

VGC News

No. 139 - Winter 2013

Celebrating 40 years of preserving our gliding heritage.



The Hütter Brothers
Frits Ruth highlights an incredible legacy



Iceland
The early years of Icelandic gliding

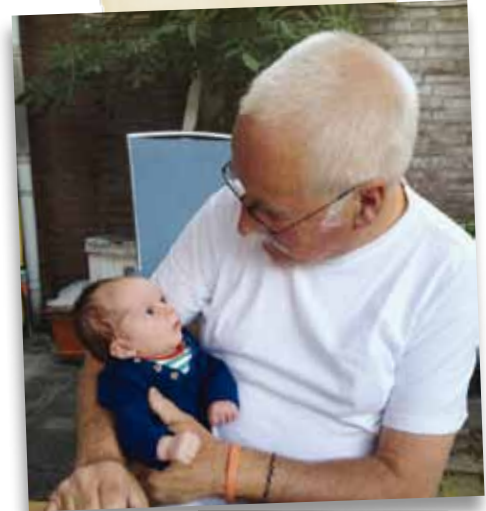


Hosszú
Early Hungarian Pioneer



PIN BOARD

The VGC sends their congratulations to the proud parents, Jan and Andrea!



The VGC's newest member, Ian Forster (mem no 5387), doesn't look so impressed at joining the VGC!



The growing Zahn family. Baby Ben is flanked by mum and dad, Britt and Christoph. Congratulations to the proud parents! (Better keep an eye on that Habicht Christoph!)

The VGC welcomes the following new members :

- | | |
|--------------------------------------|--------------------------------|
| 5345 Walter Listringhaus (Germany) | 5370 Liam Lyons (UK) |
| 5346 Dominic Klein (Germany) | 5371 Mrs. Karin de Groot (NL) |
| 5347 Wolfgang Ulrich (Germany) | 5372 Bob Johnson (UK) |
| 5348 Gert Warmbold (Germany) | 5374 Sushil Bajpaz (India) |
| 5349 Ingo Wiebelitz (Germany) | 5375 Nikolas Betz (Germany) |
| 5350 Werner Phoenix (Germany) | 5376 Gordon MacDonald (UK) |
| 5351 Ingo Mierswa (Germany) | 5377 Glyn MacArthur (UK) |
| 5352 Peter Poppe (Germany) | 5378 Nigel Frost (UK) |
| 5353 Jessica Kruger (Germany) | 5379 Peter Concannon (UK) |
| 5354 Jonas Majewski (Germany) | 5380 Philip Yates (UK) |
| 5355 Andreas Geiger (Germany) | 5381 Ray Poynter (UK) |
| 5356 Alexander Wiethuchter (Germany) | 5382 Tony Tayler (UK) |
| 5357 Frank Walz (Germany) | 5382 Adam Hoskin (UK) |
| 5358 Robert Morrow (USA) | 5384 Martin Hastings (UK) |
| 5359 David Newton (UK) | 5385 Matthew Ladley (UK) |
| 5360 Rolf Oberloer (Germany) | 5386 Andrew Burton (UK) |
| 5361 Dirk Reich (Switzerland) | 5387 Ian Forster (Netherlands) |
| 5362 Ian Callier (UK) | 5388 Debbie Thomas (UK) |
| 5363 Ronald Page (UK) | 5389 Ron Davis (UK) |
| 5364 Pierre Georges (France) | 5390 Peter Kirkwood (UK) |
| 5365 John Burrow (UK) | 5391 Rob McEvoy (UK) |
| 5366 Colin Short (UK) | 5392 Pete Purdie (UK) |
| 5367 Karon Matten (UK) | 5393 Alan Baker (UK) |
| 5368 Barbara Reed (UK) | 5394 Steve Barrett (USA) |
| 5369 Jenne Goldsmith (Australia) | 5395 Gary Western (UK) |
| | 5396 Paul Remde (USA) |
| | 5397 Mike Philpott (UK) |
| | 5398 Will Harley (UK) |
| | 5399 Ian Marshall (UK) |

VGC Facebook photo caption winner. Matt Ladley.
'The master ventriloquist and his favourite puppet, Klaus!'

Membership reminder

Membership renewals are due on 1st January 2014. The fee for 2014 has been set at £32.50 or 38 Euro. If you have paid in time, your membership card will arrive with the Spring issue of VGC News.



<http://www.vintagegliderclub.org>

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

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Front cover:

Heritage Center's MG19 launches into a celestial sky.

Photo: Alexander Gilles.

Rear cover:

John Dredge's pretty KrajaneK, cavorting with Matt Ladley's Prefect.
Photo: Steve Kirkby



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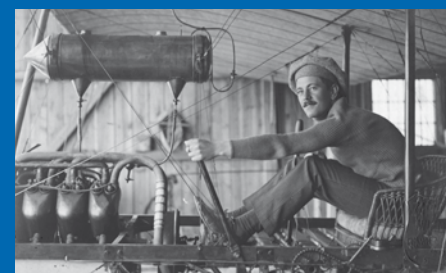
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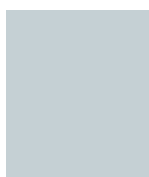
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Nick Newton - VGC President

From the President's Corner



What a wonderful year we have had with so many highlights in addition to our very successful International Rallies at Challock and Lasham!

Despite the slow start for the gliding season, there was enormous activity on the ground – particularly at the Lasham Gliding Club in England. Here frantic attempts were being made to start building the Chris Wills Memorial Hangar in time for the Vintage Glider Club's 41st International meeting at Lasham in August. It was a remarkable achievement that the Hangar was fully completed within the time schedule. The Hangar was officially opened, at a formal ceremony on the first day of the Lasham meeting, by Chris Wills' glider pilot brother and VGC member Justin (joint custodian of Chris' Rhönbussard).

The UK has long awaited a Museum dedicated to our gliding heritage, and this dream had finally been 'kick-started' by the generous legacy of Chris Wills which enabled the hangar to be built. The hangar already has a wonderful collection of historic gliders in it, and it represents the first phase of the planned Museum itself which will be developed alongside, as and when funds permit. Most of the gliders in the Hangar are maintained in flying condition, and it is intended that they will be flown on a regular basis. Full details are given on the Heritage Gliding Centre website which is well worth a visit, as is the Hangar itself!

The next big project, to be undertaken was inspired by our chairman, Jan Forster. This was the VGC Year Book which celebrates 40 years of preservation and flying historic gliders by the VGC.

Despite a rather slow start for the arrival of contributions from VGC members, the book suddenly put on a dramatic spurt as the deadline approached (and was passed!). Frantic efforts were made by Klaus Fey and his team to try and complete the book in time for the

International Rally which would celebrate our first 40 years. Klaus, a longstanding member of the VGC and glider instructor in his 'spare time' also runs Equip the successful aviation publishing company, and with great generosity agreed to publish the book on an expenses only basis.

The book turned out to be much better and bigger than we could ever have dreamed with over 300 entries and a wealth of information, photographs and stories of the early days. It is a remarkable achievement, for which we are indebted to all who were involved either as contributors, translators, or proof-readers, but particularly to Klaus and his 'lay-out girls' at Equip, for their stalwart efforts on our behalf. The book arrived just in time for its launch during the Rally at Lasham and was greeted with great excitement. Lucky members there (and subsequently at the Annual dinner) were able to purchase the book at a promotional price. The book is now available at its definitive price from the distributors in Germany <http://www.vgc-yearbook.com> and has been reasonably priced in line with a book of this quality of nearly 400 pages, to recoup the investment made by the VGC.

Lastly, I would like to mention the VGC Annual dinner which has just taken place at The Shuttleworth Collection at Old Warden about 50 miles north of London. Jan Forster, once more, was instrumental in getting this event 'off the ground'. Jan, who sadly was unable to attend the International Rally at Lasham because his new son, Ian (currently the youngest member of the VGC!) was born just as the Rally started, had planned this Dinner with his usual meticulous attention. Fate, however, cruelly deemed that he would not be able to attend this event either, as he was briefly admitted to hospital at short notice. Despite this, the Dinner was a great success. Sir John Allison from the Shuttleworth Trust gave an excellent address during which he made a complimentary comparison between the aims of our two organisations. The icing on the cake was to be able to attend the Shuttleworth Flying day which took place on the following day in the most glorious weather. The display included a flight with a Slingsby Grasshopper primary glider, and our own display pilot, Graham Saw showing off his aerobatic expertise in the Lunak which, following his prodigious efforts has at last been cleared to fly once more by the BGA. Finally, I am happy to report that Jan, our Chairman, is also now fully recovered!

Nick Newton

Jan Forster - VGC Chairman

Chairman address



The year of the missed events!

The rendezvous at Challock, held there for the third time, was once more a wonderful get together, followed by the very successful Rally at Lasham (also for the third time!) A smooth organisation, no stress but great fun, that's what the VGC stands for.

Apart from organising the rally, the vintage group at Lasham had another target to fulfil - to build a Hangar: the 'Chris Wills Memorial Hangar' of the Gliding Heritage Centre. What a good job they did. The hangar exhibits a selection of UK heritage gliders to be proud of. I am sure Chris would be completely overwhelmed, that at last his wish has come true. We can congratulate the VGC Lasham members for their enormous effort and success.

Within the Board we started planning some years ago to celebrate this year, our 40th Anniversary year. First of all we wanted to produce the first ever book on the story of the VGC. It had to be a really International book by, and for the members. We never could have

dreamt that it would be such a big success. The individual stories and wonderful photographs of over 300 gliders are shown in the book representing 100 different types. At the Lasham book launch we sold 300 books, and since then another hundred have been sold. If you did not yet have the opportunity to buy your own copy, just go to www.vgc-yearbook.com and select 'order form'. Remember there are only a limited number of copies available of this exciting collector's book!

We also organised a special place for the Dinner: the Shuttleworth Trust at Old Warden. If you haven't been there, you have missed a lot. It started with a guided tour in the museum. Our guest speaker after an excellent dinner, was Sir John Allison, whose speech underlined exactly why we preserve our Gliders in the VGC. The next day the lucky ones amongst us watched the famous air show in glorious weather. What a weekend it was!

Das Jahr der verpassten Ereignisse!

Wieder einmal war Challock – nun schon zum dritten Mal – der Ort für ein wunderschönes Rendezvous. Es folgte, ebenfalls zum dritten Mal die erfolgreiche VGC Rally in Lasham. Eine reibungslose Organisation, kein Stress aber viel Spaß – das macht den VGC aus. Neben der Organisation der Rally hatten die Lashamer VGC-Mitglieder mit dem Bau der „Chris-Wills-Memorial-Halle und des „Gliding Heritage Center“ eine weitere Aufgabe zu erfüllen. Sie haben es hervorragend gelöst. Die Halle beherbergt eine Auswahl britischer historischer Segelflugzeuge, auf die man stolz sein kann. Ich bin sicher, Chris wäre überwältigt, dass sein Wunsch schließlich wahr geworden ist. Wir gratulieren den Mitgliedern des VGC aus Lasham zu ihrem enormen Einsatz und Erfolg.

Vor einigen Jahren hatten wir im Vorstand begonnen, unser diesjähriges 40. Jubiläum zu feiern. Zunächst wollten wir – erstmals in der Geschichte des VGC – ein Buch produzieren. Es sollte ein wirklich internationales Werk von und über die Mitglieder werden. Wir hatten uns nie erträumt, das es so erfolgreich würde: individuelle Geschichten über 300 verschiedene Segelflugzeugen und mehr als 100 verschiedenen Mustern. Bei der Vorstellung in Lasham konnten wir 300 Bücher, anschließend etwa weitere 100 Exemplare verkaufen. Wer noch kein Exemplar besitzt, kann es auf der website www.vgc-yearbook.com bestellen. Bitte beachten: es gibt nur eine limitierte Auflage dieses Sammlerstücks!

Last but not least, to celebrate our 40th anniversary, we commissioned a short seven minute long film, professionally made by Evelyn Fey, for personal use.. This film was made to enable members to show to friends and family what the VGC is all about. Just go to the VGC web site to open it. It encapsulates the whole spirit of the VGC! Finally, did I go to the Lasham International Rally? Or to the Annual dinner? No - I missed them both! Our son, Ian, was born just before the International Rally started, and it was rather too early to take him to his first Rally (He is already a member!) Then, just before the dinner, I became ill. I still feel very sorry, especially for Andrea my wife, but that is life.

Next year we will meet again, this time in Denmark where, until now, we have never previously held an International Rally.

We will definitely all be there for the Rally in Denmark!

Jan Forster

Das Annual Dinner im Jubiläumsjahr haben wir an einem besonderen Ort organisiert, bei der Shuttleworth Stiftung in Old Warden. Wer nicht dabei war, hat viel verpasst. Es begann mit Führungen durch das Museum. Nach einem ausgezeichneten Dinner, betonte der Gastsprecher, Sir John Allison, warum es so wichtig ist, unsere Segelflugzeuge im VGC zu erhalten. Am folgenden Tag konnten die Glücklichen unter uns bei herrlichem Wetter die berühmte Flugshow bewundern. Was für ein Wochenende!

Last but not least, beauftragten wir Evelyn Fey mit der Produktion eines professionellen siebenminütigen Films zur Nutzung durch die Mitglieder. Er soll dazu dienen, Familienmitgliedern oder Freunden die Besonderheiten des VGC vorzustellen. Er wird über die VGC Website erhältlich sein und zeigt das besondere Flair unseres Vereins.

Und? War ich in Lasham zur International Rally? Oder beim Annual Dinner? Nein, weder noch! Unser Sohn Ian wurde einen Tag vor Beginn der Rally geboren und es war wirklich zu früh, ihn mitzunehmen (er ist bereits Mitglied). Dann wurde ich kurz vor dem Dinner krank. Das tut mir sehr leid, besonders für meine Frau Andrea. Aber so geht's im Leben. Nächstes Jahr werden wir wir uns wiedersehen, dann in Dänemark, wo bisher noch keine internationale Rally stattgefunden hat. Dorthin kommen wir dann alle, ganz sicher!

Jan Forster

Bruce Stephenson - Editor

Editor's Comment



Well another European soaring season is under our belts, and boy what a year it has been! With the final magazine for this our 40th year, we can proudly look back on just where it all started! Its incredible looking back on that first humble fragrant, spirit-based, xerographic publication, and how it was to

evolve as the world's leading magazine dedicated to Vintage Gliding. Today our members enjoy a vibrant and colourful organ that unites all enthusiasts over the world, testifying that, that very first news-letter was to be more than just an optimistic call the future!

Like the club itself, the development of VGC News has been a long and arduous process however; one not of paid officials, nor design professionals, but rather volunteers like you and me. I would like to take this opportunity to reflect and say thanks to all those editors that came before me. It was

BOARD NEWS

these people that helped shape what we may take for granted today; for each and every one of them has brought something of themselves in steadily improving, not only these very pages before you, but more importantly, the profile and image of our club.

Talking of improvements, I would like to bring your attention to the second of our new series of Feature Articles, with part one of a thrilling history on the Hütter brothers by our old friend Frits Ruth. These articles make up an on-going series of articles that hopefully will do more to highlight the many well-known, and not so well-known heroes in our gliding past. Already an impressive backlog of articles are beginning to evolve, as volunteers and family members chart some of the careers of some of gliding's true pioneers! So if you have a local hero that has helped shape your countries gliding past, please contact us, and we will endeavour to elevate those who have shaped our sport to where they belong.

I would like to take this opportunity to welcome David Goldsmith to the VGC News Correspondent team as the new Aus-

tralian correspondent. Many of you will be acquainted with David and his lovely wife Jenne, as over the years they have been regular visitors to many of our Rallies right here in Europe, so we look forward to keeping up with all the action down there in Aussie!

Before I wrap up my report, sadly we are still without a correspondent from both France and Sweden. Remember folks, if we don't get reports, we are blind to your activities and news. It's your magazine, so use it! Whilst I am on the subject of making a plea to the readership, I am actively seeking volunteers to act as proof readers for the production crew, so if this is something that you would like to get involved with, please feel free to contact me.

Well folks, I hope you enjoy this final 40th celebratory edition of 2013, so from us all here from the editorial and layout team, to the numerous correspondents that have done so much in lifting VGC News to a new level, we wish you all a very happy and safe Christmas!

It's goodbye to the old, hello to the new!



With the retirement of Stefanie Gester at this year's AGM, the Board would like to thank Stefanie for her four years of dedication and hard work for the club. Whilst one leaves us, another joins us, as we extend a warm welcome to Sue Brookes after her election at this year's AGM. Sue is currently without a portfolio, however is a major boost to the Board, helping out behind the scenes.

Also officially elected to the Board at this year's AGM, was Christine

Whittaker, who of course very kindly stepped up to the mark when Bruce Stephenson retired from the position in 2012. The Board would like to take this opportunity to extend its heartfelt thanks to Christine for not only her generosity in filling this important position, but for her stoic efforts in taking up mantle of then temporary secretary for the previous 12 months after the retirement of Bruce. Finally, the Board would also like to announce that Peter Ocker has kindly agreed to fill the position of EGU representative (this will now be a non-Director position, however Peter will of course, report directly to the Board). Again a huge thanks Peter, especially in light of all his current VGC duties, of which there are many!

More exciting news!



If you are a devotee of the workshop, we are proud to announce a new resident expert who will be contributing occasional short articles on various aspects of glider repair. Neal Pfeiffer, a VSA and VGC member, comes to us with an extensive background in aviation engineering. He has a BS in Chemistry, a MS in Mechanical Engineering, and a

Ph.D. in Aeronautical Engineering, Neal initially worked in R&D at Boeing before moving onto the Beech Aircraft Corp. There Neal became a Principal Engineering Fellow and managed the Advance Design group before taking early retirement. He now works actively as an engineering consultant in advanced design and new product development. Neal is also a Fellow of the

American Institute of Aeronautics and Astronautics (AIAA) and currently serves on the Board of Directors. Neal, an avid glider pilot, is a key figure in the VSA. He is the drawing archivist for the VSA, leading a project to transfer all of the paper drawings into digital formats (this is a key element to maintain this information and keeping our gliders airworthy).

Neal is actively engaged in the restoration of gliders, and has restored a Ka-6BR and a lovely Ka2b. He is currently working on a Lo-150, and another Ka-6BR, along with an ASK-14.

If all this wasn't enough however, Neal, along with the help of a small dedicated team, is nearing the conclusion of a complete translation into English of the famous Hans Jacobs' workshop manual, 'Werkstatt Praxis'! So if you have any specific questions, or would like to learn more about the workshop techniques, stay tuned to VGC News!



The private tours were both fascinating and interesting. Photo Gayle Pearce



Sir John gives an inspiring speech. Photo Bruce Stephenson



Graham Saw 'soars' gracefully to the delight of the assembled crowds. Photo Gayle Pearce

Bruce Stephenson

2013 Annual Dinner – Old Warden



The Shuttleworth's 1911 AVRO Tri-Plane takes to the evening skies! Photo Gayle Pearce

The VGC has had some truly memorable Annual Dinners over the past 10 years. From the stunning settings of Sywell and its art deco building, to Middle Wallop and the unforgettable dinner under the Kite 1, this year's 40th Anniversary Annual Dinner was going to be a challenge indeed!

Boy what an event it turned out to be however, and with the setting of Old Warden, was nothing short of magnificent to be at this world-famous collection. Old Warden, or more precisely, Shuttleworth, is of course famous and best known for its flying Edwardian collection of aircraft (the oldest airworthy aircraft in the world), and over the past few years has formed a close working relationship with the VGC to bring vintage gliders to the attention of airshow goers.

With the evening kicking off with personal tours by Shuttleworth staff through the hangars, VGC members were given unprecedented access to the collection, and had the added advantage of informative and entertaining descriptions of many of the aircraft and gliders within the collection! This was even to the point where Sir John Allison himself conducted one tour, with full descriptions on what it was like to fly many of the collections aircraft, Sir John of course having flown most, if not all of the collection's aircraft!

Then it was on to the dinner itself. Superbly catered for, the staff at Old Warden pull out the stops (or should that be

chocks!), and a delicious and entertaining meal was enjoyed by all. The one big downer on the whole evening was however, the absence of our Chairman, who sadly was not able to attend due to his hospitalisation, and he was conspicuous by his absence (we send our warmest regards to both Jan and Andrea, and hope that Jan makes a speedy recovery!)

With special guests, Peter Stratten and his lovely partner, Lyndsey (who were representing the BGA), along with Shuttleworth's Trustee, Sir John Allison, guest speaker Sir John gave diners a wonderfully entertaining insight into not only his passions for flying, but of the unique collection that surrounded us all. This was followed by an unscheduled, yet poignant and moving short speech from Peter Underwood. This was in response to having been awarded life-membership to the Shuttleworth collection in recognition of his dedication and hard work with the collection's gliders, which reinforced just how important the link is between the VGC and Old Warden.

Then it was on to the main event of the evening, the prize giving. With the worthy recipients all receiving a rousing response, it was then on to the raffle, which was again ably organised by the charming and lovely Gayle Pearce, capably assisted by one of the OW collections pilots, Rex Morley, who's auctioning skills and number drawing, was intertwined with both his wit and wry charm!

