer Hund. Seit 36 Jahren wohnten die beiden in Oberroth, Fritz flog aber weiter beständig auf „seinem“ Flugplatz in Oberschleißheim. Über Pfingsten wurde er regelmäßig der Oldtimer-Fliegerei untreu, begab sich mit alten Freunden in österreichische Scharnstein und steuerte dabei so manch leistungsstarke Kunststoff-Maschine an den Berghängen vorbei, zuletzt nahezu 25 Jahre lang eine ASH 26E. Es war diese Mischung in der Fliegerei wie im Leben, die ihn immer wieder anspornte. Vielleicht wollte er auch deswegen hoch hinaus,



weil er beruflich eher in Tiefbaustellen zu finden war – als studierter Bauingenieur und letztlich als Leiter für Großprojekte bei der Bauer-Unternehmensgruppe. Auch als Mitglied im Gartenbauverein hat er sich seine Meriten verdient, immer wieder aber liebte er es, aufzukreisen und mit dem Kranich III den Wolken zuzustreben.

Am 11. September dieses Jahres stieg er auf sein E-Bike, um eine kleine Ausfahrt zu machen und erlitt bei einem Stopp am Wegesrand einen Sekundentod. Die Nachricht schockte nicht nur seine liebe Frau Silvia und seine Familie, sondern auch die Segelfliegerwelt. Fritz hatte sich unbemerkt auf seinen letzten Flug begeben. Wir vermissen ihn schon jetzt, aber wir wissen ihn in besten Händen und halten die Erinnerung in VGC-Kreisen an ihn wach. Silvia und seiner ganzen Familie gilt unser herzliches Beileid.

Joachim Jeska

Farewell to a loyal friend...

Fritz (Friedrich) Bauer 02.05.1951 - 11.09.2020

When I first met Fritz Bauer, he was sitting in his beloved Kranich III (D-8543) and was waiting with his friend Josef Auer for the towing plane to take them to the sky. Hours later, the two floated back in and climbed animatedly out of the wonderfully prepared Oldtimer. Fritz has been to numerous VGC rallies throughout Europe since 2005 with the 'Bayern-Kranich' and his cheerful manner, despite the physical limitations of the last years, was always uplifting. It was a joy to sit with him in the evening in front of the hangar whilst he philosophized about flying as well as about God and the world. It quickly became clear that if there was a problem, or if help was needed, then one could count on Fritz. He was not only well-connected, but also enormously committed. This was also emphasised by the chairman of his home club 'LSC Ikarus Schleisheim' during his funeral on the 25th September at the Hochmutting cemetery in the immediate vicinity of his airfield.

Fritz learned gliding at the Aero Club Munich and passed his L1 exam in 1968. Since 1976 he flew with the LSC Ikarus, where he was also an honorary member because of his dedication. In the same year he married his lovely wife Silvia, who gifted him three children who were together as famous in the VGC

world as Fritz and their dog. The two had lived in Oberroth for 36 years, but Fritz continued to fly at 'his' airfield in Oberschleißheim. Over Pentecost, he regularly became unfaithful to Oldtimers with trips to Scharnstein in Austria with old friends flying plastic machines over the mountain slopes, the most recent being an ASH 26E. It was this mixture in aviation, as in life, spurred him on again and again. Perhaps he wanted to fly high because his career as a civil engineer took him underground, ultimately as the head of large-scale projects with the Bauer Group. Also as a member of the Horticultural Society, he also earned merit, but he loved nothing more than to circle up and to touch the clouds in the Kranich III.

On September 11 this year, he took his e-bike for a short ride and during a stop at the roadside, he died from a sudden cardiac arrest. The news shocked not only his dear wife Silvia and his family, but also the entire glider world. Fritz had not gone unnoticed on his last flight. We miss him dearly, but we know he is in the best of hands and we will keep his memory alive within VGC circles. Our heartfelt condolences go out to Silvia and his entire family.

Joachim Jeska

BOOK NOOK

Hermann Fäh

75 Jahre

Chronik des Segelflugs im Kanton Thurgau

1945 wurde die Segelfluggruppe Cumulus im Schweizer Kanton Thurgau gegründet. Das Buch beschreibt auf 131 Seiten in einer sehr detaillierten und toll bebilderten Chronik die Reise von der Gründung zum heutigen Verein - und wirft einen Blick in die Zukunft. Es finden sich darin Flugzeuge, welche uns im VGC gut bekannt sind, z.B. die Spalinger S-19, die bis vor wenigen Jahren immer auf dem Flugplatz Amlikon, der Heimat der Segelfluggruppe Cumulus, geflogen ist. Dort fand 1985 die Internationale VGC-Rallye statt und natürlich wird dieser Veranstaltung im Buch auch sehr illustriert gedacht. Im 2. Teil des Buches werden sämtliche Flugzeuge, aber auch Menschen welche Verantwortung getragen haben, vorgestellt.

Das Buch läßt seinen Leser am Gründungseifer, an der Entwicklung mit Höhen und Tiefen, an Bauarbeiten und an der Entwicklung der Fliegerei sehr nah teilhaben. Selten hat eine Vereinschronik so gefesselt, besonders wenn man die Ähnlichkeiten aus seinem eigenen Verein dabei im Kopf hat.