We were particularly delighted to welcome many of our close friends from Germany and Holland, with many of the dinner participants staying on for the last of the season displays at Old Warden on the Sunday. With simply gorgeous weather, Sunday's display was a pure delight to witness; from the World War One aircraft, to the Hunter jet, we were treated to every era in between, including a spirited display by our very own Graham Saw in the Lunak!

For those of you that missed the event, I have the sorry duty to inform you that you missed one of the best dinners we have had to date, and a memorable weekend that will be hard to beat! It was however, a special occasion, and one wonders just how we can top this in ten years time, when we celebrate our 50th year?

Thanks must go to our erstwhile President Nick Newton, who in Jan's absence ably steered the proceedings, however we would like to extend our heartfelt thanks to all the hard work and friendly welcome by all the Shuttleworth staff and volunteers. Special thanks however must go to Rex Morely, and Sir John Allison, without who's assistance, this fantastic event would not have been possible.

Thank you from us all!

VGC Awards 2013

Syd Davies Trophy

Awarded for outstanding services to the VGC.

David Weekes, for his hard work and dedication to VGC Sales.

VGC Commendations

Awarded for meritorious flights, restoration work or assistance to the Club by VGC member(s).

Ted Hull, for his dedication and life's work supporting the club.

International Rally Best Achievement Trophy

Awarded to the best achievement during the International Rally or the best replica vintage or classic built glider attending the International Rally.

Justin Wills, who flew the Rhönbussard around a 300km triangle during the rally.

International Rally Challenge Trophy

Awarded to the best restoration of a vintage or classic glider attending the International Rally.

T.21 B. BGA-1619, (CLC). Owned by **Bill Cook & Ken Reid**.

Commendation prizes for notable restorations

Oly 2, BGA-1125. VV401 owned by

Terence Henderson.

Oly 2, BGA-1697 VV400 owned by

Alan Pettitt.

Chairman's Trophy

Founded by David Shrimpton and awarded for meritorious services to the VGC.

Wally Kahn, for his life's services to UK, and support for Vintage gliding.

Ed Hall Trophy

Best flight from Lasham in a vintage glider.

Derek Copeland, who flew the Bocian to Nympsfield (110 km), landed to pick up the inter-club plate, then launched and flew back to Popham (15 km short of Lasham).

Pewter Plate

Stefanie Gester. For dedicated services to the VGC.

Medallions

For key people who worked on the 'VGC 40th Anniversary Book'

Klaus Fey, and designers, **Britta Sauer**, and **Juliane Rohde**.



Bill Cook (L) and Ken Reid receive the International Challenge Trophy for the best restoration of a vintage or classic glider attending the International Rally. (T21. BGA 1619). Photo Bruce Stephenson



Klaus Fey, Juliane Rohde, Britta Sauer and Bill Batesole with the VGC 40th Anniversary Book

Bob Lloyd

Rendezvous Rally 2013



Werner Rüegg's gorgeous little Moswey.
Photo David Goldsmith



First glider flight for 6 year old George Stephenson! It's grins and thumbs up all round Dad, thanks to a kind offer by Chris Raine who kindly made his lovely Capstan available. Photo David Goldsmith

The Rendezvous Rally prior to the Vintage Glider Club 41st International Rally at Lasham, was held at the Kent Gliding Club at Challock between 27th July and 2nd August, 2013. The Kent gliding Club was originally formed in January 1930 and is

the oldest Cub in the UK. The Club is situated on top of the North Downs, near Ashford, in the county of Kent.

The venue meant only a 35 minute drive from Dover for participants travelling from the Continent. Most participants arrived on

the Saturday, and in all, some 47 pilots with 33 gliders took part with a total of 68 visitors. The weather remained good for most of the event with flying on all but one day. The Rally organiser, Bob Lloyd, was particularly grateful to Marijke Waalkens for her expert input for the weather analysis, and Klaus Schickling for his translation service at the daily flying brief (it also amazed the KGC members as to how many gliders the visitors could squeeze into the Club hangar!).

A first for the Kent club was to see the Hols der Teufel being auto-towed by Ulf Kern and Josef Mezera. The experience was also enjoyed by other visitors and KGC members. The visitors not only took part in the Rally events but also enjoyed visiting many of the local attractions. A full social program was provided including an international quiz night, a barbeque with a live band plus introducing the visitors to the team game of 'Bat and Trap'. This game is said to be the forerunner of Cricket, but is less energetic and requires more beer! Full catering was provided by Karen and her team and the good facilities available at the KGC meant a good time was had by all.

INTERNATIONAL RALLY REPORT



Looking down on John Burrows Slingsby Eagle flying above the Lasham hanger and clubhouse.
Photo Alexander Giles



Guy Westgate lights up the night sky.
Photo Paul Haliday

Bruce Stephenson

40 Years of a very special event.

41st International VGC Rally, Lasham.

This year's International has to be one of the best organised and run Rallies of recent years. The order was a tall one as we entered our clubs 40th year, and in doing so, the members at Lasham really stepped up to the mark and gave us one heck of a Rally! With nearly 100 gliders, and over 140 pilots representing fourteen countries (some as far afield as India and Australia), many of our fellow VGC friends got together for another week of unmitigated fun and flying!



Flags of many Nations! Photo Steve Kirkby

With typical British summer conditions prevailing, this year we were fortunate to fly every day, despite some heavy showers and high winds! The ground handling of the event was both smooth and professionally run, all under the eagle-eye of Gary Pullen, who was definitely 'man of the Rally'. Woe and betide if you got on the wrong side of him however, for this lead to many being fined

by Gary sporting his British 'Bobby' police helmet at the daily briefings! [Myself included.. thanks Gary!]



Man of the Rally, Gary Pullen, hard at work ensuring a safe and smooth launch point! Photo Steve Kirkby

With all the usual events during the week, this year was supplemented by some outstanding music, one especially memorable evening being the jazz band, who's lead singer was simply superb (and even included the Lasham Vintage groups own, Mark Wills, on drums!). Another interesting event was an evening aerobatic display by Graham Saw in the Lunak, and Guy Westgate in the Fox. Guy who seems to have taken his namesake to heart, seemingly has taken 'Guy' Fawkes to new heights; quite literally! (No need for navigation lights on this baby!). International Evening was up to its usual standards of copious supplies of food and beverages, some of which I am sure, is used to fuel rockets! (Mental note to self....

avoid the Polish stand next year!). My heart went out to the Hungarians however, as they sat forlornly trying to coax a huge pot goulash into life after the event had started! Highlight of the rally however, had to be the official opening of the Gilding Heritage Centre (see page 40). As we all know, this project was the end result of our much missed President, Chris Wills, and it has to be said, that through the irrepressible Gary Pullen, along with Tony Newbury (not to mention their able crew), they alone have taken up Chris' mantle and done a simply superb job in bringing Chris' dream to life. Gary and co, I take my hat off to you all!

Another event worth mentioning was the official launch of the VGC Yearbook! Largely the result of our Chairman, Jan Forster, the Yearbook was not without its ups and downs however! With production going to the wire, early on during the rally, a chastened looking Klaus Fey fended off the dozens of enquires as to where of its whereabouts! Even Nick Newton got in on the act, solemnly declaring that the 'said books' were somewhere bobbing up and down in the middle of the English Channel! But who could doubt such a wise man? Sure enough, on the Tuesday, a huge pallet of books weighing at least a ton had arrived in the marquee tent, which was only outweighed by the huge sense of relief on the face of Mr Fey himself!



They've arrived! A very relieved looking Klaus Fey! Photo Steve Kirkby

INTERNATIONAL RALLY REPORT

But back to the flying! With a limit of 5000 feet over the airfield (due to the approach path into London Heathrow), over 1400 launches were recorded, with many flights of over 5 hours. The flight of the Rally goes to Justin Wills however. Flying Chris' old Rhönbussard, Justin completed an amazing 300km triangle as he sampled the delightful vistas of southern England in this truly unique little time-peace that once delighted the crowds during Alan Cobhams Flying Circus' way back in the 1930's!

Several new restorations were present, including a beautifully restored Slingsby Eagle of Gordon MacDonald, and the ex-Empire Test Pilot Schools EoN Olympia by Alan Pettitt, who has done a stunning job. Top prize however, went to William Cook and Ken Reid, who's recent restoration on their T21 was a joy to behold.



Seeing double! Commendation winners, VV 401, foreground, and VV400. Photo Al Stacy

And lastly to wrap up this report, one man who's absence was very much felt, was our own Chairman, Jan Foster. And the reason for his absence? Well, at worst all I can say is; 'it's all your doing Andrea and Jan!', and at best,... "it was lousy timing!" From us all, congratulations on the arrival of your new son, Ian Forster!



Surely flying a Minimoa is more fun than that! Daniel Jarmin (R) forces a grin from Bernhard Hurrle. Photo Alexander Gilles



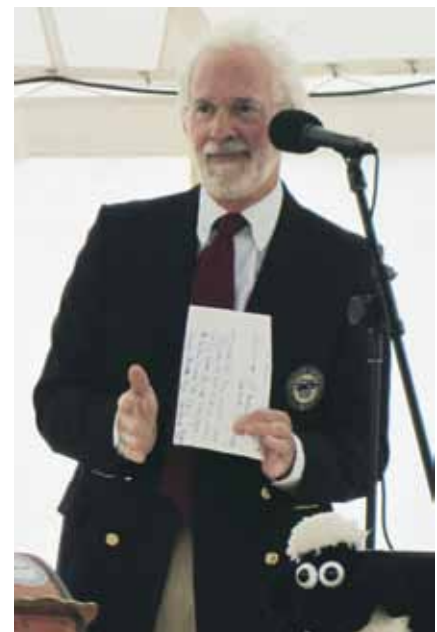
Hungarian Cimbora which was almost continuously in the air. Photo Alexander Gilles

Events Diary

- 4th – 12th January**
- Vintage Gliders Australia Annual Rally
Boardertown, Australia.
- 9th – 12th April**
- AERO 2014
Friedrichshafen, Germany.
- May**
- UK National Rally
No venue to date
- 4th – 13th June**
- 35th Grunau Baby Meeting
Poland
- 20th – 28th June**
- 19th Camphill Vintage Rally and 4th Annual Capstan Re-union
Camphill, UK
- 13th – 19th July**
- Wenlock Olympian Gliding Games
Long Mynd, UK
- 26th – 31st July**
- VGC Rendezvous 2014
Wilsche, Germany
- 2nd – 12th August**
- 42nd VGC International Rally 2014
Arnborg, Denmark
- 16th – 24th August**
- 21st Czech National Rally
Zamberk (NE Bohemia), Czech Republic
- 23rd – 31st August**
- Slingsby Rally
Sutton Bank, UK



Hols Der Teufel, or more commonly known as the Bowl of Trifle! This glider saw an incredible number of flights. Photo Al Stacy



VGC President Nick Newton takes a joint address of assembled members with Shaun the Sheep. Photo Matt Ladley

If you have an event that you want to display, please contact the International Rally Secretary, Klaus Schickling.
rallysecretary@vintagegliderclub.org



UPCOMING RALLIES

International Rally 2014

INVITATION

Arnborg, on 20th July 2013

Dear VGC friends,

Herewith, we would like to invite you to the 42nd International VGC Rally which is going to take place at the Danish National Gliding Centre in Arnborg, during the period 2nd to 12th August 2014. The Danish Gliding Association, and the Danish Historical Gliding Club, will be organising the event, and every effort will be made to make this Rally a special one.

As you will know this is the first time the rally is to be held in Denmark. Nevertheless our experienced organisation is ready for almost any challenge. While the Arnborg Gliding Centre in 2014 will be celebrating its 50th anniversary, we can look back on a large number of national and international competitions that have been held there throughout the years. Furthermore, Arnborg has been selected to host the 2015 Women's World Gliding Championships.

Arnborg is located in the middle of the peninsula of Jutland, approximately 15 km south of the town of Herning. The area is dominated by agricultural fields, fir and pine forests, and moorlands, which altogether provide the best conditions for gliding in our country. Duration and cross country flights are common place, and in case of out-landings, there will be plenty of newly harvested fields available during the rally period. Airspace around Arnborg is clear of the Billund Airport CTR/TMA up to FL45 (or higher on request by the Rally management). Two restricted areas, EK R39 and R40, approximately 15 km West of the airfield, may be active on some days however.

Arnborg Gliding Centre has a large grass runway that will facilitate both winch launches and aerotow operations for up to 100 gliders. The camping site and cottages are available for rent, and there are toilets and bathrooms in a central building nearby. The restaurant at the Gliding Centre is offering breakfast, lunch, evening meals, beverages, and ice cream. Hangar space is available for a limited number of rigged gliders, however a project with erecting a new 1100m² vintage glider hangar in time for the rally is being given high priority.

Gliders, including Annex II gliders being operated on a National CofA, or a Permit to Fly, may be flown in Denmark without prior permission, provided they have an insurance covering Denmark and the pilot has a valid license.

With many local attractions nearby, we hope you can join us in 2014. For further information, please visit our rally website at: www.vgc2014.dk



THE VINTAGE GLIDER CLUB 42nd International Rally Arnborg Danmark 2014



From 2nd to 12th August 2014
Svæveflyvecenter Arnborg
Fasterholtvej 10, DK-7400 Herning
www.vgc2014.dk



Jim Barton in Woodstock and John King in the Dart 17R



The lovely Jenne Goldsmith in her cute little 'yellow' H17!



Beaufort Club's Zephyrus and T31b.



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David Goldsmith Melbourne Cup Vintage Rally



A colourful Pirat flown by John Ashford.

Melbourne Cup Vintage Rally and Museum Open Day 2013

Our Rally was blessed by good weather on three of the four days, luckily the cool windy day on Sunday happening to be coincident with the Museum's open day and barbeque, allowing extended browsing and socialising without the distraction of boiling cumulus outside! The availability of hangarage, and launching by Super Cub or winch, attracted a number of gliders, the furthest from Adelaide in South Australia. The rally began on Saturday 2nd November 2013 with a warm 27 degrees, a blue sky and a westerly breeze of up to 10 knots. After a welcome speech and operations and weather briefing by organiser Dave Goldsmith, flying started just after 11am. First to break the ice, the Geelong Club's ASK13, was launched behind the Super Cub. It was quickly followed by the Schneider ES60 Boomerang flown by David Howse. Twenty minute flights were made until the inversion broke around 1.30, Bob Hickman achieving the longest flight of the day with 4 hours 27 minutes in his Boomerang. Jenne Goldsmith had two flights in her little yellow Hutter 17 on it's last day before requiring an annual inspection. Jim Barton flew 66 minutes in the Museum Woodstock, it's first flight since it was kindly donated by James Garay.

Ultimately twelve vintage gliders participated in the rally. They were the two Boomerangs, VH-GQO and VH-GQY, two ASK-13's, VH-GPY and VH-GPZ, Slingsby Dart 17R VH-IZO, K6E VH-GGV, ES-Ka6 VH-GNB,

Hutter 17 VH-HNV, Zephyrus VH-GHZ, SZD-30 Pirat VH-GXL and the Museum's Slingsby T31b VH-GDB and Woodstock VH-IKL. The Zephyrus is a unique Australian two-seater tandem constructed of steel tube, wood and fabric, fitted with a door under the wing for the back-seat pilot. It was built over the years 1951 until it's first flight in 1966, has surprisingly good flying characteristics, and is still in regular club use.

Sunday's Australian Gliding Museum open day and barbeque attracted approximately seventy attendees. The Annual General Meeting re-elected all previous committee members except retiring member Peter Tantau, who was replaced by Trevor Odering. An information and question session followed, then the barbeque lunch attracting 57 diners. A leisurely afternoon followed as flying for the day was cancelled. Thirty four gliders of all shapes and sizes are on display in the Bruce Brockhoff Annexe, many of the fuselages and wings are in racks along one wall. Also in the annexe are the winches, display cabinets, theatre and the archive centre. The Dave Darbyshire workshop was looking organised again, after absorbing aircraft and equipment from the closure of our Ferntree Gully workshop, which had introduced considerable overcrowding. The newly completed equipment storage shed is certainly most welcome. Work is currently taking place on an ES-49 Wallaby, a Slingsby Skylark 4 and an Schneider ES-59 Arrow, all of which should be back in the air soon. The museum also conducted two wood repair and fabric courses during the year. A large

modern display building is currently in the planning stage.

Flying resumed on Monday, with fourteen flights made by the vintage crowd. Longest was by Eric Sherwin in his K6E with 3 hours 39 minutes. The Pirat had three flights, the shortest of which was an hour. John King took an area tour in his 'gentleman's conveyance', the Dart 17R, for just under three hours, before landing in a field 15 km from home.

Tuesday, a holiday in favour of the Melbourne Cup horserace, turned on the best weather of the rally. In all 34 flights were made, including 7 by the Museum's T31b. Another warm day with light winds until the seabreeze came in, thermals started early and good heights were available. Eric Sherwin again had the longest with 2 hours 50 in his K6E, while Jenne Goldsmith flew the ESKa6 for 2 hours 10 minutes to Ballan-Fiskville with a best height of 5,500 feet. The Beaufort Club Zephyrus was in demand with 5 flights, including 4 winch launches. The popular ASK-13's made 18 flights, the last landing after 8 o'clock.

Tuesday evening's revelry long into the evening wrapped up a pleasant four days of flying and fellowship. Weather conditions generally were good, boding well for the coming summer season. However, the best part was to see and share the flying of the colourful assortment of vintage gliders, and spending time with those who understand the many pleasures of vintage gliding.

Text: David Goldsmith
Photos: David Goldsmith

RALLY REPORTS



A colourful flight-line! Photo Ludek Souhrada



Peter Hartmann's coupe version of his pristine Bergfauke! Photo Ludek Souhrada

Tomáš Mezera

20th Czech National Rally

It's already the 29th Czech National Oldtimer Glider Meeting! Organised by the Plachtarsky Oldtimer Club (POTK), the event ran from 17th - 24th of August, and was the second time that the rally had been hosted by the Aeroklub Stankov in the picturesque region of south-western Bohemia.

It all began in Czechia in 1993 when the Zbraslavice Aeroclub held the 21st International Vintage Glider Club Rally, and was the first time Czech Oldtimer gliders with OK registration letters on the fuselage were presented. Thus the idea was born to organise something similar, but smaller, but within a Czech and Slovak framework. During our first national meeting the following year in 1994 at Benesov airfield, five vintage gliders gathered to participate, which included a Demant, two Sohajs (VT-125 and VT-425), a Lunak, and an Orlik 116. From that time, right up until today, there has been an uninterrupted series of twenty annual rallies of Oldtimer gliders, all of which had begun from that

first humble meeting at Benesov! During this time we have met at fifteen different Czech and one Slovak aero club airfields.

This year saw us meeting at Stankov, with some 18 gliders (7 of which were from Austria, Germany and Switzerland), which included the Orlik 116, Phöbus C, and the 2-seat trainer, the Bergfalke III from the local aero club. The most interesting participant was Dr. Fritz Zbinden with his Moswey III (HB-485). This very pretty blue and silver glider was amateur built by Walter Fehr in 1957 after 14 years work in his spare time. The Moswey is in its original condition with only 650 flying hours, and is still cleared to perform limited aerobatics.

A second rare glider was the Breguet 905 Fauvette of Jürgen Doppelbauer, with its 'V-tail' and significant yellow and green markings. Peter Hartmann came with two gliders, his SF-27A and the Swiss tandem-seat Bergfalke II-55, which also came with a cabrio open canopy, which not only made the glider look very pretty, but looked much older than its original fiftie's design!

The next unique gliders were a set of Polish gliders; the SZD Foka 4, Foka 5 and Cobra 15, which enabled us to evaluate the development of these wooden high performance ships against early fiber-glass gliders. Czech design was represented by the trainer, the LF-109 Pionyr, VT-125 Sohaj 2, VT-425 Sohaj 3, VT-16 and VT-116 Orlik's (not to mention a powered L-13 SW Vivat). The weather proved to be very good, with suitable soaring days almost every day, except for rain on the Monday. Our Oldtimer gliders, who together with wooden gliders from the local club, clocked up some 65 winch launches, 116 aero-tows, and 2 auto-tows in 172 flying hours.

There were some 2,074 kms flown over 14 cross-country flights, of which four flights were longer than five hours. The 20th Czech National Rally was extraordinary successful, including the Open Airfield Day during the Sunday when the public could admire so much noble wood. Next year we will be meeting at the smaller airfield in Zamberk (NE Bohemia) from 16th - 24th of August 2014 (www.sletypotk.wbs.cz) and of course all VGC members will be very welcome!



Jürgen Doppelbauer's lovely Breguet 905 Fauvette. Photo Ludek Souhrada



Erich Thaler's Ka6 heads a line of Czech Orlik's. Photo Ludek Souhrada



David Jagr from Czech Republic prepares to launch in his lovely SF-27A which managed to cover some 5 cross country flights, and 850kms at the Rally. Boeing Captain, Roland Zelenka, who was competing with his Orlik 116, stands to the right. Photo Ludek Souhrada

RALLY REPORTS



Sohaj grid at Rana. Photo Josef Mezera

Czech Oldtimer event. Tomáš Mezera contemplates the task ahead!
Photo Josef Mezera



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Josef Mezera

Sohaj and Orlik Competitions

Following the Czech Oldtimer gliding competition was HOP (Hronov Orlik Race). These more modern Orlik's are manufactured from wood, and date from the 1960's, gathered at Hronov Velke Porici airfield.

Most participants flew numerous variants of the Orlik VT-116. Testimony to the events popularity, as usual there were also some competitors from Germany and Poland in thier Fokas and Pirats. This year even saw an entrant from the UK, when Chris Scutt came with his Ka 6E!

Fortunately the weather gods were this time smiling, with August giving absolutely perfect conditions that allowed us to fly 7 tasks in 8 days. Tasks were set as per FAI Assigned Area Task rules, with racing covering distances between 100 - 250 kms. With the super conditions, it was like an Oldtimer and Vintage European gliding championship!

The Czech Oldtimer Gliding Club 'POTK' has again this year held our usual meetings over the summer. First up was the Sohaj Competition at Rana airfield during the first week of July. The Sohaj was produced in Czechoslovakia after the end of WWII, with production coming to an end in 1955. With the poor start to the summer, the weather proved

uncoperative during the competition for cross country soaring, especially for vintage gliders, so only flights for duration were declared. Despite this however, we spent a very fine week enjoying some relaxed gliding. This year saw some five Sohaj gliders along with some 2-seat Kmotr and Rhönlerche gliders, which also competed together.

Chris Scutt

A Czech Adventure!

In August I made a 2000 mile round trip to the Czech Republic with my K6e in tow to take part in the HOP 2013 competition. The origins of my trip were at the Wenlock Olympian Event in 2012 where I'd met fellow competitor, Milan Svoboda, from the Czech Republic. He suggested I might like to take part in the HOP competition saying, 'We don't get many competitors from the UK, why don't you come next year?' After some thought and a desire to fly somewhere different I decided to send my entry form in January 2013 and begin preparations.



On task with an Orlik 2. Photo Chris Scutt

I got my car serviced, new tyres for the trailer and also breakdown insurance that included cover for glider trailers, just in case! Booking the ferry from Dover to Cal-

ais was a piece of cake, I just had to specify the trailer dimensions using the online booking form. Members of my home club suggested I make overnight stops at the

RALLY REPORTS



Winner of the Klub class David Mach triumphantly raises the trophy! Photo Chris Scutt



Left to right, Luda, Milan, Chris and Karolina. Photo Chris Scutt



Klub class grid. Photo Chris Scutt

hotels in motorway service areas. By using a combination of sat-nav and satellite images on my phone, I could look ahead for hotels with suitable car parks for the trailer, staying one night at Lichtenbusch near Aachen and another at Hotel Aurora near Erlangen.

I travelled with my Czech partner Karolina, arriving at Velké Poříčí airfield near Hronov a day before the competition and received a tremendously warm welcome from the organisers Petr and Tonda. They had gone to great lengths to make my visit go smoothly and even had a Union Jack ready to be hoisted on the flag pole. The facilities are excellent with a cafe, accommodation, campsite, showers, playground and a splash pool! In addition, there are three hangars with all thirty of the wooden gliders being hangar packed meticulously each day. Arriving a day early allowed us to go through the competition rules and procedures and cover any differences in rules of the air, although as it turns out they are very similar to those in the UK. I was fortunate in having Karolina and Milan on hand to translate for me as the morning briefings were conducted in Czech, although Petr and Tonda always double checked that I had understood the briefing and NOTAMs correctly. The language barrier can be overcome and there were a

few other club members who spoke good English so with a little forward planning it is not a problem. I was sent on task with a Czech handwritten note for the locals to read in case of a landout!

The weather was excellent with seven out of eight task days flown and I'm told this was the best week they'd had at HOP for some years. The conditions were similar to the best UK soaring days for several days in a row, although there were still showers to dodge and strong winds hence it was still a challenge to avoid a landout at times. There were two classes, 'Klub' for wooden gliders (mostly Orlik 2s, but also six other types) and 'Kombi' for more modern gliders. Being so close to the border with Poland meant that several of the tasks had turning points across the border. There is also a forest ridge a few kilometers south east of the airfield and this gave fantastic thermals up to 7000ft, making it easy if the turnpoint was in this area. Flying into Poland was more of a challenge as the flatter landscape and strong winds tested my soaring abilities. Sometimes I would be in with a gaggle of ten other gliders and other times I would be out on my own. I had two landouts in the week, one was at the airfield in Trutnov where it was possible to aerotow back home. The other was in a stubble field next to a farmhouse

near Vrchlabí (out came my handwritten note for the farmer). Most of the others had also landed out at an airfield about 5km away (which I missed) and task setter Tonda feared he would be thrown in the pool that day! In total I flew over 800km during the competition, completed my first 200km task and placed third on one day on an AAT.

Overall I placed sixteenth out of thirty and it was a closely fought competition. At the prize giving on Sunday I was presented with a certificate, photos and a box of the local beer which was a lovely gesture. In the evening a big party was held at the airfield with copious amounts of food and drink and a live band. The winner of the Club class, David Mach, was then thrown in the pool, as dictated by tradition! I left Hronov a more confident and experienced pilot with a greater awareness of my flying abilities and can identify several areas for improvement for the next competition. The HOP event has provided me with many happy memories and comes highly recommended - I'm sure I'd travel all that way back to the next HOP event, given the chance!

Results from this year's HOP competition can be seen here: <http://www.soaringspot.com/hop2013/>



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6th International Vintage Glider Meeting Luigi Teichfuss

After an endless winter and a completely nonexistent spring, summer finally arrived, and just

in time for the 6th International Vintage Glider Meeting Luigi Teichfuss in Pavullo nel Frignano.

The meeting was held at the airport G. Paolucci, from 14th to 22nd June with eighteen sailplanes of wood and fabric coming

RALLY REPORTS



Jörg Ziller's Olympia Meise



The Kranich II of Lyng Johannes over the beautiful landscape of Pavullo



The Pavullo Airport taken for Nelco Ossinga Kranich II w/o canopy



The Grunau Baby II of Niels Ebbe Gjørup flying over Pavullo city



The SHK-1 of Hans Dijkstra



Werner Roth flying the Ka6 of the Swiss Vintage Club

from Denmark, France, Germany, Netherlands, Switzerland, and of course from Italy.

The weather was perfect! Not a drop of rain fell during the whole meeting, so all days were flyable. In total 62 aero tows were performed with a French DynAéro MCR 180R (fitted with a five-blade propeller) and 101 winch launches. Of all flights made during the meeting, one in particular deserves to be mentioned.

Lilly Grundbacher, Swiss pilot of long experience, together with Roberto Martignoni, took off with the Bergfalke D-1512 from runway 20 at Pavullo airport. Lilly released at 800 meters, and had soon hooked up to some dry thermals. Perceiving that some cumulus clouds were developing toward Mount Cimone, Lilly tried to gain height to reach them.

Downwind to Cimone (2165m) she met with rotor and strong turbulence.

At around 2,200 meters (aal), Lilly latched on to some smooth laminar flow lift of about 2-3 m/s, parallel to the ridge that separates Tuscany from Emilia - Romagna and reached an height of about 3,400m. aal (which is more than 4,000m. above sea level). After gliding for over one hour from Mont Cimone to Abetone Pass, Lilly and Roberto began to really feel cold, as there were some very bad cold drafts in the Bergfalke, so they decided to start descending.

This was the best flight of the whole meeting, which goes to prove that even with a vintage sailplane, outstanding performances can be achieved!

Back to the meeting! About sixty people were registered, which included pilots, crew and gliding fans, most of which camped near the airfield, whilst others stayed in a small and comfortable hotel in Gaiato, facing monte Cimone. Among the

visitors were some couples from Belgium, England and United States.

There was a big presence of the public, of which most were mainly gliding enthusiasts and model builders, all of which were busy with their cameras taking pictures of even the smallest detail of our beautiful vintage sailplanes.

Allied to the outstanding hospitality of the Pavullo Aero Club, was the remarkable efficiency of the ground support crews.

Highly appreciated by the foreign guests, were the many special evenings, all enjoyed with good company, and local gastronomic specialties, watered down with the famous sparkling red wine, Lambrusco. In all respects, a meeting of great success, one in which exceeded all expectations, so much so, everyone is looking forward to the next International Vintage Glider Meeting in Pavullo! ... When? ... well hopefully soon!

RALLY REPORTS

Rob Faulkner

UK Rally News

Camphill Vintage Rally 2013

One of our best Rallies in recent years in spite of 'Damphill' doing its best to live up to its 1954 reputation! Only three days flying, but what excellent flying it was!

Friday evening was ideal for gentle hill soaring and getting check rides out of the way, but most people elected to help Pete Redshaw commission and test the Gin Palace, possibly in the light of subsequent events this was a good decision!

Saturday and Sunday were quite appalling with torrential rain and gale force winds which destroyed the Gin Palace (and contributed significantly to the Club Bar profits!). Luckily, Caroline Coates was on hand to write a suitable Eulogy! [See page 48]

However, Monday, Tuesday, and Wednesday more than made up for this with Hill, Wave, and Thermal lift in plentiful supply, some of our best flying for several years! We even got the bungee out on Monday, which is the first time for at least ten years; seventeen launches and a 'first' for quite a few people (and my first since 1955 after Mike Armstrong very kindly lent me his Sky). We even bungeed Graham Barrett and Gary Cuthill in their Capstan and Tom Edwards in his ASW19! (Who else would bring a glass ship to a Vintage Rally???)

On Tuesday Mike set a 100k triangle to Barnsley and Carsington but there were some very large flat patches (lift, not fields) so only Mike



Kent Olympia is lined up for another bungee launch. Photo Rob Faulkner

managed to get round in his Sky (then went round again just to rub it in!). Most of the rest of us managed about 10k, before running back to Camphill however!

And on Wednesday a number of people contacted wave, with Pete Redshaw and Mike Armstrong climbing to over 4,000 ft. Dave Whyte won a bottle of wine for the longest flight of the day (and the Rally) with just over 5 hours in the Kent Skylark 3.

Sadly, the weather reverted to normal on Thursday and Friday, in fact several people who had intended to go home on Friday evening had to stay on (also good for Bar profits!) so that they could dry their gliders before de-rigging on Saturday morning.

We held our now traditional Gala Dinner on Thursday evening with 40 people sitting down to a magnificent steak pie and chips, followed by trifle meal from John Sconce and Sylvia, with wine provided by the Club (we haven't told the Committee about this yet). The proceeds from the Raffle organised by John and June Holt reached over £400 for the week and were donated to the Derbyshire Air Ambulance. During the week, in spite of the weather, we managed to find plenty of deserving people to award bottles of wine, and one or two equally deserving offenders to whom we presented Camphill Horns.

The Vintage Kiwi BRA (Best Restored Aircraft) Trophy was awarded to the Kent



Mike Armstrong in his Sky AVC "Kinder Scout II" shortly after the first bungee launch at Camphill for over ten years. Photo Jan Szladowski



Bungee Crew.. Tim Bartsch, Mike Armstrong, Rob Faulkner, Tom Edwards, and Martin Cooper. Photo Lucy Faulkner

Club Olympia 2b BBH, the Tankard for Best Capstan Flight went to Pete Redshaw in his Capstan A23, the Tankard for the Best Vintage Glider flight went to Mike Armstrong in his Sky AVC, and the Bernard Thomas Trophy for Person of the Rally was voted to Rob Faulkner.

Alex Green set another Simulator Cross Country competition, which was won by Malcolm Kerley after a fierce battle, and it was so wet that we couldn't face the Horse-shoe Tossing Competition.

22 pilots and 16 gliders (including 4 Capstans) had gathered, and our thanks goes out to everybody who all helped to make our Rally run so smoothly and so enjoyable, we look forward to seeing you again next year!

To catch some of the action, go to: <http://www.youtube.com/watch?v=dyxs51ddWSY>

John Randall

Wood Week 15th - 19th July.

Long Mynd

Despite the auspicious start, this year's Midland event turned out far better attended than first feared, and with a healthy 16 competitors heralded a promising future to the planned next year's Wenlock Olympian

Gliding event, which will now be trailed as a bi-yearly event, which of course means that in future years, the Wenlock Gliding Event will be held over each Olympic year!

Sixteen pilots entered the competition of whom 14 scored points during the week.

Tasks set were mainly either triangles or polygons with distances 109 up to 152 kilometres, with turnpoints such as Talgarth, Chirk, Montgomery, Rodney's



Sunset over the Mynd...pure magic. Photo Jason Hutton

RALLY REPORTS



The Mynd's sheep take refuge under the wing of a Slingsby Dart.
Photo Jason Hatton



The stunning scenery of the surrounding areas.
Photo Jason Hatton

Pillar, Condover and Clee. Gliders consisted of 8 Ka6's with 5 E's and 3 CR's, together with the Mynd K13, 2 Olympia's and a Skylark.

Adrian Emck again showed his prowess by winning 3 days out of 5 which made him the overall winner, closely followed by Jason Hatton and the Mynd K13, which was flown by a club member with either Dave Crowson or Rob Hanks as P1. Special mention must be made of Roger Andrews in his Olympia 2b, who on 2 separate days flew to the turnpoints, but not necessarily in the right order (in order to help navigation Roger was pre-

sented with a map of the local area!). The competition was scored using the BGA ladder calculator which worked very well, (except for Roger's random wanderings that scored very few points!).

As the event was not billed as a 'true competition' no entry fees were charged, however the organisers decided that (small) day prizes should be awarded to encourage the competitive spirit. Third prize, a bag of salted peanuts, was especially keenly fought for!

The weather was fiercely hot all week and gave competitors a challenging time especially trying to work out the best time to start.

There were the usual land-outs and stories to go with them, but fortunately no damage done to crops or gliders. On day 4, seven gliders out of 9 completed the 109 km task. A total of 2,400 km were flown during the week.

- Day 1 152km won by Adrian Emck Ka6E
- Day 2 40km achieved, by Mynd K13
- Day 3 141km task, 3 completed task, won by Adrian Emck
- Day 4 109km task, 7 completed, won by Mynd K13, Bob Sharman Ka6CR second, others all very close on times.
- Day 5 190km task, 2 completed, won by Adrian Emck.

Phil Lazenby Slingsby Week & VGC Rally Sutton Bank

As always, Yorkshire Gliding Club was the scene for this year's 2013 Slingsby Rally, with Phil Lazenby welcoming all to yet another week of fun and northern hospitality. Then it was over to Club President, Nick Gaunt, who officially declared the rally under way and gave an amusing speech intimating that future gliding would be much safer under EASA, as effectively we will all be grounded!

An interesting flying day followed. Several of the old gliders joined club members soaring the east-wind, lee-wave, which remained just downwind of the club all day. A rare event at YGC! Mike Wood in the Yorkshire syndicate T21, won the prize for the best gain of height from a low aerotow and Peter Thomas had the longest flight in his Oly 463. An excellent soaring day was enjoyed by all on Tuesday with good thermals to 5,000 ft. asl. The skies around Sutton Bank were alive with the graceful shapes and colours of the vintage gliders. Brian Griffin won the prize



A brace of 1960's Slingsby's finest.
Photo Howard Torode

for the longest flight of the day of over 4 hours and Peter Thomas in the 463 rounded a number of TP's in the area, also paying a visit to the Slingsby Works at Kirkbymoorside. The day was rounded off in style with a magnificent meal orchestrated by Tim Wilkinson, ably assisted by Ann and Kate. Wednesday provided marginal soaring conditions later in the day with Angela Veitch in her Sky (Gertie) and Rod Harris in the Puchaz taking the prizes for meritorious flights.

Hopes were realised the next day when a brisk westerly gave reliable hill lift from winch launches allowing pilots to explore the most of the ridges to the north and west of the club. 22 pilots flew 50 hours that day,



Slingsby Dart. Photo Geoff Moore

many exceeding 3 hours. Dave Cornelius in his K6CR, and Peter Thomas in the 463 (again!) were determined to make the most of a cheap winch launch, with flights of 7 hours and 6 hrs 18 mins respectively.

Yet more ridge conditions on Friday led to wave for some of the pilots. Brian Griffin and Mike Wood climbed to 7,000 ft. before increasing cloud cover necessitated exciting into-wind glides back to the club and 'How I did it' tales at the next day's briefing.

With Saturday as the final official day of the rally, saw Phil reviewing a very successful and enjoyable week during which 25 pilots and 16 old gliders demonstrated the joys of flying these venerable machines. So why not join the fun, and visit us in 2014?

Klaus Heyn

Erinnerungen an 40 Jahre im VGC



Flug des Musterle über der Teck am 11.9.2000

Es war in Zell am See, wo ein Göppinger Segelflieger eine K 8 abseits befahrbarer Wege, weit oben in den Bergen, in die Bäume setzte. Auf der Suche nach hilfsbereiten Händen, um die K 8 zu bergen, trafen die Göppinger lediglich auf Chris Wills, der sich zu dem Zeitpunkt ebenfalls auf dem Flugplatz Zell am See aufhielt und sich natürlich spontan bereit erklärte, zu helfen. Daraus entwickelte sich eine Freundschaft, die dazu führte, dass Chris immer wieder die Göppinger besuchte, um die Rettung der K 8 noch einmal zu feiern. Dabei wurden alte deutsche Volkslieder gesungen, die Chris alle kannte.

So habe ich als Göppinger Chris kennengelernt und wurde 1974 auf der Wasserkuppe, schneller als ich denken konnte, mit der Nummer 87 Mitglied im VGC. In der Folge haben wir fast alle Rallys besucht und oftmals Super-8-Filme davon gedreht. Als Werkstattleiter, Prüfer für Segelflugzeuge und Referent für Technik im Präsidium des Baden-Württembergischen Luftfahrtverbandes ist es mir vom Fachlichen her gesehen nicht allzu schwer gefallen, im Alleingang, so nebenbei, nachts unter dem Dach meines Hauses originalgetreue Oldtimer-Segelflugzeuge nachzubauen.

Nach langen intensiven Gesprächen mit Willi Pelzer konnte ich den nach ihm benannten Gleiter bauen, der jetzt im

Deutschen Museum in München ausgestellt ist. Die umfangreiche Korrespondenz mit Erich Kristan, einem Zeitzeugen von Ferdinand Schulz, der dessen FS 3 Besenstiel instandgehalten und grundüberholt hat, führte zu zuverlässigen Unterlagen, um das Flugzeug originalgetreu nachbauen zu können. Es ist im Deutschen Segelflugmuseum auf der Wasserkuppe ausgestellt. Dort befinden sich ebenfalls die von mir nachgebaute Grunau 9, der sogenannte Schädelpalter, der Rhönadler, das Erstlingswerk von Hans Jacobs und das Musterle, mit dem Wolf Hirth über New York geflogen ist. Das Musterle habe ich zum Fliegen zugelassen und bin damit 2,5 Stunden über der Burg Teck geflogen.

In der Schweiz konnte ich einen RRG Falken kaufen, der in einem alten Lokomotivschuppen oben auf dem Rigi Kulm unter dem Dach mitsamt dem Transportanhänger aufgehängt war, wobei der elektrische hochspannungsführende Fahrdraht der Zahnradbahn darunter verlief. Nach einem mehr als abenteuerlichen Transport habe ich ihn dann ausstellungsfähig für das Segelflugmuseum auf der Wasserkuppe hergerichtet.

Es war schon immer mein Anliegen, den Segelflug und seine Geschichte auch in Museen zur Geltung zu bringen. So war ich jahrelang gemeinsam mit Hans

Zacher und Ernst Günther Hase im Beraterteam für den Segelflug des Deutschen Museums in München aktiv. Damit war es für mich logisch, als das Deutsche Segelflugmuseum auf der Wasserkuppe 1987 konkrete Formen annahm, auch dort ehrenamtlich im Vorstand tätig zu werden. Mein Museumskonzept ging von der deutschen Segelfluggeschichte aus, wobei ich mich bemüht habe, Informationsinseln aufzubauen mit Ausstellungsobjekten, die man als Meilensteine in der Entwicklung des Segelfluges ansehen kann. Es war meine Absicht, den Segelflug und seine Geschichte insbesondere Jugendlichen verständlich zu machen und tiefgreifendes Interesse daran zu wecken, gleichzeitig aber auch älteren Besuchern etwas zu bieten, dass Erinnerungen an eigene Segelflugerlebnisse auslöst.

Bei den VGC Rallys waren mir in dem Zusammenhang Chris Wills und Doc Slater wichtige Gesprächspartner.

Wie wir alle wissen, gehört zu jeder Eröffnung- und Schlusszeremonie von VGC Rallys unverzichtbar das Läuten unserer VGC „Cowbell“. Dieser Brauch wurde 1975 mit dem Geschenk dieser Glocke durch das viel zu früh verstorbene dänische VGC Mitglied Signe Skaf Möller „eingeläutet“.