Das Buch hat 131 Seiten, ist im Hochglanzdruck gehalten und hat mit Hardcover ein Format von ca. DIN A 4.

Es kann direkt bei Beat Gottschalck für 32€ (Versand nach Deutschland, andere Länder auf Nachfrage) bestellt werden, der für den Verein das alles organisiert. Er ist unter info@cghe.ch erreichbar.

Peter Ocker



FOR SALE

For Sale Elfe S4A D-1314



Built in 1976 (WerksNr 76) this lovely glider has a total time of 1464 hours and 891 landings.

The glider is fitted with an ELT, FLARM KRT2 and an S7 (LXNav) and comes with a good covered trailer.

Price: 7,000 €

For more information, please contact Alexander on: a.koegl@karef.eu

For Sale Ka8 D-2127



We wish to sell our trusty Ka 8 which was built in 1973 (Works No 8924) and has a total time of 6,230 hours. It is currently fitted with a radio and a valid ARC until April 2021 and comes with an open trailer.

Price 1,500 EUR

For more information please contact Ullrich Hoetling on: hoetling@foka-4.de

For Sale SZD 30 Pirat- BGA No 1596



Built in 1970 (Works No B-327) this lovely example has been completely stripped with a full structural inspection being carried out before being recovered and repainted.

With a total time of 1,240 hours (2179 launches), it is fitted with a new instrument panel and a good road-worthy trailer. The glider will also come with a new annual and ARC from date of purchase.

Price £3500

For more information, please contact John Halford on: jshalford01@gmail.com or tel: (0044) 07589300879

For Sale Gö-4 III PH-210



With 1400 hours, major renovations were carried out on the glider in 2006, when it was lovingly reupholstered and painted in KLM blue and white. Fitted with 2-hooks and a standard instrument panel (no radio), it comes fully equipped with an open trailer.

For more information please contact Jack Rijken on: jackrijken@hotmail.com

Our historic Gö-4 III (serial number 420) was built in the Netherlands in 1954/56. Designed by Dpl. Ing. Wolfgang Hutter in 1936, the Gö-4 went on to be built in series as early as 1938 by sport aircraft manufacturer, Schempp-Hirth, in Göppingen, Germany.

This wonderful side-by-side two-seater has dual controls, which makes it ideal for training and is currently based in the Netherlands.

For Sale Ka7 PH-822

Our Ka7 is now for sale! The glider is in good condition and has well laid out instrument panels and new safety straps fitted 10 years ago and a modified undercarriage to conform to the Ask 13. With only 2,485 hours TT, it comes with a current ARC and AMP and a reliable trailer which was overhauled in 2018.

Price including trailer: **8,800 Euros**

For more information, please contact Piet de Crom on: crom0009@planet.nl or tele: (0031) 06 536193251



For Sale By Auction



Kranich II D-6048

Unique and outstanding two-seat glider. Comprehensive reconstruction and with only 72 hours and 235 landings since its restoration, it comes fully equipped with comprehensive instrument panels and numerous accessories. Comes with a SWAN-Trailer, fully customised, built in 2007, excellent condition. If you wish to register your bid on this unique glider, please contact Stefan Krahn on: Vilotte90@gmail.com



Reiher D-6045

Total hours: 134 h Landings: 104 This unique replica glider built in the early 2000's is fully equipped instrument panels and numerous accessories SWAN-Trailer, fully customised, built in 2007, excellent condition. If you wish to register your bid on this unique glider, please contact Stefan Krahn on: Vilotte90@gmail.com

For Sale T46 Top Drop- PH-110

This unique vintage glider; the one and only Slingsby T46 is offered for sale. Successor to the popular T-21, the T-46 (T-21c) featured an increased wingspan to 17.22m and a canopy.

After a number of years of great pleasure, we have decided to sell our Top D'rop. Participant of many VGC and VHZ Rallies, PH-110 has a total time of 2,323 hours and underwent a major overhaul between 2003 and 2010. Comes with a custom made closed trailer built in 2012, and like Top D'rop, is in very good condition. Price including trailer **€20,000** For more information, please contact Martijn Hoogenbosch on: martijnhoogenbosch@gmail.com



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

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
Polar fleece jacket	30.00
Gilet (bodywarmer)	20.00
Polo shirt either for men or women	16.00
Sweatshirt	15.00
Tee shirts either for men or women	8.00
Wool hat	8.00
Tee shirts for children	6.00
Coveralls (by special order only, not stocked)	40.00

VGC stickers - traditional logo	Price £
300 mm diameter	7.00
250 mm diameter	6.00
80 mm diameter	2.00

Slingsby Sailplanes stickers	Price £
300 mm wingspan (for trailers)	4.00
160 mm wingspan (for gliders)	2.00

Other items	Price £
VGC teddy bears	11.00
VGC coffee mugs	8.00
VGC enamel brooch	2.00

Books	Price £
VGC Yearbook	40.00
Helmut Hirth - 20000 leagues in the sea of air	18.00

Information DVD's	Price £
Slingsby T21	14.00
Slingsby T31	14.00
EoN Olympia	14.00

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

Payments by Credit Card via the VGC Website is possible in most currencies, or for UK residents, by Sterling cheque.

Go to the VGC Website and at the bottom left of the Home page, you can pay by clicking on the PayPal 'Donate' button.



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Photo: Alexander Gillies

Wo immer noch der Rhöngeist weht ...