Anmerkung:

(In diesem Artikel gibt Klaus Heyn an, dass Signe Skaf Möller der Spender bzw. Übergeber unserer „VGC Bell“ ist. Dies eröffnet eine interessante Diskussion, denn viele Mitglieder sind der Meinung, dass Willi Schwarzenbach aus der Schweiz die Glocke (mit ihrem Aufdruck – Made in Switzerland) überreichte. So steht es auch in der Ausgabe August 1976 des VGC Newsletter (Seite 3). Einige Jahre bevor Willi verstarb, übergab er dem Club eine zweite Schweizer Kuh-Glocke, die wir nun in Gebrauch haben, da auf der erste kein Platz für weitere Gravuren mehr war. Red.)



Flug des Musterle über der Teck am 11.9.2000

40 YEARS OF THE VGC



In der Werkstatt im Jahr 1985



Transport des Rhönadler am 22.8.1987 aus der Werkstatt im Dachgeschoss

40 years of VGC memories

It was at the Zell am See after a Göppinger glider pilot had once made an out-landing in a Ka8 in a far away, yet impossible area of the hills amongst the trees, that Klaus Heyn was to first meet Chris Wills (this was to lead to a life-long friendship, and Klaus joining the VGC way back in 1974). With a membership number of 84, Klaus rapidly became a regular attendee of most VGC events, frequently filming these happy occasions with his little 8mm movie camera.

As a skilled inspector and head of the technical department of the Baden-Württembergischer Luftfahrtverband (association of aero clubs), and conscious of the fact that many of Germany's gliders were lost to history, together with Hans Zacher and Ernst Günther Hase, Klaus was determined to remind the world of Germany's gliding past, and soon was consulting with the Deutsche Museum in Munich.

With his burning passion to reclaim the past, a real milestone was to come in 1987 with the establishing of a museum at the Wasserkuppe however, and was to become the focus of Klaus' attention for the years to come in his desire to mark the milestones of German gliding for the next generation.

From under the guiding light of his little home workshop in the attic of his own home, many an hour would be spent burning the midnight oil as exquisite replicas of ghosts of the past began to take shape.

First to come was the Willi Pelzner 1920 replica (now housed in the Deutsche Museum in Munich), after which followed a faithful replica of the original Ferdinand Schulz, FS 3 Besenstiel. Using only snippets of original documentation, and after prolonged

discussions with Erich Kristan (a contemporary eye-witness of Ferdinand Schulz), who had renovated Schulz's FS 3 Besenstiel. Such was the high standard that this replica quickly found a home in the Deutsche Segelfluggmuseum (German Gliding Museum) at the Wasserkuppe.

But this was only the start however, and soon Klaus was progressing up through the annuals of history, with a replica of the Grunau 9 and Schädelspalter (Skull-splitter), before moving into the grace of the 1930's with the evocative Jacobs' designed, and now iconic, Rhönadler. With such a complex glider now behind him, Klaus' attention turned to a glider that had long fascinated him, and was in March 1931, famously soared over New York city's Hudson bridge, by Wolf Hirth; the 'Musterle'.

Emerging for the first time into the light of day in 1999, Klaus later soared his exquisite Musterle for over two hours over the Berg Tech, before it too joined both the Grunau 9, and Rhönadler at the Wasserkuppe museum.

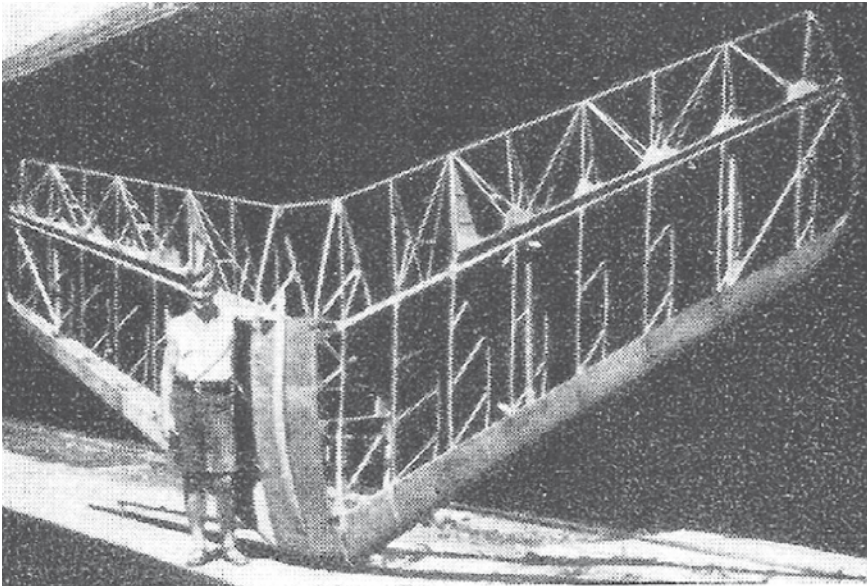
Next to come was a slightly different pro-

ject however, with the restoration of an RRG Falke. The Falke had been located in Switzerland, and was found hanging in its trailer under the roof of an old locomotive shed on the Rigi Kulm. With a high-voltage line of the hill-top cog railway passing just below the suspended trailer, led to an adventurous, and electrifying retrieve indeed! After a period of restoration, the Falke too took its rightful place amongst the other truly magnificent replicas at the Wasserkuppe, which had only been made possible by Klaus.

Despite in many ways just being another ordinary VGC member, Klaus states he has drawn inspiration from members such as our sorely missed friend, and founder, Chris Wills, not to mention other early members that have made such an impression, the irrepressible Doc Slater. But far from being just another ordinary member, Klaus has done so much in bringing Germany's, and our gliding past back to life for the next generation, and rightly takes his rich place in the history of our unique club, that is the VGC. BS



Musterle während einer Ausstellung zum 100. Geburtstag von Wolf Hirth im Februar 2000



IMI

Frits Ruth

Part 1 The Enigma Of The Hütter Brothers.

During the many numerous VGC meetings, we often see some of the tiny Hütter gliders that are present, it therefore seems well-timed to write about these three remarkable Austrians.

Being the last living witness to their creative period between 1940-1953, I think it is time to report about their wide field of activities. I also feel a need for correcting some misinterpretations that have grown over the years. During their first projects they often worked together, which resulted in the belief they did so on future projects. Sure they would have discussed projects during family-meetings, however of those discussion, we do not have insight therein...

Born around the early 1900's in Slazburg, Austria, the Hütter brothers grew up in a loving family environment. Their father, an architect, was responsible for the city's festival hall, whilst their French-born step mother provided a good basis for a very good education.

The three brothers were of very different character. The oldest, Wolfgang, was the

more introverted and reserved, and often found it difficult to talk to others on a one-on-one basis, and later on was to lead to difficulties in communicating effectively with even his own staff.

Ulrich, or more commonly known as Ulli, was the second eldest son, and was on the contrary a good entertainer and fluent speaker who could express himself and his ideas very well, later giving lectures all over the world. Heinrich, or Heni, was the youngest, and the most light-hearted.

As good a pilot as Ulli was, he was also a poet! All three siblings had inherited an artistically 'touch', and were good sportsmen. Wolfgang was once an Austrian long-distance skiing champion, and in 1939 went to the Oskar Ursinus' human power institute, pedalling the ergometer! [This was a fore runner to today's exercycle machines]. Also Ulli worked for about two months at this institute after having experimented with a self-built ergometer in 1936, and had published an earlier article about it in 'Flugsport' magazine in November 1935.

Having been bitten by the glider-bug by the time of their high-school education, later all three brothers attended the Vienna Technical University, by which time Ulli had already designed the 'IMI', a little flying wing in which along with Heini, they had constructed.

Despite being easy to build, as with many new designs, the IMI was not easy to fly. With a lack of longitudinal stability, test hops which were observed by the well-known Captain Köhl(1), who was then planning a trans-ocean, tail-less airliner. The design was deemed to be too risky however, and soon the drawings had been torn up, and were sent flying out of the window!(2)

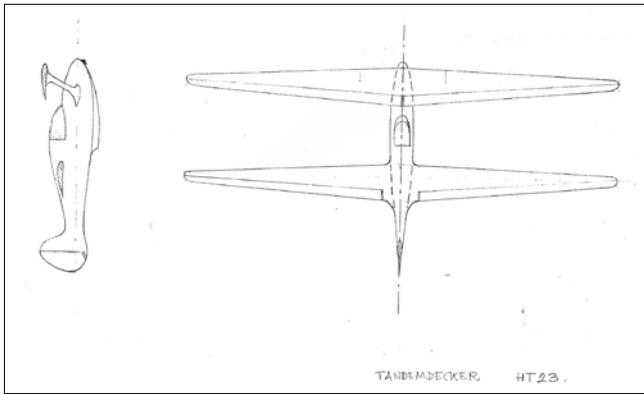
After an unrealised tandem-wing project (in a canard arrangement), Ulli went on to design his well-known Hütter 17, which is a common visitor to our Vintage meetings (around 200 examples were built worldwide). It was through the humble little Hü17 that Heini earned the title as the 'Staatsmeister' [Champion], in which the type established two Austrian endurance records (with the later endurance record flight standing at 23hr. 50 min). The Hü17 was an easy to build and lightweight glider that due to its diminutive size, was easy to transport, and soon became a popular glider. By 1935 the brothers, along with 8 helpers, had started a small production run. The type was also produced in Italy (20 examples), and in China (30 examples), both of which were built with slight changes.

In 1934 Wolfgang and Ulli started designing the Hütter 28, which in its time was an advanced design that gave a far better gliding angle at higher speeds. The 12m wing had a Joukowski airfoil section, which Wolfgang used on many occasions. The prototype registration was OE-KINSKY, which was the name of the president of the Austrian Aero Club, who had given his support for the project. To improve the shortcomings of the too hastily constructed prototype, the Hü 28 II soon evolved, of

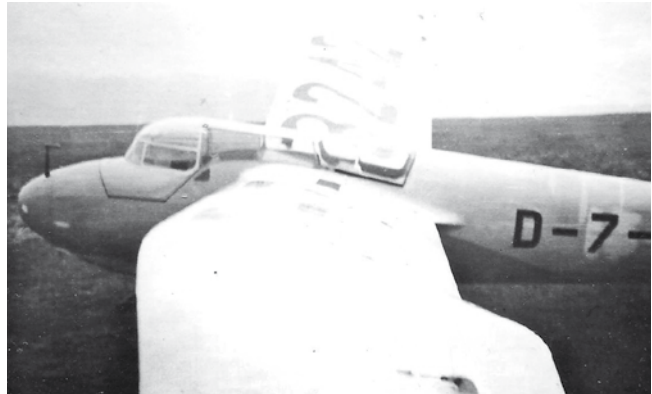


Hütter H28 II Photo W.Kaluza

FEATURE ARTICLE HÜTTER BROTHERS



"Tandem" project.



Minimoa Mo 2a Photo courtesy: M.Krieg

which around 10 examples were built during, and after the war.

Due to the Hü28's strong ash-wooden girder spars, it had a VNE limit of 400 km/h, and a glide ratio of 1:26., which at that time [and still is! Ed] was an incredible performance for a glider of only 12 m. wingspan. It also had automatic aileron couplings, and weighed only 105kgs! (As nearly all the drawings were signed by Wolfgang, one can only assume that it was mainly his work?).

Tests with different spars had been carried out by the brothers previously, with the ailerons being made of steel tube to obtain the required stiffness. It was during this time that Wolfgang published a simplified method for stress-calculating wooden spars in 'Flugsport'.

During their time at Stuttgart University, and with the experience of working on the Minimoa and Gövier, the brothers created the Hü 28 III, which had an enlarged span of 13.5 m, and featured their own SHK spoil-

ers that they had invented (a short time later these SHK-spoilers were utilised on most new-built gliders, and even existing Grunau-Babies II were fitted with this type of spoiler, which were renamed the G.B.IIb). On this version the ailerons were made of aluminium, and with the 'shoulder mounted wing-root' already being employed, which helped boost the gliding angle to 1:28. For the first time beech wood, which has very good tension and compression qualities, was utilised to reinforce the main-spars. As Philip Wills later stated, 'the Hütters are masters at attaining high performance, with barely little more than half the material!'(3)

Late in the summer of 1936, the brothers switched to the Stuttgart Technical University, and at the same time were engaged by the newly founded firm, Schempp-Hirth. Ulli, who attended the ISTUS meeting in Budapest (he rode there by bicycle!) stayed on there in order to help Wolf Hirth, who was convalescing after his serious injuries received when trying to loop a G.B. at Mátyásföld went disastrously wrong (it later transpired that a pair of pliers had been left in the fuselage after recent repairs).

Wolfgang had not been idle either. By now he had started working on the Minimoa, and along with a two-seat version, we can see his artistic outlook in many of the design's details, which was to remain a trademark in his future designs. One advantage of the original single-seat design was that the wing-stresses had been calculated to the point where it could safely bear the stresses of a two-seat fuselage, without the need to resort to designing an entirely new wing (only one two-seater was built). At the conception of Wolf Hirth, who at the time was one of the world's most experienced glider instructors, the brothers began work on designing the Gövier, which eventually became the basis of Wolfgang's

thesis, in which saw him end his studies at the Stuttgart T.U.

The Gövier was produced in three series covering periods before, during, and after the war. With its wide oval aft fuselage however, it proved to lack directional stability, so experiments were made with various rudders to improve the handling. Following Hirth's ideas on self-launching gliders, Ulli's thesis was based on a little 2-stroke engine for sport aeroplanes.

A short time later Ulli began his design of the HI 20-MoSe, a motor-glider with a retractable propeller. This was not the first time the concept had been utilised however, with the English 'Abbot-Baynes Scud III' being fitted with a retracting Villiers motor and propeller, which was already flying by 1936.

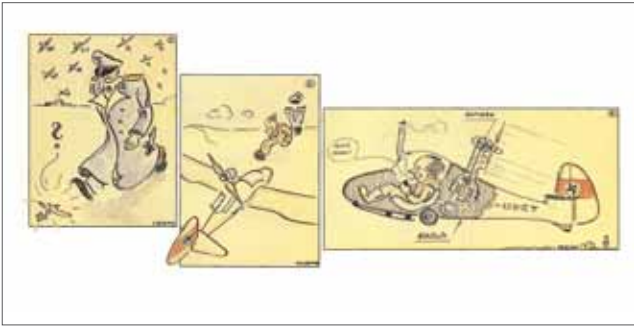
With the partnership of Wolf Hirth and Martin Schempp in 1938, Schempp-Hirth proved to be the beginning of a very successful development, and a step towards greater safety in pilot training. With the development of the MoSe, unlike the wings and rudder (which were from the Gövier), the fuselage however, was constructed from steel tube. The problem was cooling the engine, which was a 18hp Krauter, 4 cyl. two-stroke. In an attempt to minimise drag, the vertical propeller driving-axle was covered by a streamline fairing, which was cleverly designed with the aft-side of the fairing being open to duct the cooling air from the engine bay inside the fuselage, thus drawing the air out into the outside elements.

The engine often proved reluctant and unwilling to run however, with the designer, Mr. Krauter, having to appear and coax it into life, but nevertheless an encouraging start was at least made. As World War II had by this time broken out, there was not much time in which to fly it, so as a consequence it remained hanging in one of the workshops.

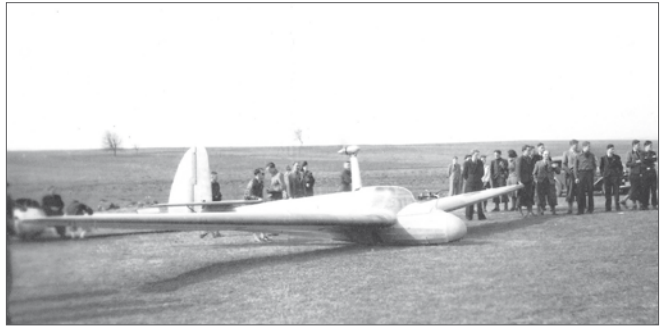


Hütter 28 III Photo G.Remy

FEATURE ARTICLE HÜTTER BROTHERS



Copyright Peter Selinger. This caricature series of Udet in the "MoSe" (Motor Segler) was drawn by Ulrich.



A historic moment: Wolf Hirth's first take-off with the Hi 20 "MoSe"
Photo G.Remy

In 1939 Wolf Hirth started a separate company which was intended for experimental work, and engaged Wolfgang as his chief designer. During this time he had employed some of the Hutter's Austrian friends and colleagues, thus establishing an almost entirely Austrian design nucleus. In the beginning the experimental section was truly realised, when they secured two Dornier contracts, the Gö 8 and Gö 9. The first, a flying model glider of the future Dornier 214 flying boat (with a crew of three), and the Gö 9, a 9m. reduced span DO-17 with a pusher-propeller behind the rudder/elevator (this was to test the jettisoning of the propeller in the event of the pilot having to bail out).

Another order came from Messerschmitt to evolve the rudder for the Me-321 (Gigant). This huge glider had to be controlled without any power assistance, so servo-tabs were fitted, as it had to be essentially flown by young 'glider boys' with no more than 100 launches to their log-books, so therefore many hairy adventures were to come to pass!

As Peter Selinger writes in his book, 'Segelflugzeuge'(4), another task for Wolfgang was to re-calculate Alexander Lippisch's (wooden!) Me 163 wings to reconfirm their strength!

In October 1939, Ulli left the firm and took up a position as a lecturer at an engineering school in Weimar, which was where

many famous glider pioneers had been teachers, including amongst others, Waldemar Beyer, Ernst v.Lössl, Albert Kalkert, and Robert Kronfeld.

Here Ulli came into contact with the firm 'Ventimotor', who fabricated little wind-propellers, and was to become a determining factor in his later life leading to his first patents, and his doctorate in the field of wind-power. But this was not to last however, and his career was interrupted after being called up for military service in January 1943. After six months he was discharged, and became engaged at the research-institute 'Graf Zeppelin' at Ruit (near Stuttgart). Here he became responsible for the aerodynamic design and construction of many diverse projects, such as the flying 'pick-up' launch, transport pods/shells for men and material (which were designed to be mounted on top of the wing), and a monster-winch called the 'Madelung-Schleuder', in which to launch aircraft up to 18 tons, and to a height of 100 meters.

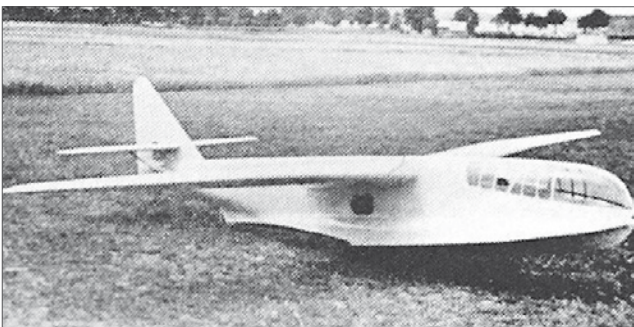
This last project is perhaps worth mentioning for us glider enthusiasts! It had a conical drum of 2.5m. diameter, which was powered by a 320hp. engine, driving the drum at 666rpm, giving a kinetic energy of around 6,500 hp! In addition to his work at the Ruit-institute in 1944, Ulli had also begun working as a lecturer at the technical University at Stuttgart.



Esslinger winch (Madelung-Schleuder)
Photo V. Falkenhausen

Shortages for aluminium during the war was to bring another order; to fabricate a wooden wing for the Me-109-fighter, but after long experimentation, this had to be abandoned however. This was due to the large wheel-well for the undercarriage, which did not allow for a large enough area for the shear-forces to be distributed evenly around the wheel-well and thus throughout the wing.

Like Ulli, Wolfgang, who in 1939 had been worked on some very futuristic long distance projects, had again proposed another advanced reconnaissance project in 1943. Named the 'Ostmark', this aircraft was a kind of super motor-glider with a 24.5m. wingspan, and had two engines mounted within the fuselage driving contra-rotating propellers. By this stage of



Gö 8 Photo courtesy M.Krieg



Gö 9 Photo W. Hirth

FEATURE ARTICLE HÜTTER BROTHERS



Constructing the 25m press Photo G. Remy

the war however, naturally the Air Ministry was by now wary of approving such a complicated system, and advised a more conventional layout. As a result the project became the Hütter 211 (this has often been erroneously named as a Heinkel, however there were some close connections with Heinkel).

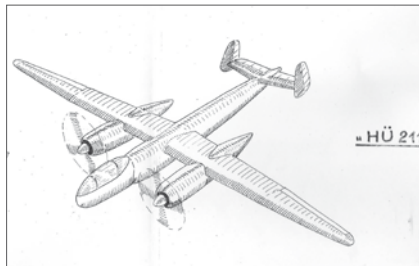
To develop this machine, taking the family name, Wolfgang founded his own firm, 'Hütter GmbH', as by now Wolf Hirth had lost all interest in new developments. During this period Wolfgang produced a series of rudders and parts for military contracts (however by now he could see that the war was essentially lost).

As a long distance navy reconnaissance plane, perhaps the Hütter 211 on the face of it, may not seem entirely appropriate for a gliding magazine such as VGC News, however the design featured some 'firsts' which were pioneering features in future glider development. This included a laminar-flow airfoil section, in which the upper and lower wing halves were formed in a press as one continuous piece from tip to tip. The ailerons also incorporated an innovative joint that amplified the movement of the aileron tubes to the ailerons, thus eliminating the need for a protruding aileron horns. This of course cut down on drag, and was later adopted by Hänle with all their products.

Interestingly, and ironically, the airfoil section was 'borrowed' from the North American Mustang (this was tested at the D.V.L. institute with a camber of 1.56%, however was prove to be of no improvement over the original). It was much later that Wolfgang said to me with a grin, 'with a 5.5% camber, it could be fitting for a glider!'

As the pressed upper-wooden wing surface was of 3 to 7cm. in thickness, an airfoil smoothness of 0.05 mm could be obtained by grinding and polishing, an important factor in laminar flow conditions. The long press for the wing had been built alongside the Stuttgart-Munich motorway to avoid traffic jams on the narrow Kirchheimstreets (despite some test parts being pressed, a complete wing was never built however).

During discussions about details or problems, Wolfgang loved to 'sketch' details on drawings with a soft lead pencil, then leaving with the comment, 'Oh I am sorry, I seemed to have now destroyed the whole drawing!'



Sketch of Hütter 211

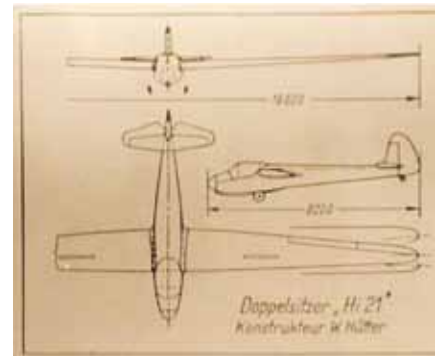
It was at this time that an order came from the R.L.M. for a two-seat training glider with a retractable undercarriage. For this design Hütter again chose a side-by-side arrangement, with an unusual feature being that the trim of the glider was achieved by movement of the wings fore and aft by means of a large trim-wheel fitted between the seats, which avoided the

carrying of heavy lead trim-weights. An instrument on the instrument panel was graduated with a scale, which indicated the weight of a crew between 80 and 200 kg, thus giving a theoretical weight associated to a given wing position.

By 1944 work on the glider was officially stopped, as it was deemed unessential to the war effort. In a somewhat illegal fashion however, Wolf Hirth let work continue in secret to make the glider ready, and with the very last litres of rationed fuel, a small number of test-flights were thus carried out.

From June 1945, ironically the Hi-21 was flown successfully for two seasons as a trainer for instructing students at an American military recreational glider-school, which had been established at the Teck airfield (it was later planned to bring the glider to the USA, however nothing further is known of its fate).

To be continued...



Sketch of moving wings

Footnotes:

- 1) Hermann Köhl, together with Fitzmaurice, and v. Hünefeld, flew one of the first east-west crossings of the Atlantic..
- 2) As told by my friend Peter Thayer.
- 3) Source: Chris Wills.
- 4) G.Brinkmann/ H.Zacher: "Die Evolution der Segelflugzeuge", page 256.



Hi 21 landing. Photo Frits Ruth

International Rally Album

40 YEARS OF A VERY SPECIAL EVENT



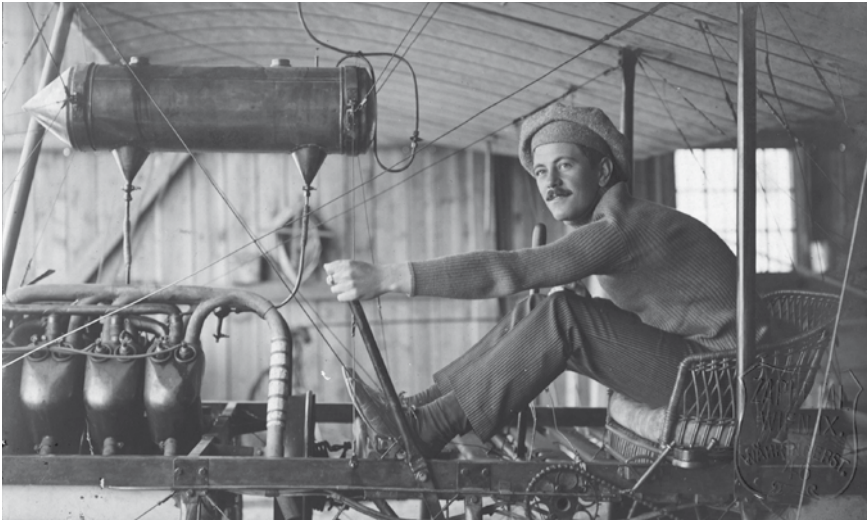
All photos kindly donated by Steve Kirkby, which along with many other great shots, can be purchased from his website at:

<http://steve.kirk.by/vgcr2013.htm>

International Rally Album

40 YEARS OF A VERY SPECIAL EVENT





Viktor Klobučar at the controls of Pischhoff monoplane at the pilot school in Wiener Neustadt, 1911.
Photo Viktor Klobučar collection

Marko Jeras

Viktor Klobučar - Winner of the 1911 gliding competition at Semmering, Austria.

Although Viktor Klobučar was not the first Croat to fly powered aeroplanes, he is the first Croat to graduate from the pilot school in Wiener Neustadt, and was the 26th pilot to be awarded a powered aeroplane licence by the Austrian Aero Club on September 19th 1911.

But before that, he had graduated as a balloon pilot, and was the first Croat to win a gliding competition. This win was to come during the second gliding competition that had been held at Semmering (renowned as a popular winter sports location), which took place on February 12th 1911. The competition had previously been set for January 15th 1911, however due to the late snow fall it was not possible to prepare an iced take-off track.

It was during this period that the Südbahn railway company generously enlarged the take-off area of the elongated downhill running track, by cutting down trees that were previously hindering the landing area. This allowed the launching area to be much steeper, and with the widening of the entire area, allowed flights even with

a cross-wind, which would often affect the glider's initial flight-path.

The Flugtechnische Verein (Aeronautical Association) had promised to set up a portable hangar to accommodate three gliders that had been in temporary storage in Vienna. In that way a total of seven gliders could be housed at the Meierei-Wiese (dairy farm meadow), which was adjacent to the Südbahn hotel.

The improved flying area was an ice and snow-covered meadow with a total length of 90m, and an average slope of thirty degrees downhill. An upper slope suitable for take-offs was also provided, however was only 4m. wide at the top, but opened out to an area of 25m. in width at the lower landing area.

One innovation was a winch that had been installed for towing the gliders uphill to the start. The competition had been organised by the Glider Section of the K.u.K. Österreichischen Flugtechnischen Verein, and the Österreichischen Wintersport-Club. The aim of the gliding section was to promote gliding and develop the sport, with an emphasis on the sport as a preparation for powered flight.

Competition invitations stated: 'Competitions will be held on Sunday, February 12th 1911 on the Meierei-Wiese meadow, next to the Südbahn hotel on the Semmering (subject to snow and weather conditions). The competitions will start at 2:30 pm, sharp!'

1st Prize: Prize of Honour. Presented by the K.u.K. Österr. Flugtechnischen Verein,
2nd Prize: Silver Medal. Presented by the Österr. Wintersport-Club,
3rd Prize: Bronze Medal. Presented by the Österr. Wintersport-Club.

Special Prizes:

The longest flight in the competition. (Awarded by Mr. August Wärndorfer).

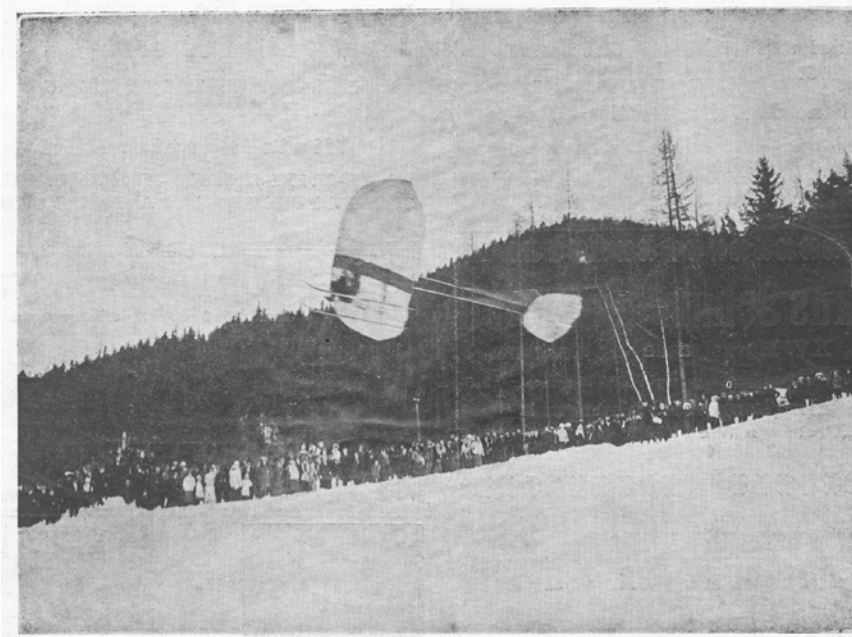
For the longest flight of a biplane glider. (Awarded by Mr. Jakob Lohner).

For the longest flight of a monoplane glider.

Competition rules are as follow:

1. Open to all members of the glider section.
2. Three starts are allowed. The sum of all three distances will be judged (this distance of actual flight shall be judged as the measured shortest distance on the surface between the last marks of the skids at the starting point, to the first marks of landing run).
3. All starts must be made without outside assistance, however it is acceptable to have assistance to hold the craft until the moment the take-off run commences. Starts utilising any additional impulse is forbidden.
4. The initial start sequence will be determined by ballot. The 2nd and 3rd starts will only begin once each series of rounds have been completed. Those competitors not ready to start when they are called to the start line, will lose their right to start for that round. Every competitor must use the flying apparatus he nominated when making his application. Transport of the glider to the launching site and back is to be organised and overseen by the competitors themselves. Henceforth the section will detach several men.
5. All applications must be accompanied by the name of the pilot, description of his flying apparatus, including the number of wings and the total wing area, including control surfaces, and the all-up weight of both the pilot and apparatus.
6. Applications are to be addressed to the Österreichischen Wintersport-Club, Vienna I. Getreidemarkt 14, and must be accompanied with an entry fee of 10 K.

SEMMERING



Cover of the *Illustriertes Österreichisches Sportblatt*, published on February 18th 1911. It shows one of three flights flown by Viktor Klobučar at the glider competition at Semmering on the 12th February 1911. Photo Marko Jeras.

The closure date for applications is noon on Thursday February 9th 1911. Late registrations are permissible in person at the Meierei in Semmering, however a fee of twice the normal entry will be charged. Only those that have paid the full fee will be permitted to start.

7. All disputes and objections are to be raised directly with the organisers immediately after the completion of the competition, accompanied by a downpayment of 50K. If the objections are judged to be unfounded, the payment will be forfeited.
8. The organisers reserve the right to alter the programme. Neither the committee nor the organising associations are liable for any kind of damage or accidents. The race committee and the sports tribunal will be elected by the board members of the glider section.

A total of six competitors participated in the competition. There were three experienced pilots from the Military-Aeronautical Department, Rittmeister Hans von Umlauff, Oberleutnant Miller, and Linienschiffleutnant Victor Klobučar, whilst a further three rookies were also present, Mr Karl Zierhut, Linienschiffleutnant Vio and Ing. Otto Worisek.

Three monoplane and three biplane gliders were flown during the meeting. There was an additional monoplane glider of Oberleutnant Foltin, and another biplane glider of Mr List that could not be assem-

bled in time to participate in the competition. The weather leading up to the contest had been unfavourable, initially with poor snow, followed by strong winds which seriously hindered work on the new portable hangar of the Österreichische Flugtechnische Verein. Slow progress in preparing the gliders was also a problem, and it wasn't until the last moment that everything was completed and ready. The Sunday afternoon of the competition turned out to have almost ideal weather, however the frozen tracks had thawed somewhat, and as a result were soft and slushy, thus limiting the take-off runs, and as a consequence, only limited flight distances were recorded.

On the February 18th 1911 the publication, 'Illustriertes Österreichisches Sportblatt' (Austrian Journal of Sports Illustrated), published the following report: 'The gliding competition on the Meiereiwiese got off to a good start, despite the first two craft crashing (the third enjoyed a wonderful flight over the white hill however). The assembled crowds, who had gained much confidence in this particular flight, cheered on the successful flyer, who's performance was akin to an artist that has just completed a particularly skilful challenge. It was apparent that competitors had little opportunity to practice, however no one could doubt their sporting determination that can be perfected, especially with those gliders equipped with elevators and rudders, which seem to be desirable.

With everything still in the early stage of development, any judgement to the value of the sport would be too early, and only time will show how the sport progresses!'

The final placing were:

1. Linienschiffleutnant Viktor Klobučar (39,50m; 63m and 40,50m – Cumulated distance of 143m). (prizes awarded by the K.u.K. Flugtechnische Verein, Ö.W.S.C. and Mr. August Wärndorf)
2. Ing. Otto Worisek (41,50m; 35,50m; and 44m. – Cumulated distance of 121m).
3. Oberleutnant Miller (27,50m; 47,50m; and 33m. – Cumulated distance of 108m).
4. Karl Zierhut (42m; 26m; and 30m. – Cumulated distance of 98m).
5. Linienschiffleutnant Vio (27m; 0m and 29,50m; – Cumulated distance of 56,50m).
6. Rittmeister Hans von Umlauff (15,50m; 6m; and 28,50m. – Cumulated distance of 50m).

As a result of the historical importance of this event, VGC Croatia plan to build a static replica of the glider flown by Viktor Klobučar. Unfortunately to date only a single (attached) photograph of Klobučar's glider has been found, but nevertheless it shows some very interesting construction details, for instance the glider's double tail-booms and dual vertical stabilizers.

Research for this article has been carried out with the generous help of Andreas Jensch from Graz, and Vladimir Dronjic from Wien, to whom I owe my sincere and deepest gratitude.



First prize cup awarded to Viktor Klobučar. Text on the cup reads: 'Schiffsleutnant v Klobučar I. Preis Gletiflugkonkurrenz, Semmering 1912/13.' The mystery remains as to why the years 1912/13 were inscribed on the cup? Photo Miroslav Nessek.

Leifur Magnússon

Origin of Gliding in Iceland



During the early years of aviation improvised modes of transportation had to be used.
Source: Iceland Gliding Club

The first phase of aviation activity in Iceland commenced in September 1919 with the introduction of an Avro 504K two-seater biplane that was used for sight-seeing flights and initial exploration of possible domestic air routes. This first effort lasted only two years.

The second phase was during 1928-1931, when scheduled domestic air transport operations were conducted with three Junker F13 floatplanes, and with technical support from the German national airline Lufthansa.

The third phase, which is still ongoing, started in 1936 with the formation of the Icelandic Aero Club and the Iceland Gliding Club (www.svifflug.com), followed a year later when the Akureyri Gliding Club (www.svifflug.is) and the airline Flugfélag Íslands (now Icelandair).

During the years of 1931-1955, a total of 11 primary gliders, including the Zögling 35, Grunau 9, Grunau Ei (a nacelled version of the Grunau 9), and Schulgleiter SG-38's, were locally constructed and flown by Icelandic enthusiasts. This article will not dwell on their important early role, but rather focus on the first 11 significant gliders introduced in Iceland during the years 1939-1951, some of which can be considered rather unique.



This 1938 vintage Grunau 9 Primary glider of the Akureyri Gliding Club is still airworthy, and is now on display in the Icelandic Aviation Museum at Akureyri Airport.
Source: Icelandic Aviation Museum.

During the summer of 1938 the German Aeroclub (DLV) organised an important visit to Iceland with four gliders, the Zögling 35, Grunau Baby Ila, Minimoa 3B and a Kranich two-seater (along with a Klemm KL-25 tow-plane). On the return of the team to Germany, the Zögling 35 primary glider and the Klemm KL-25 aeroplane remained in Iceland.

The following summer a German gliding instructor, Fritz Schauerer, came to Iceland with a Grunau Baby Ila glider, which was registered in Germany as D-4-874. However, with the onset of World War II on 1 September 1939, he had to hastily depart and left the glider behind.

Thus, this is how this orphaned Grunau Baby Ila became the first "real" glider of the Iceland Gliding Club, and was after the war registered as TF-SAA. This first glider was extensively used by clubmembers until 1958.

The Grunau Baby was designed by Edmund Schneider in 1932, and was for years the world's most popular training glider. It is estimated that more than 5,000 were produced in 20 countries.



The German Grunau Baby Ila glider D-4-874, later registered as TF-SAA. This photo was taken at Sandskeid Airfield, east of Reykjavik, home of the Iceland Gliding Club.

Source: Iceland Gliding Club.

Data: Wing span was 13.6 m, wing area 14.2 m², empty weight only 135 kg, maximum glide ratio 17 at 60 km/h, and minimum sink 0.85 m/s at 55 km/h.

When the hostilities ended in September of 1945, a variety of military hardware became available on the market, much of it at bargain prices. This included three types of American two-seater gliders that had been used to train military glider pilots. Five such gliders were imported to Iceland during 1946-1950, one Laister-Kaufmann TG-4A, two Pratt-Read TG-32 and two Schweizer TG-3A's.



The Laister-Kaufmann TG-4A military trainer TF-SAB at Reykjavik Airport. The tanks on the hill in the background are a part of the geothermal heating system for the city.
Source: Iceland Gliding Club.

Data: Wing span 15.2 m, wing area 15.2 m², empty weight 215 kg, maximum glide ratio 22 at 80 km/h, and minimum sink 0.97 m/s at 73 km/h.

GLIDING IN ICELAND

The first to arrive was the TG-4A, purchased by the Iceland Gliding Club, and was registered in 1946 as TF-SAB (a total of 156 TG-4As had been produced).

TF-SAB was in general use by club members until 1958, and was even used in 1950 for a Silver-C distance flight. In 1969 it was sold to two club members, who restored it and modified it to a single-seater. As such it was flown in the Icelandic gliding championships in 1970 and 1972. Unfortunately it was destroyed in a hangar fire in 1973, but its metal-tubing fuselage still hangs from the ceiling of one of the club's hangars at the Sandskeid gliding field, east of the capital city, Reykjavík.

The two Pratt-Read TG-32s were registered in Iceland in 1946 and 1948 as TF-SAD and TF-SAE, but had relatively short service lives; the first lasting only two years, and the second a somewhat better seven years.

A total of 101 TG-32s were produced for the U.S. Navy, and this was the only U.S. military training glider featuring side-by-side seating.



The first of two Pratt-Read TG-32, registered in Iceland in 1946 as TF-SAD.
Source Iceland Gliding Club.

Data: Wingspan 16.6 m, wing area 21.4 m², empty weight 349 kg, maximum glide ratio 26 at 84 km/h, and minimum sink 0.91 m/s at 79 km/h.

The first of the two Schweizer TG-3A gliders imported into Iceland was in 1946, and registered as TF-SAF. A total of 114 TG-3A's had been produced at Elmira, New York. TF-SAF was in general use by the Iceland Gliding Club until 1968, and is now in the custody of the Icelandic Aviation Historical Society in Reykjavík. The second TG-3A was purchased by the Akureyri Gliding Club in 1950, and registered as TF-SBA. It was last flown in May 2010, and is now on display at the Icelandic Aviation Museum (www.flugsafn.is) at Akureyri Airport.



The Schweizer TG-3A of the Akureyri Gliding Club, and registered in 1950 as TF-SBA.
Source: Icelandic Aviation Museum.

Data: Wing span 16.5 m, wing area 22.0 m², empty weight 390 kg, maximum glide ratio 24 at 84 km/h, minimum sink 0.91 m/s at 72 km/h.

In 1946 the Iceland Gliding Club purchased an Fi-1 glider produced in 1944 by AB Flyindustrie in Halmstad, Sweden (only seven were produced). It was specially designed for aerobatic flight, and was registered in Iceland as TF-SDR.



The very rare Fi-1 glider is now on display at the Ålleberg Glider Museum in Sweden.
Source: Ålleberg Glider Museum.

Data: Wing span 14.0 m, empty weight 165 kg, and maximum glide ratio 23.

This glider was only used for three years in Iceland. In 1997 the Iceland Gliding Club decided to present it to the Ålleberg Glider Museum in Sweden, where it was beautifully restored to its former glory. It is now on display in the museum with its Icelandic registration on the right side of the fuselage, and its original Swedish registration, SE-SDR, on the left side. This is the only remaining example of the Fi-1 glider anywhere in the world.

In 1947 a group of glider pilots in Reykjavík purchased a new EoN Olympia 2B glider from Elliotts of Newbury in England. This was a somewhat modified version of the original Olympia Meise glider, designed by Hans Jacobs in 1938 for the Olympic Games. This example received an initial registration in Iceland as TF-SDB.



Fig 8: The new Olympia 2B Eon glider, TF-SDB, at Reykjavík Airport in 1947. Source unknown.

Data: Wing span 15.0 m, wing area 15,0 m², empty weight 204 kg, maximum glide ratio 25 at 73 km/h, and minimum sink 0.67 m/s at 63 km/h.

This glider was a few years later sold to the Akureyri Gliding Club, and was re-registered as TF-SBB. It is now being restored for display at the Icelandic Aviation Museum at Akureyri Airport.

During the years 1946 and 1949, the Iceland Gliding Club decided to have two modern gliders built in Reykjavík, a Weihe and an Olympia Meise, both of which had been designed by Hans Jacobs at the DFS before the war. A Swedish glider builder, Sture Borghem, was hired to supervise the project, and some of the components came prefabricated from Sweden.

More than 400 Weihe's were produced worldwide, with the German pilot, Ernst Jachtmann, flying a Weihe in 1943 for his world record endurance flight of 55:51 hours. The same Swedish Weihe, SE-SCN, was used to win the World Gliding Championships in 1948 and 1950. At the latter event, held in Örebro, Sweden, 13 of 29 competitors flew Weihe gliders. A Weihe was used by Karl Bauer in 1959 when he set a new altitude gain world record of 9,665 m. The Icelandic Weihe was registered as TF-SAG, and made its first flight on 31 July 1948. It was later used for some Silver-C distance flights, and was the winning glider at the first Icelandic Gliding Championships held in 1958.



The Icelandic built DFS Weihe, TF-SAG. This photo was taken at the end of a Silver C attempt in July 1962 by the author, landing at Egilsstaðir on the banks of the river Thjorsa, 46.5 km from the departure point, Sandskeid Airfield.
Photo: Leifur Magnússon.

GLIDING IN ICELAND

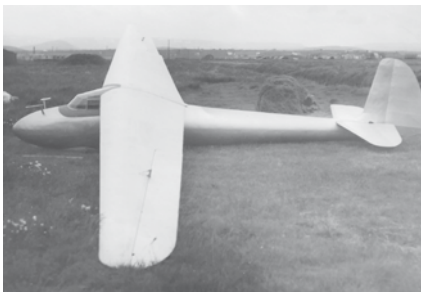
Data: Wingspan 18.0 m, wing area 18.3 m², empty weight 217 kg, maximum glide ratio 29 at 70 km/h, and minimum sink 0.58 m/s at 60 km/h.

This Weihe was used several times by the Swedish glider pilot Karl-Erik Övgard when he visited Iceland in the autumn of 1948 to explore wave lift (he was the first Swedish pilot to complete a Silver-C in 1938).

On the 18th of December 1951 he lost his life during a spectacular wave flight in a Pratt Read TG-32 in the Sierra Nevada, California, when his oxygen equipment failed. The barograph, later found in the wreckage, confirmed that the glider had reached a maximum altitude of 16,675 m, about 55,000 feet. The last two pictures in his camera were taken when he passed through 10,000 and 10,600 m of altitude. The first shows a 9 m/s rate of climb, and the second confirms that the pressure of the oxygen system had by then fallen to zero.

I flew TF-SAG on 8th of September 1962 for my flight in wave lift from the Sandskeid gliding field to Keflavik Airport, a distance of 51 km, to complete my Silver C, the ninth in Iceland. However, the following day the Weihe suffered serious damage during a hard landing at Sandskeid by an experienced instructor, and never flew again.

The other new glider constructed by members of the Iceland Gliding Club under the supervision of Mr. Borghem, was a DFS Olympia Meise. It was registered TF-SAI, and made its first flight on 29th July 1949. It is currently being restored in Reykjavik for the Icelandic Aviation Historical Society.



First view of the new DFS Olympia Meise glider at Reykjavik Airport in July 1949.
Source: Iceland Gliding Club.

Data: Wing span 15.0 m, wing area 15.0 m², empty weight of 160 kg, a maximum glide ratio of 25 at 69 km/h, and a minimum sink of 0.67 m/s at 60 km/h.

In 1951 Ólafur K. Magnússon, a well-known photographer for the Icelandic daily 'Morgunbladid', imported a Göppingen Gö3 Minimoa glider, which received the Icelandic registration TF-SOM. It had originally been produced in 1938 for the famous British glider pilot, Philip Wills, who later used it during the war period to test the performance of new and highly secret 'Radar' then being developed in Britain.

A total of 110 Minimoa gliders were made, initially in Göppingen, but later by Schempp-Hirth Segelflugzeugbau.

This very interesting glider was in 1959 sold to a group of young glider pilots. Unfortunately it was badly damaged in a crash landing later that same year, and was not restored.



The Gö-3 Minimoa, registered as TF-SOM, at the Sandskeid gliding field in 1951.
Source: Iceland Gliding Club.

Data: Wing span 17.0 m, wing area 19.0 m², empty weight 216 kg, maximum glide ratio 26 at 85 km/h, and minimum sink 0.65 m/s at 63 km/h.

During the last 60 years the further development of the fleet of gliders in Iceland has been similar to that in most other countries, progressing through Rhönlerche II, K-7 and Blanik two-seaters, K-8B, PIK-16C Vasama, Ka-6CR, HP-16, Spatz 55, Ka-6E, SHK-1 and BG-12-16 single-seaters, and the SF-28A Tandem-Falke motorglider, to the current family of modern 'plastic' gliders.

These now include the ASK-21 and ASH-25 two-seaters, and the Astir CS77, Speed Astir IIB, LS3-17, PIK-20B, ASW-19, Pegasé, LAK-12, Cobra-15, PW-5, LS-4 and LS8-18 single-seaters, and the Super Dimona and Duo Discus motorgliders.

One of the current gliders, the LS8-18 owned by the Iceland Gliding Club, has an 18 meter wing span, just like the DFS Weihe. A total of 56 years separate their first flights in 1938 and 1994. It so hap-

pens that the handicap factor for cross-country performance published by the British Gliding Association in 2012 for the LS8-18, is 56% better than the handicap factor for the old Weihe!

In the spring of 2013 a total of 28 modern gliders were active in Iceland, 39% owned by the Iceland Gliding Club in Reykjavik, 11% owned by the Akureyri Gliding Club, and 50% in private ownership.



Leifur Magnússon

Born in 1933 in Reykjavik, Iceland, Leifur Magnússon completed an engineering degree in Germany, and later served as Director of the Air Traffic Division of the Icelandic CAA from 1960-1978. He then went on to serve as a Senior Vice-President of Flight Operations, Technical and Fleet Planning with Icelandair.

Leifur first soloed in 1955 in a Piper Cub J3, and first soloed in a glider in 1961 in a Grunau Baby IIb. In 1962, he gained the 9th Icelandic Silver-C, and in 1963 gained the 1st Icelandic Diamond flight (5,000 m altitude gain), and 1965, completed his Gold-C, the 2nd in Iceland. Leifur went on to win five Icelandic Gliding Championships between 1972-1982, and has set eight Icelandic gliding records.

Gábor Fekecs

Auto-towing a Triplane glider in 1923



István Hosszú. Photo Gábor Fekecs

The name of István Hosszú⁽¹⁾ is well-known in Hungarian aviation circles. The main reason for this is that he was the test-pilot of Oscar Asboth's helicopter in 1928. He was well-known personally by many old glider pilots however, as he was the glider mechanic for the Air Scouts in the 1930's. After the war Hosszu worked at Hármashatárhegy glider field.

It is also known that he performed a couple of auto-towed flights with a triplane glider of his own design at Sisak in 1923. Sisak at that time was part of the territory of the Kingdom of Slovenes-Croats-Serbs (SHS State), and today is part of the Republic of Croatia. This event is referred⁽²⁾ to in a couple of Hungarian aviation history books and articles.

The present article is the result of the cooperation of the late Goran Ilić, Nenad Miklusev and myself in 2009, and was aided by searches on the internet, with our knowledge being supplemented with all this new information.

Moreover this article disputes certain assertions regarding the flights in question which appeared in a Croatia aviation magazine⁽³⁾ and since then the article⁽⁴⁾ has been adopted by other Croatian aviation magazines⁽⁵⁾ as well.

Born in Pécs, Hungary, on October 31st 1892, István Hosszú's early interest in aviation started during his apprenticeship with his many experimental aircraft models, which he built one after the other. His career in aviation started at the pilot school of the Austro-Hungarian Empire Flying Corps, where he earned his international pilots licence (No. 20) in March 1915. After serving on the Italian front in 1917, he was appointed as CFI for the pilot school in Novi Sad (which was then Ujvidek).

His interest in technical matters, and his resourcefulness was to accompany him through his whole life. Having studied foreign magazines, he started to build a glider as early as 1916, but this was interrupted by the war.

After the end of WWI and the formation of the Kingdom of Slovenes-Croats-Serbs, the new state was keen to develop aviation within the country. For this, aviation equipment and factories spared by the war, were utilised. This was also supported by the Entente Powers, which were also donating aviation equipment. As these states rapidly reduced the output of their aircraft industries after the war, the Kingdom could only rely upon war-surplus equipment however.

With the formation of the new Kingdom's Air Force, soon the first air transportation organisations had also been formed, but their aircraft were rapidly wearing out due to their age, their poor designs and their intensive usage. Not only that, because of inexperienced pilots, numerous accidents also occurred. In the ministries for Defence and Navy, it soon became clear that without creating the Kingdom's own aircraft industry, none of their targets could not be met.

For the repair of the deteriorating war-

surplus equipment, it was clear that the priority was for dedicated repair bases. For this reason the Aeroplanska workshop was established at Novi Sad for aircraft repairs and maintenance. A drive was started to call together all Slavic aircraft technicians and engineers within the Kingdom, as well as any suitably qualified aircraft technicians of the former Austro-Hungarian Monarchy who were living in the Kingdom.

The workshop started its activities by first collecting all the remaining equipment, and where possible, returning them to a serviceable state. Parts required for repairs were in many cases, taken from aircraft wrecks that had been selected for this purpose, but new items were also produced however. Training, private and sport aircraft, were handled alike. Later on the workshop also specialised in the building of new prototypes designs.

After the war István Hosszú was one of the engineers employed at the Aeroplanska's workshops, and in addition to his normal duties, in 1922 he continued his previously interrupted building work of his triplane glider. In the beginning work progressed slowly, but later gained momentum when an engineering student,

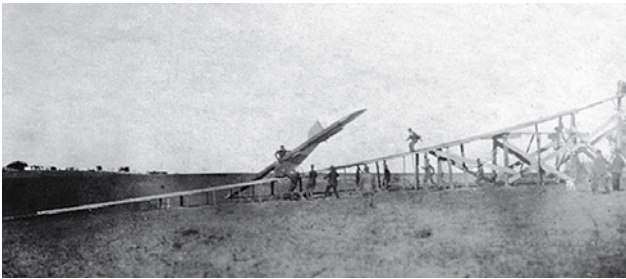
and Military Reserve pilot, Vladimir Tišma, also joined the workforce at Aeroplanska, and assisted Hosszú (Tišma had obtained his knowledge of aerodynamics and aircraft structures at the Technical University of Prague).



Hosszú-Tišma three plane glider. 1923

This side-view drawing was published in a monography by the Novi-Sad Aero Club. (Via Yugoslav Sailplane Forum)

ISTVÁN HOSSZÚ



The Fizir-Mickl-glider on its launching ramp. (Source internet.)



István Hosszú and Vladimir Tišma, along with the observers. (Source Yugoslav Sailplanes Forum.)

Note: Certain sources make mention of the engineers, Rudolf Fizir and Josif Mikl, who together with two enthusiasts, István Hosszú and Vladimir Tišma, were designing a new glider. However the facts are that Hosszú, along with Tisma, worked independently, and the Fizir – Mikl duo had in fact, designed a different glider. This was a high-wing monoplane with a covered fuselage.

The salary of Hosszú in those days had only been about 30 dinars, and he was not able to finish his glider. Fortune smiled however, as his cousin, Karel Ružička, who was living in Zagreb, was ready to offer some financial assistance. He supported the project with 150,000 crowns. Hosszú quit his job at Aeroplanska to have ample time to finish the glider. News of the project rapidly spread, and soon he had received enquiries and offers from abroad for purchasing the drawings as well as the half-finished glider. Despite the local aviation authorities not supporting the project however, these offers were rejected by Hosszú.

Because of the lack of support by the local aviation authorities in Novi Sad, Hosszú was keen to find another city to relocate to in order to complete the glid-

er. It was around this time that a photographer, and an enthusiastic supporter of aviation called Mr Lipovšić, contacted Hosszú.

Lipovšić, who was from Sisak, had offered Hosszú both hangar and working space, as well as materials. This led to Hosszú quickly accepting the offer, and moved to Sisak in 1922.

The glider was disassembled and was partly rebuilt using better materials according to the calculations of Vladimir Tišma. The triplane arrangement was retained for the redesigned glider, which had a span of 6m. The forward section of the 5m. long fuselage incorporated a covered nacelle arrangement, whilst the rear of the fuselage was a flat open-frame structure, braced by wires. Two bicycle wheels were used for the landing gear, with the pilots seat being located in front of the wings. With the conventional tail surfaces of the glider, it ensured easy and safe controllability.

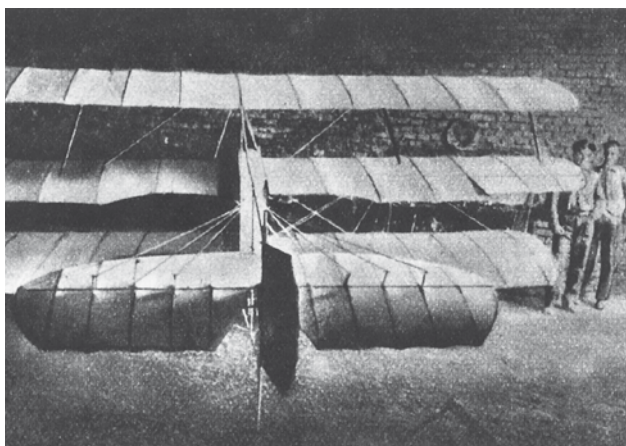
In October of 1922, a gliding competition was held in England⁽⁶⁾. Hosszú was keen to participate in it, however he was not able to complete his glider in time because of financial reasons. They then had hoped to present the glider in a

public flying display in Zagreb on November 4th, and set about to canvass new supporters for the event. This flight never took place due to unfavourable weather however.

It was not until the end of August 1923 that the glider was finally ready for flight, with the first flight being carried out on a road with a slight incline, just to the north of Sisak on the 29th September, 1923. Lipovšić who was driving the car, towed the glider (which was piloted by Hosszú) with a drum which was fastened to the rear of the car, which was driven down the road.

The glider was connected to the end of the cable, and when the car reached the speed of of 40 km/h, Hosszú left the ground and Tišma released the brake controlling the drum. The glider climbed to roughly 15m. altitude, and after flying 1,700m. , Hosszú released the cable and landed.

Another couple of similar flights had been carried out, the subsequent landing lead to damage to the glider. The flights were witnessed and confirmed by three observers; G. Cetl, G. M. Popović and G. Kolusi, who had been specifically called upon for the event.

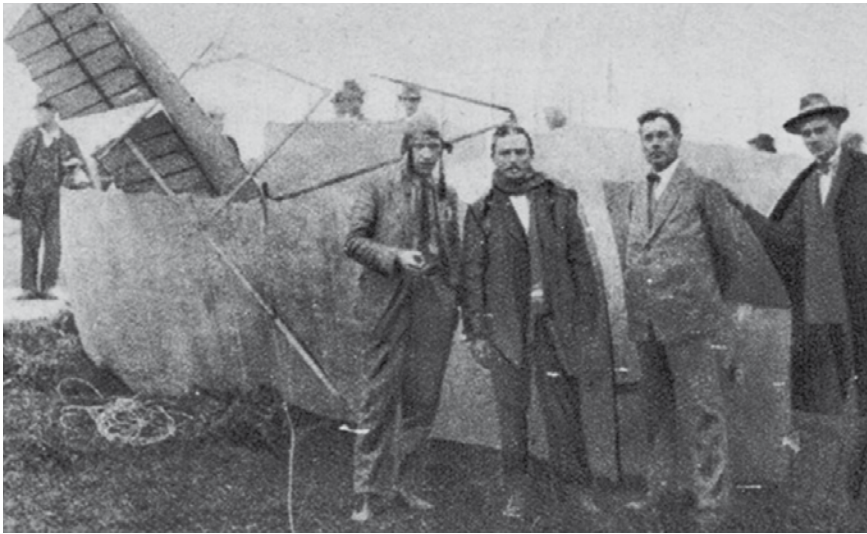


The tri-plane glider complete. (Source "Repülés" Vol.VI. May 25,1954)



István Hosszú and Vladimir Tišma, along with the observers. (Source Yugoslav Sailplanes Forum.)

ISTVÁN HOSSZÚ



The final landing ended in the glider being damaged. (Source Yugoslav Sailplanes Forum.)

The flights, as well as the damaged glider, were all photographed(7).

As Hosszú and Tišma did not have financial means to repair the damaged glider, the remains of the glider were stored by Lipovšić, however the final fate of the glider is unknown.

Note: The source(2) mentioned in the introduction describes the flights quite differently. According to this source, during the first flight it was claimed that the glider climbed to 80m., and after having released, turned and flew 28 minutes in rising air, before landing 1,700 m. distance from the start point. Two days later, Tišma at the same location, and in a similar manner, was launched and flew for a couple of minutes.

However this version of events is refuted by the presence of the observers and their report, as well as the photographs taken, among them, the photograph of the crashed glider on the first day. This also does not take into the personal recollections the personal recollections of István Hosszú himself (who personally spoke to me about it when I was young student glider pilot at Hármashatárhegy).

Unfortunately no newspapers have come into the hands of the researchers, from which this strange information may have originated? Moreover expert opinion(8) is available, and according to his respected views, there are no such suitable hills in the vicinity of Sisak which

would have been suitable for slope soaring. Besides, if Hosszú would have been able to fly for half an hour, and climbing to an 80m. release height 5 years before Robert Kronfeld performed the world's first circling thermal flight, then Hosszú's flight would have certainly triggered a world sensation!

István Hosszú moved to Hungary in the middle of the 1920's where he was soon engaged in test-flying Oszkár Asbóth's helicopter.

- (1) Csanádi-Nagyvárad-Winkler: A magyar repülés története. Műszaki Könyvkiadó, Budapest, 1977.
Simóné Avarosy Éva: Suhanó famadarak. Háttér Lap- és Könyvkiadó, Budapest, 1989. Repülés VII évf. 19. Szám. 1954 okt. 10.
- (2) 'Povijest sporta'. October/November/December 1982.
- (3) 'Hrvatski-Vojnik', broj 264, listopad 2009.
- (4) Labud Kirić: Pojava i prvi uspjesi zračnog jedrenja u Hrvatskoj.
- (5) <http://www.aeromagazin.rs/arhiva/aero21/c20.htm>
<http://www.aeromagazin.rs/arhiva/aero21/c21.htm>
- (6) This was the English gliding competition held in Itford, where the French Alexis Maynerol with his Peyret-tandem glider achieved a new world record flying for 3 hours and 21 minutes breaking F. H. Hentzen's 3 hours 6 minutes, world record had been established one month before on the Wasserkuppe.
- (7) E-mails from Nenad Miklusev and Goran Ilić.
- (8) Goran Ilić

A RARE VINTAGE



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



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FROM AROUND THE WORLD

Denmark



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Members of The Danish Historical Gliding Club (Dansk Svaeflyvehistorisk Klub) and the Danish Gliding Association, are working with determined effort with their preparations for the coming VGC Rally to be held at the National Gliding Centre at Arnborg in August 2014. The management group has seven members, and many volunteers have joined us to make sure that we are all going to have a good rally here in Denmark. The local community in the city of Herning has been very supportive, and everybody here looks forward to bidding our guests warmly welcome. The Rally website is up and run-

ning and is now ready for registrations (early reservations will be highly appreciated in order to enable us to monitor the need for extra capacity).

We have for many years now, have dreamt of building a Danish Gliding Heritage Centre, with the first step being a hangar for the club's historical gliders. The hangar will also be crucial for facilitating guest gliders during the VGC Rally. Now finally we are able to fulfil our plans for building a 1,000 m² hangar in the early spring of 2014, with the goal of having it ready for the rally. The financing is from three sources: The DaSK foundation (EUR 90,000), the Danish Pioneer of Flight, Ellehammer foundation (EUR 35,000), and loans (another EUR 35,000). We are very excited that finally we will be able to concentrate our activities at Arnborg.

On October 5th 2013, the DaSK took part in celebrating VGC member Carl Kristiansen's 70th anniversary as a glider pilot. Carl is 86 years old and is still actively flying at Midsjællands Gliding Club at Slaglille, still holding his instructor's rating! It is because of Carl (who is a licensed inspector), that

the Grunau Baby IIb and a Mü-13E are still being kept airworthy and flown. On the day of his celebration party both television and newspaper journalists showed up. As a special surprise, friends from the DaSK had brought the Stamer-Lippisch Zögling and a bungee rope over to his home airfield. And what a show it was, when Carl for the first time in 70 years, found himself at the controls in a Zögling being bungee launched a few metres off the ground in front of his guests! Being a modest and generous person, Carl had asked that anyone who wanted to give a present, did so in cash. At the end of the day Carl re-donated the full amount to the DaSK foundation, to help cover expenses related to building the new hangar. Thank you Carl and once again congratulations!

We look forward to seeing you all in Denmark in 2014! Please visit our rally website for more information: www.vgc2014.dk

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Japan



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The Minimoa makes a demonstration flight at Hokkaido.

On July 21st 2013 an airshow called the 'Hokkaido Sky Sports Fair' was staged, with the Minimoa (JA2547) making a demonstration flight in front of 8,500 spectators. The pilot was Mr. Yoshinobu Nakanishi, who is a well-experienced glider pilot.

The Minimoa made a several fly-passes over the spectators who could see the beautiful skeleton of the glider through the fabric.

Another vintage glider, an MG-19, is also kept at Takikawa Sky Park, which is where the Minimoa is also kept. Some members who support the Minimoa preservation activities, gathered to help with the MG-19 restoration activity during this season. All of the control surfaces of MG-19 have been removed and are undergoing careful inspection. The fabric has also been removed, before new fabric is applied, then



Minimoa flying over the spectators. Note the beautiful wing structure.

doped and painted. The MG-19 is expected to fly next summer over Takikawa Sky Park, alongside the Minimoa.

Kirigamine, the Japanese Wasserkuppe.

In the Nagano Prefecture, there is a highland area named 'Kirigamine Kogen' (Kiri means 'Fog'; and Mine means "Highland" in Japanese), with the area having an elevation of 1600m.

The history of Kirigamine Kogen started in 1932 when a glider research group established a gliding flight center at there, which was headed by Dr. Sakihei Fujiwara. Dr. Fujiwara had visited Germany from 1920 to 1922 in order to research meteorology, and had visited the Wasserkuppe.

In 1933, the first glider hanger was constructed at Kirigamine, and 3 gliders were



The wing of MG-19 ready for covering with new fabric.



An interesting Japanese Intermediate glider, the 'Tobi-1' (JA0141) is kept in the roof of the Kirigamine hanger.

based there. At the time there were around 20 club members.

In August of 1933 Wolf Hirth visited Japan and flew over Kirigamine, commenting that this was indeed, the 'Japanese Wasserkuppe'!

Text: Yasuhiro Yama
Photos: Yasuhiro Yama

FROM AROUND THE WORLD

Lithuania



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Pyragius cup pilots and crew.



Benvenutas Ivanauskas checks out the beautifully restored Ka8 before its first post-restoration test-flight. Photo Martynas Lendraitis

This summer has been quite interesting for the Lithuanian VGC. In June we organised a Vintage Glider 'Regatta', in which four gliders participated, and was held at held in Aleksotas airfield, the oldest airfield in Lithuania, which was founded in 1915. Today it is officially known as the 'S. Darius and S. Girenas airfield'. Gliders had been flying above Kaunas city all day, displaying the beauty of vintage gliders and soaring itself.

In order to keep vintage gliding alive with younger pilots, Lithuanian VGC is concentrating on sport flying. For this reason we have launched the 'Jonas Pyragius Cup' competition. In this competition pilots must fly tasks up to 200 km. We hope that this competition will be a leap forward for young pilots in gaining more experience in competition flying, and also making vintage gliders more attractive for the younger generation.

On July 6th-13th, eight pilot's with six gliders participated in the competition, which was held at Pociunai airfield.

After five tasks, the winner was Vytautas Paulauskas, flying a SIE-3. During the competition the weather was pretty windy however, usually around 9m/s. Not only that, the cloud base was not very high, only 11,000m., maybe a little more.

This made the competition even more interesting and more challenging however, which was good training for beginners. The Lithuanian VGC hopes that many more people will participate in the 'Jonas Pyragius Cup' next year.

This July, Stasys Vrubliauskas, and his son Dainius, finished restoring a Ka8. The glider was brought from Sweden a couple of years ago, and was stored in a hangar whilst the ownership changed. Stasys and Dainius have made a wonderful job of the restoration and preparation for its first test flight, which was carried out by

Benvenutas Ivanauskas. After a successful test flight, Ben then flew in the Jonas Pyragius Cup, and achieved 4th place!

You may remember that in the Spring issue of VGC News, I wrote that we are planning to build T-1 and were looking for Zögling primary plans. We have since come into contact with the Hungarian VGC, and have got in touch with Laszlo Revy.

With the help of representatives of the Hungarian Goldtimer Foundation, and Zoltan Sajtos, we managed to obtain a full set of construction plans for the RRG Zögling. The Lithuanian VGC club would like to thank Laszlo Revy for all his help in obtaining the drawings.

Text: Martynas Lendraitis
Photos: Martynas Lendraitis

Norway



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This summer has seen basically two vintage gliders flying here in Norway, the Slingsby T31 'Top Less' and a 1963 Ka8b. During the summer Top Less has been flown regularly, with around 75 starts, and clocking up a total of 20 plus hours. We have used Top Less for introduction

flights into vintage gliding, in which the Slingsby has been a hit, especially among the juniors.

The Ka8 has also made a remarkably good impression on pilots, especially those who have never flown vintage gliders before. Many of the junior pilots were surprised about its performance, which resulted in some 60-70 starts for the Ka8 during the summer.

During late summer we allowed Top Less to move to another home in Lunde, where Egil Roland is now looking after her (Egil is also a class 2 instructor), so she is in good hands and being flown regularly.

Next summer we are looking forward

to an active season here in Norway with some 'new' old gliders! We hope to have the Grunau Baby, which I own, a SF.30 owned by Ståle Lien, not to mention the Mucha that I told you about in my last report (which now only needs new paint), all airworthy sometime next year.

We have also heard rumours of other old gliders being prepared for flying again here in Norway, however none of these rumours have been confirmed to date.

We also plan to go to Denmark with the Top Less next summer so we can meet up with all the other vintage glider pilots of the VGC!

Text: Espen Aarhus

FROM AROUND THE WORLD

Poland



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The Mucha 100 is back in the sky again! The proud students prepare the Mucha for it's first post-restoration flight.



Some of the TSSZS crew. Photo Grzegorz Kazuro.



Ready for the inaugural ceremony at the hallowed grounds of the Żar.



The Foka proves to be a popular hit with the large evening crowds!
Photo Janusz Hajczewski

*Hi Folks,
well for this issue it's a short report from me,
as we are still busy working on material for
the IS- 3 ABC, and IS- 4 Jastrzq̄b (Falcon) pro-
jects.*

The Mucha 100:

The never ending (renovation) story! This newly restored glider comes from a famous family of gliders, and is now looking like brand new!

The SZD 12A Mucha 100, registered as SP-1987, is based in Bielsko Biala, with this wonderful restoration being down to the thanks of a team students based there!

I have already mentioned this restoration in my Spring report of VGC News, but finally after two years from start to finish, this lovely glider took to the air again at the legendary mecca of gliding; the Żar Mountain.

There was quite an important ceremony to officially present the glider to the technical school in Bielsko-Biala, and in doing so, the event enjoyed an even greater sense of importance, as it involved two people directly linked to the history of the Mucha 100. Their names are Zbigniew Badura, an engineer who was one of the original designers of SZD 12A, and Julian Bojanowski, a test-pilot at SZD who conducted many test-flights on the SZD 12 prototype back in the 1950's.

Now closer to home!

Talking about our home town, our Torun Vintage Sailplane Supporters Association (TSSZS), recently for the first time, took part in the annual event of the Institute of Aviation in Warsaw.

First let me explain. The Institute of Aviation, also known as the Warsaw Institute of Aviation (Polish Institute of Aviation), is a research and development center that was established in 1926. Located in Warsaw, this is a very famous place that is closely linked with Polish aviation development and history.

The evening was organised in order to popularise aviation. We presented ourselves as a VGC-type association, and talked about our activities in relation to the operation and restoring of older gliders. Our main focus was on the presentation of our current main project, the SZD 8 Jaskółka (for more information, please see my previous VGC News report, or visit our website: www.pws101.pl).

Our stand was situated under an open marquee, with our presentation being sup-



Grzegorz Kazuro explains the intricacies of the Foka to the next generation. Photo Janusz Hajczewski.

ported by our Foka 5 that we had brought with us from Toruń.

We made a lot of good contacts, and had many interesting conversations, which I hope will lead to many new SZD 8 Jaskółka project supporters!

As you can see from the pictures, which will give you a sense of the size and atmosphere of the event, just how successful the event was to us.

Text: Grzegorz Kazuro
Photos: Janusz Hajczewski,
Grzegorz Kazuro

FROM AROUND THE WORLD



Ready for launching to the sound of the "Alphorn". Photo Werner Rüegg



Farewell! Photo Karin Lehmann

Switzerland



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Flying from the Rigi Mountain

Members of the Swiss Oldtimer Community (OSV) met in September for their traditional bungee meeting, this time on the Rigi mountain.

The Rigi, situated in the center of our country, is since old times, one of the best known Swiss mountains. No wonder the views around into the fantastic panorama of the Alps, and further down onto the blue shimmering surrounding lakes is tremendous! Queen Victoria of England, visiting the Rigi in 1868, noted in her diary: 'We are amused'.

To open up this marvel with a track-railway was obvious. So, in May 1871, the very first mountain rack-railway in Europe was inaugurated here (with steam of course!).

In 1931, 32 and again in 1935, adventurous gliding camps took place on the Rigi. After World War 2, regular bungee launching from the mountain was performed, with the 'troublesome' flying stopping for good after 1960.

We wanted to re-enact those pioneering times this autumn. The idea was well supported by the Rigi-Railways by bringing up our gliders for free from Vitznau at Lake Lucerne, to our launching site at 1,800m. a.s.l. on top of the mountain.

With nice weather, on Saturday 14th September 2013, we performed nine flights with eight gliders. To the great enthusiasm of the international crowd of spectators, who eagerly applauded our dare-devil looking starts, rejoiced in the majestic of the departing gliders as they disappeared towards the direction of lake Lauerz. There, some 1,300m. below the starting point, a temporary landing area was laid out.

The expenditure for this event was enormous, but we were richly rewarded by the delighted public, and the deeply emotional experience of being allowed to fly from this extraordinary mountain.

Text: Werner Rüegg

Translation: Hans Peter

Photos: Werner Rüegg, Karin Lehmann



Rigi-Railways, bringing a glider to the top of the mountain. Photo Werner Rüegg



Final transport to the launching site. Photo Karin Lehmann

UK



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Well there is not a lot of news that I have heard about that has been going on here in the UK of late. Probably the most significant news was the arrival of the Manuel Hawk which is now with the Gliding Heritage collection. Whilst still on the subject of the Heritage Gliding Centre, another snippet of news for British readers is that there is to be a VGC and Her-

itage Centre presentation at next year's BGA Conference. So if you were intending to go, you can catch the presentation on the morning of the 1st of March. We again lost another of our WW2 era gliders this summer. You may recall that I told you in issue 137 of the 1943 Schwarzwald Segelflugzeugbau Mu13D3, BGA 1937. Appropriately in many ways, this

FROM AROUND THE WORLD

historic glider has been sold back to Germany, and has now found a good home in the hands of Rainer Kracht.

Talking about losses, I was recently informed that Tony Smallwood had passed away in Thailand. Some of our older British readers may remember Tony from his earlier days when he owned the blue Gull 1 that recently went to America. Tony had made a bit of a name for himself, as he was often a regular entrant with the then 'ancient' Gull in Competition Enterprise in the late 1970's, and must have carried a hefty handicap indeed! Naturally it goes without saying that we extend our condolences to any of Tony's surviving family.

And finally because I am so low on news, a short update on our Buckminster Vintage group's EoN Baby project. After stripping the wings earlier this summer, we have discovered that in many of the areas of the smaller parts, they are showing early signs of glue failure. Repairs for this, along with the fabrication of some new trailing edges for the wings are now



A case of vertigo? The ever-dependable Lasham crew affix the Manuel Hawk to its permanent display position! Photo Paul Haliday

underway, with new trailing edge rib caps and trailing edges now installed. Unfortunately with the arrival of the cold weather, all gluing exercises for the winter have come a halt however, but it is hoped that the majority of the remaining work can be carried out early next year once the temperatures slowly begin to creep up again!

Oh yes, before I sign off, one last plea folks, please tell us about your news and restorations! All of us correspondents



Buckminster Vintage Group EoN Baby (BGA 629) gets new trailing edges. Photo Bruce Stephenson

here on the VGC News team rely on YOU to keep us informed of what you are up to in order to compile our reports. So if we don't know, we can't report it. So please help us, and pass on all your news to your local correspondents. If you don't have one, then contact me, the editor, and we will be delighted to include your news too!

Happy Landings all...

Text: Bruce Stephenson



Inside the new Heritage Hanger, a true Aladin's cave of goodies! Photo Paul Haliday

The Gliding Heritage Centre Is Open!

As many will by now no doubt be aware, the Gliding Heritage Centre was officially opened at this year's International Rally at Lasham on 4th August in front of crowd of over 200 people from our many different gliding nations. This, the first stage in this project, is a hangar dedicated to memory of our much missed first President, Chris Wills, who died in 2011. Chris had left a sum of money in his will to help build a hangar for vintage gliders so that they could be flown more often rather than be-

ing left unseen in their trailers. The hangar was completed in six months through the hard work and dedication of members of the centre who worked in all weathers to level the site, construct the doors and finish the hangar in time for the opening.

At the ceremony, Justin Wills, Chris' brother, unveiled a board with the names of over 270 people who have generously made donations to date. These have not only been in monetary terms, but also a number of important vintage gliders have



Justin Wills unveils the list of names for all the donations to date. Photo Paul Haliday

FROM AROUND THE WORLD



The new Heritage Hanger. Photo Paul Haliday

already been donated or loaned to the centre. The hangar was then opened by the great grandsons of Samuel Cody (who died 100 years ago) who made the first successful British flight in a powered aircraft at nearby Farnborough in 1908. With the newly completed hangar as just the first step in this project however, the eventual aim is to establish a working heritage centre where members of the public, as well as glider pilots, can see vintage gliders in the air and on the ground, and

where they can learn about all aspect of gliding. Whilst many other gliding nations enjoy dedicated gliding museums, it has remained but a dream for many within this country. Now, at last, we are on the way to it becoming a reality. The next step will be to add a museum building which will be used for static displays and presentations. A national centre of this kind will not only help to preserve the UK heritage, but it will also raise the profile of gliding in general and will help

to introduce new people to the sport. More details of the Gliding Heritage Centre can be found on the web site at www.glidingheritage.org.uk. If you would like to support the project, why not make a donation? But if you would like to do more, why not join as a member and help shape our future!

Text: Tony Newbury
Photos: Paul Haliday

USA



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Loading the Schweizer 1-23H15. Photo Lee Cowie



The only glider to arrive at the Massey Air Museum was the newly purchased Schweizer 1-23H15. Photo Lee Cowie

Eastern VSA Regatta- Cancelled!

When you plan an event a year ahead of time, you cannot tell what the weather will be. Before leaving the mid-west for the regatta, tropical storm 'Karen' was making landfall on the Gulf coast and forecast to head east, but it arrived in Maryland at about the same time as we did! Eastern VSA Vice-President, Rusty Lowry, tried to contact everyone he expected to participate and cancel the event. Five days of rain came and Rusty asked for volunteers to help him retrieve a glider he had bought sight unseen. As the merry band drove north, the clouds got higher and finally sucker holes appeared. By the time we reached the field the Schweizer 1-23H15 was tied down with the sun was shining. The unusual thing was the field was also occupied by a heard of Ila-

mas and a burro [Donkey]. The ship was quickly disassembled and put onto the short-wing 1-23 trailer, and headed south into the overcast. When you can't fly, you might as well get another glider! Another bit of news is the immanent completion of Olympia ART here in Lawrenceville, Illinois. As many of you will know from my report in issue 137, ART has been undergoing repairs after being badly damaged in 2012. Master builder and repairer, Dave Schuur and Neal Pfeiffer, have done a great job in getting ART back in the air, and by the time you read this, it should be back in the skies once again!

Text: Lee Cowie
Photos: Lee Cowie



Master builder Dave Schuur (center) has ART almost ready to fly. Photo Lee Cowie



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Vincenzo Pedrielli

Model News

The beauty of dreams

Despite the tendency nowadays to buy ready to fly models, there are still some skilled modelers who still like to build scratch-built models, some of which are often copies of unique gliders. All this comes from historical re-

search in finally bringing a replica to life, faithfully replicating gliders that may still be airworthy, or may possibly only be seen in museums. These modelers, who often realise their dreams through their masterpieces, gather in local groups and organ-

ise rallies just like our own Vintage Glider Club. This takes place all around the world, and in these scale rallies, model gliders are towed by model power-planes, just as it does in a full sized vintage meet. During towing, as it is in flight, it is difficult to say if it's a model, or the real thing!

In this issue of VGC News, we describe some of these gatherings of vintage scale events, which were held this year in Germany, United Kingdom and in Italy. Every year these meetings attract more and more participants, promoting a greater number of scale models, which are always becoming more beautiful and realistic...

Christoph Zahn

German model report Faszination Segelflug

Bückerburg, 20.-22.09.2013



Segelflugzeug Wien mit Pilot Markus Frey aus der Schweiz



SG38 Modell mit Original Grunau Baby;
Foto Jörg Kukla



Christoph als Modell- und Original-Pilot



DFS Reiher Modell und Original; Foto Jörg Kukla

Seit 2001 findet fast jedes Jahr die „Faszination Segelflug“ in Bückerburg, organisiert vom dort ansässigen Luftsportverein, statt. Bernd Vogt, begeisterter Großmodellsegelflugzeugbauer und Modellpilot sowie Moderator der Veranstaltung schafft es immer wieder außergewöhnliche Modelle und Originalsegelflugzeuge zu dieser gemütlichen Veranstaltung nach Bückerburg zu bringen. Dieses Jahr war zum ersten Mal das größte Modellsegelflugzeug, die Austria Elefant, mit 15m Spannweite und dessen Piloten Markus Frey aus der Schweiz zu Gast. Dieses Modell ist aktuell im Guinness Buch der Rekorde als größtes Modellsegelflugzeug zu finden. Weiterhin haben Markus Frey und seine Fliegerkollegen aus der

Schweiz viele außergewöhnlich große und scale nachgebaute Modelle aus der Schweiz mitgebracht, welche die Gäste der Veranstaltung am Boden und in der Luft bewundern konnten.

Zum zweiten Mal waren auch zwei Original Habichte in Bückerburg vertreten. Der OSC-Habicht (blau) und der Habicht der Familie Zahn (rot) starteten sogar zu einem Synchronflug. Vielleicht schafft man es nächstes Jahr, alle drei aktuell flugfähigen Habichte gemeinsam in die Luft zu bekommen.

Auch die Modellflieger haben in den letzten Jahren anscheinend das tolle Flugbild und die Flugeigenschaften des Habicht erkannt, da es vor Ort den Anschein hatte, dass um Bückerburg ein regelrechtes

„Habichtnest“ seine Pforten geöffnet hat und den schönen Vögeln einen Ausflug zur Veranstaltung gewährte. Das größte Habichtmodell wurde von Bernd Vogt mit 6,13m und einem Maßstab von 1:2,2 präsentiert.

Ein weiterer Stargast war der DFS Reiher der Fliegergruppe in Achmer. Sein tolles Flugbild präsentierte Stefan Krahn dem Publikum sehr gekonnt.

Ebenso aus Achmer reisten einige Fliegerkollegen mit einem Grunau Baby an um den Zuschauern einen historischen Gummiseilstart vorzuführen.

Nun freuen sich alle schon wieder auf eine weitere „Faszination Segelflug“ in 2014 mit vielen historischen Attraktionen im Bereich Modell- und Originalsegelflug.

MODEL NEWS

Since 2001 'Fascination Gliding' has brought many modelers' together, and for the first time this year, saw the largest model glider to date, the 15 m. span Austria. This model can currently be found in the Guinness Book of Records as the world's largest model glider.

For the second time, two Habicht gliders were represented at Bückeberg; the first being the OSC Habicht, and the other belonging to the Zahn family. Recent years have seen a steady increase of this type being modeled, of which several Habicht models were present, giving the impression of a veritable 'Habicht' nest! The largest of these

models was represented by Bernd Vogt, and at a scale of 1:2.2, gave an impressive wingspan of 6.13m. Another special glider was an impressive model of the DFS Reiher at Achmer.

With 2014 just around the corner, we look forward to welcoming you all back to Fascination Gliding, with its many attractions and splendid models.



Austria Elefant startklar mit Markus Frey



Die wachsende ASW-15 Familie.
Foto Christoph Zahn



Austria Elefant im Landeanflug;
Foto Jörg Kukla



Guinness Buch Zertifikat von Markus Frey für das größte Segelflugmodell Austria Elefant

Nun noch einige Daten der spektakulärsten Segelflugmodelle welche an der Veranstaltung teilnahmen:

KU4 Austria Elefant

Erbauer:	Markus Frey (Schweiz)
Maßstab	1:2
Spannweite	15 m
Länge	4,5m
Höhe	1m
Gewicht	75 kg
Bauzeit	7 Monate

Wien

Erbauer:	Markus Frey (Schweiz)
Maßstab	1:2
Spannweite	9.55m
Länge	3.97m
Gewicht	36 kg
Bauzeit	6 Monate

BFW Messerschmitt M23c

Erbauer:	Markus Frey (Schweiz)
Maßstab	1:2
Spannweite	5.95m
Länge	3.60m
Gewicht	47 kg
Motor	Valach r5/420ccm
Bauzeit	3 Monate

DFS Habicht E

Erbauer:	Bernd Vogt
Maßstab:	1:2,5 & 1:2,2
Spannweite:	5,44m & 6,13m
Gewicht:	25kg & 35kg

Ka 8

Erbauer:	Bernd Vogt
Maßstab	1:2,3
Spannweite:	6,50m
Gewicht:	22kg

ASW 15b

Erbauer:	Fred Grebe
Maßstab	1:2,5 & 1:2
Spannweite	6,00m & 7,5m
Gewicht	23,8 kg



3x Habicht - 2x Modell; 1x Original;
Foto Christoph Zahn



Austria Elefant im F-Schlepp mit Me23;
Foto Markus Frey



Habicht-Familientreffen;
Foto Christoph Zahn



Takashi Shirasu proudly shows off his hard work.
Photo Yasuhiro Yama



Details of the propeller that neatly folds against the sides of the fuselage. Photo Yasuhiro Yama



The Moswey is launched from its take-off trolley.
Photo Yasuhiro Yama

Yasuhiro Yama

Model News from Japan

I am flying model radio controlled gliders at my club alongside one of my good friends, Mr. Takashi Shirasu, who is not only a professor of Tokyo International University, but also a very active Modeler and Fisherman. His interest is focused on big model vintage gliders. Recently he made a large Moswey-4 scale glider, which was made by an unknown manufacture in the Czech Republic. The fuselage is GRP, and wing is a molded structure. The real wing is a wooden structure with a fabric covered skin, which on

the model, is molded into the wing structure to simulate the fabric, right down to the stitching on the ribs! The cockpit is also composed of an instrument panel and seat, with a tow hook also installed in the nose (if you want to fly it as a pure glider, you only need to install servos). Takashi has modified his Moswey into an electric motor-glider version, but the total weight now exceeds the manufacturer's standard weight of 5kg., and now weighs 6.2kg. however, but he says he does not no-

tice the increased weight at all. It responds well to weak thermals, and also flies slowly and gracefully. Takashi is 100% satisfied with this glider, with no complaints! The specification of Moswey-4 is as follows.

Moswey-4

- (Electric motor version)
- Span: 3,900mm,
- Length: 1,693mm,
- Scale ratio: 1/3.75
- Wing Area: 102 dm²
- Weight: 6.2kg
- Motor: AXI 4130/16 Brushless
- Speed Controller: JETI ADVANCE 75 OPTO
- Prop: Aeronaut CAM 14X9
- Battery: Lipo 7cell 4,500mAh
- Servo: Aileron X 2
- Spoiler X 2
- Elevator X 2
- Rudder X 1

Text and Photos: Yasuhiro Yama

Vincenzo Pedrelli

Italian Model News

4th Scale Vintage Glider Meeting, Cremona Italy.

The Scale Vintage Glider Meeting, organised by the 'Gruppo Aeromodellistica Cremonese' (GAC) has reached this year, it's fourth anniversary. It is a great success, growing every year both in terms of pilots attending, and the number of models. Just to speak of numbers, on the 22nd of September, at the airfield of Annicco, near Cremona, there were 35

glider pilots, along with 7 tow-plane pilots present. There were 48 vintage scale sailplanes, all of which were flown safely until the late afternoon. Two more important figures; there were 13 club members to provide field support, and the BBQ team, who cooked several meters of sausages to feed the 74 people present at the event! I forgot to count the bottles of wine, but



The Moswey III of Giorgio Pattoni

I observed that the pilots were very cautious not to drink too much, and avoid inadvertently picking up someone else's radio control transmitter for his model! The GAC comprises over 30 members, with an average age of 45-50 years. Lead by Marco Pattoni, and Tullio Facchin, Tullio is the oldest member of the group at 86. The youngest member is Giorgio, Marco's

MODEL NEWS



1/5 scale SG38 built by Renato Tarter



1/3 Hütter 28 built by Roberto Rovida



1/2 scale Bowlus Super Albatross built by Carlo Simeoni



Carlo Zorzoli preparing his 1/5 scale Allievo Cantù of Vittorio Bonomi

son, who is only 12 years old. Everybody is super active and super enthusiastic! There was a great variety of sailplanes designed in many parts of the world by famous glider designers, such as Hans Jacob, Slingsby, Bowlus, Schweizer, Wolf Hirth, George Mueller and others. The great news of this year was the presence of scale models of Italian origin. The Orione of Techfuss in 1/4 scale, built by Pietro Castelvechio, was the most admired sailplane of the meeting. There was also a Borea in 1/5 scale, the last masterpiece of Techfuss (which never flew due to the war). From the Italian designer, Vittorio Bonomi, came the famous Allievo Cantù,

which in the 1930's, was adopted by almost all gliding schools in Italy. For the first time in a scale version, was a model of the Gheppio, designed by Gianfranco Rotondi, in the beginning of the fifties. To finish up this 'Italian gallery', was the CVV3 Arcore, built at the Politecnico of Milano, and designed by Ermenegildo Preti. In writing these last few lines I feel a sense of pride, as many of these scale vintage sailplanes have been built using some of my 3-D drawings, which have been taken from my recent book, 'Italian Vintage Sailplanes'. It seems that this book, the first of its kind, has awakened model builders to our nation's pride. Hopefully we will

continue to see other models of Italian design in the future, with some possibly even participating in our next scale vintage meeting!

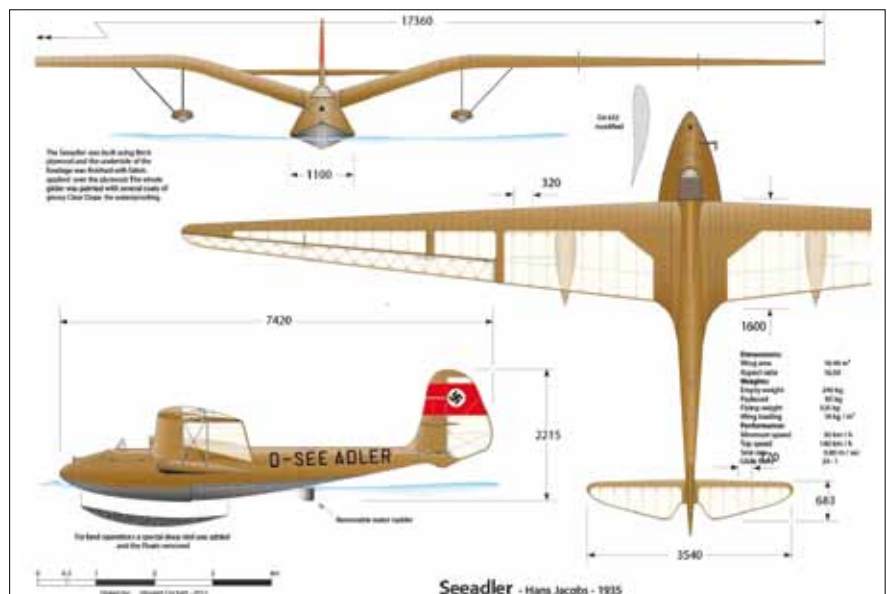
Text and Photos: Vincenzo Pedrielli



Chris Williams

UK Model News

The winter of 2012-13 may have been unduly cold and unrelenting, but it must have been conducive to much workshop activity judging by the number of new vintage glider models that appeared during the summer season. A few of them were in operation at the Ghost Squadron's last aerotow event at Middle Wallop early in October. Terry Holland has a love of varnished plywood, and his new Luf-



Vince Cockett's excellent drawing of the SeeAdler



Line up of motorgliders at the Middle Wallop event (Front to back: C-Falke, Moni, K14, T61E, K11, C-Falke)

tikus, recently maidenied at a previous aerotow at Thatcham, was once again rigged and ready to be flown by Terry's long-term test pilot, Dave Stokes. Since then Terry had designed and built the Der Alte Dessauer, one of any number of one-off sailplanes that came into being in the 1920's onwards. Known more commonly as the Dessauer, it was designed by Ludwig Hoffman, a gentleman who's name later became more associated with the manufacture of propellers. Terry's version is built to one-quarter scale and features the bare varnished woodwork and translucent covering typical of the period. He had chosen the well proven HQ35 series of airfoils, with an 18% thickness at the root, and unusually, the same thickness out at the tip (in case you were wondering, full-size wing sections don't always perform well at model sizes). The maiden flight was once again entrusted to Dave Stokes, himself no stranger to varnished plywood, and seemed to go without fuss, the Dessauer seemingly inheriting the long, floaty landing that is the signature of this particular wing section. Due, no doubt, to a lack of space in the boot of his car, the Dessauer was not on display at Middle Wallop, but yet another of his creations, the Wien, was putting on a fine display. It is worth mentioning that all three of these models were based on the drawings of Vince Cockett, webmaster of the comprehensive Scale Soaring UK website. (<http://www.scalesoaring.co.uk>) Vince is in the process of constructing a



The man himself: Terry Holland with his Dessauer

model of the SeeAdler, and you can download many of his drawings and much more from this excellent resource (one of his latest additions is a series of drawings depicting the two Petrels in their various incarnations since 1938). His flying boat won't be the first to take to the air, however, as Ian Davis has beaten him to it by a year with the advent of his Yacht 71, which he was once again campaigning at Middle Wallop. Models have trended towards the larger sizes for some time now, and there were quite a few biggies to see at this Ghost Squadron event. A quick summary shows: 2 near half scale Orliks, one near half-scale Slingsby Falcon, and one half scale Penrose Pegasus, plus one or two more modern glass designs. Andy Anderson had treated us to witness the construction process of his Horten 3F via the SSUK forum over the winter, and this event, although not a maiden, was the model's first aerotow. Launch was via a home made flat-pack ramp, which looked as though it would be equally at home with a V1 on top of it. The Horten went to perform beautifully, showing an unexpected ability to thermal really well, with some long flight times to prove it. A much better summer for us all this year then, with plenty of activity on the scale soaring front. The focus inevitably moves back to the workshop now, so who knows what we will see next year...?

Text and Photos: Chris Williams



Darren Maple's nr. half-scale Orlik at Middle Wallop



Terry Holland's Wien enjoys the calm conditions



Tony Haslehurst's nr. half scale Slingsby Falcon in action



Andy Anderson's Horten 3F in action

And finally some model news from Peter Ocker

Some of you may have seen the Castel 25S that Jürgen Dreyer had restored with so much love at our rally at Pociunai last year. Now Jürgen has informed us that he and friends have created an opportunity for everybody to build your own Castel 25S, in less than 3 nights! You don't believe me? Then why not read on, and what's more, it's all for free!

Firstly you will need some thick paper. Your workshop tools are a knife, scissors, a flat piece of wood and some paper glue. Further workshop installations are: table, light, and a radio (essential for background music). All engineering has been already done by Jürgen, as is the registration markings for your future new glider; and the best news, you can even fly it without medical! Interested? Simply type in the following address in your web address box, and have fun!



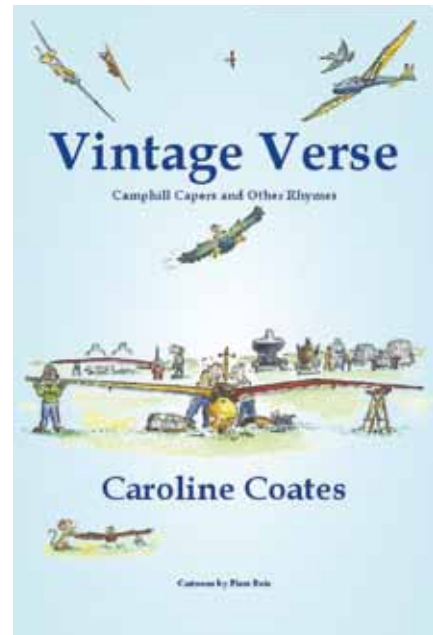
<http://saba-modellbau.jimdo.com/modelle/castel-c-25-s-lockstedter/>

THE BOOK NOOK

Bruce Stephenson

Vintage Verse

Camphill Capers and Other Rhymes
By Caroline Coates.
Illustrated by Piers Bois.



Exclusively available from the
Gliding Heritage Center.
Priced only £5.
www.glidingheritage.org.uk/donate



If you like the written word, and have a love for Vintage gliding, *Vintage Verse* has to be a 'must have!' Probably the first poetry book dedicated to Vintage Gliding, this little gem is not only written with a deep understanding for our very own club, but the demands of our sport are also fully understood, which is borne out in the delightfully constructed poems and illustrations.

Wonderfully illustrated by the artist Piers Bois, his love for our sport, and the understanding of the subject shine through in his relaxed and humorous style, and so perfectly compliments Caroline's own jaunty style, which together, fits as naturally as a hand in a well-tailored glove.

If one had to make any constructive criticism however, the only comment that I

can come up with is that the poems are tailored to appeal to specific individuals and supporters of a few UK events. But having said this, many of the characters are well-known VGC members, and popular characters within the British Vintage gliding community. It is hardly surprising that the booklet focusses on relatively specific events and people however, for this book is very much the result and enthusiasm of one individual and her unique take on her gliding life, and indeed, this book has blossomed from a previously untapped love of the written word. From within this 'first' collective work, we can detect a subtle maturing of her work, as Caroline gained more confidence to explore her creative self, with so many of her poems bringing joy to her then, small audiences.

I for one sincerely hope that Caroline takes her work further, for she demonstrates a rare skill in being able to connect with the reader, and make us laugh all at the same time. In her unassuming and unique way, Caroline to me is very much akin to the well-known English poet, and author, Pam Ayres.

In this, Caroline's first publication, along with Piers' undoubted skill, both author and artist have generously donated their work to the Heritage Gliding Centre, who now have the sales rights to this first edition. So get your copy now before stock finally runs out, and in doing so, donate to a worthy cause that is close to all VGC members' hearts. Why not order your copy today through the GHC website at the bargain price of just £5!

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Book Nook footnote

We are looking for volunteers to write book reviews in our regular section, the **Book Nook**. So if you speak English or German, and this is something that you think you would like to do, we would love to hear from you.

POETS CORNER

Au Revoir

*An extremely windy morning,
Camphill, Monday June 24th 2013, will go down
in the vintage annals as a dark, dark time.*

With heavy heart and tear-filled eyes,
I must report the sad demise,
After getting in a fight
And losing out to Nature's might,
With many years of service proud
To a grateful Vintage crowd,
Of something so revered by all,
A minute's silence was the call
At briefing on the following day
So everyone respects could pay,
Remembering the thing so loved,
Before remains were gently shoved
Into the nearest rubbish bin
And farewell bid to the Palace of Gin...



Caroline Coates 2013



*The perfect stocking filler for this
Christmas...*


Asiago 1924

A new book by Vincenzo Pertierra charting the daily chronicles of Italy's first International Gliding Meeting at Asiago in 1924. Beautifully illustrated with over 90 rare photos and drawings from Vincent Cockett and, watercolours by Werner Meyer. It comes with text in Italian, German and English, featuring extracts from many sources, such as 'La Gazzetta dello Sport' and the famous German sailplane pilots, Arthur Martens and Fritz Papenmeyer; this forgotten part of gliding history has finally been brought back to life!

Available now in large hard-back form, you can order your copy for only €35 through Equip Werbung & Verlag GmbH, or by visiting their website: www.equip.de

The Vintage Glider Club
– a celebration of 40 years
preserving and flying
historic gliders 1973 - 2013

The perfect Christmas present for that Vintage aficionado! Filled with hundreds of exquisite Vintage Glider's, and jam-packed with even more stunning photos, this has to be 'the must have' publication for all gliding fans. Get your copy today by contacting VGC Sales!
sales@vintagegliderclub.org
www.vgc-yearbook.com




Unerwartet für uns alle ist

Armin Ewert

**nach kurzer Krankheit am 1. November 2013
im Alter von 74 Jahren gestorben.**

Armin war sein ganzes Leben lang leidenschaftlicher Flieger. Er begann seine Pilotenlaufbahn 1954 als Segelflieger in Achmer. Nach seinem Abitur wurde er als Berufssoldat Pilot bei der Bundeswehr.

Als Aufklärungspilot flog er in verschiedenen Geschwadern unter anderem die G91, Alpha Jet, Starfighter und Phantom. Der F104 (Starfighter) war jedoch das Flugzeug, das er außerordentlich gerne flog und das er allen anderen Flugzeugen vorzog. Hierzu bekam er als Testpilot bei der WTD 61 in Manching ausreichend Gelegenheit und mit über 3000 Stunden auf dem Starfighter hatte er die meisten Flugstunden aller Bundeswehrpiloten auf diesem Flugzeugtyp. Es war für ihn eine große Ehre, dass er am 22. Mai 1991 in Manching bei der Verabschiedung dieses auch nicht immer unumstrittenen Flugzeuges den letzten Flug auf dem Starfighter machen durfte.

Es war ihm vergönnt, bis zu seinem Ausscheiden mit 65 Jahren aus der Bundeswehr als Jetpilot fliegerisch aktiv zu bleiben.

Nach seinem Ausscheiden aus der Bundeswehr erwarb er den zivilen Berufspilotenschein und flog auf dem Learjet bis zu seinem 70. Lebensjahr.

Armin hat seine Segelflugglizenz ohne Unterbrechung erhalten; seit 2007 war er mit der Foka 4 Teilnehmer bei allen Jahrestreffen des Vintage Glider Club und Teilnehmer bei den jährlichen Grunau-Babytreffen.

Wir werden uns gerne an seine freundliche Art, die von hoher Sachkompetenz geprägt war, erinnern und ihn nicht vergessen.



We are saddened to announce the unexpected death of Armin Ewert after a short illness on November 1st 2013, at the age of 74 years. Throughout Armin's life he was an ardent pilot, beginning his gliding career in 1954 at Achmer, before taking up his Airforce career, flying the legendary F104 (Starfighter).

Since 2007 Armin was a regular participant at our VGC meetings in his Foka 4, and was a frequent participant in the Annual Grunau Baby Meetings.

We all here at the VGC wish to extend our condolences to Armin's family, who will be sorely missed at our Rallies.

A call to all VGC Readers from your editor!

If you have ever attended a VGC International Rally, you will be reminded that we in the VGC are one big family, one that is close knit where people matter. Sadly, like the sands of time, some of our older founding members are now passing away, yet many of these people have supported our cause for many years, and their passing is often leaves a big-

ger impact than immediate family and friends may realise. Not only that, VGC News forms a vital part in keeping extended friends informed, and of late we are finding that we are simply not hearing of some of our friends departing our midst, thus leaving extended friends with a feeling of a deeper sense of loss. So as a reminder, if you have a close

friend or family member that is also a VGC member that has recently passed away, please keep our extended VGC family in mind, and let either the editor or your correspondent know, and we will make sure that all our VGC friends know. After all, we owe a duty in marking the passing of our cherished VGC friends...

Slingsby T21B

BGA 2720

Due to recent Cypriot Air Authorities Airspace Rules, the old Crusaders Gliding Club has had to cease operations, so the Cyprus Gliding Group is having to sell its immaculate T21B. Manufactured in 1955, the glider underwent a major restoration in 2012, and has a total flying time of 2,727 hours (3,462 launches).

It comes with a current CofA (valid until March 2014), and is currently located in Cyprus (price includes shipping to Europe). **Best offer around £6,500**

For more details, please contact: Greg Marshall. Tel: 003579931282. Email: vgmarshall@hotmail.com



1954 Doppelraab V glider

Renovated in 2006



Airworthy and equipped with all equipment/instruments/JAXIDA Covers etc. It is also being sold with a aluminum Schoeifeld trailer that fits lots of gliders (may sell separately). This unique trailer will double up as a camper, and is fitted with windows and a small kitchen!

L 26'3" (8,000) x W55" (1,397) x H 88 1/2" (2,248)-70 1/2" (1,790)

Price for both trailer and glider Euro 7,500. (Glider only Euro 3,500.)

For more details contact Marijke Waalkens: madw@kpnmail.nl
Tel: 00(31)611342797

L-Spatz III

Built in 1967, this is the last L-Spatz built from a total of 30. Airworthy in good condition, ARC valid to 30.06.2014. Standard instruments and Dittel radio FSG 40.

Trailer (similar Pfeifer-System).

The glider is located 50km from Nuremberg, Germany.

Price: Glider, Trailer, parachute and some associated equipment: **€ 4,200,-**

For more pictures and information, please contact Thomas Haecker: tu.haecker@t-online.de



M200 Foehn

Registered in Belgium and is a nice 2-seater glider. Side-by-side arrangement, and is in good condition. Comes with a good trailer. **Price 3,500 euros.**

Contact Firmin Henrard.
Tel: (evening) 0032-83-612194
Email: henrard.firmin@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 indeed you may want to locate, why not advertise here? After all it is your magazine!

Please contact the editor.

SALES



Clothing with embroidered VGC Badge	Price Pounds	Post UK Pounds	Post Europe Pounds
Polar Fleece	27.00	6.00	8.00
Bodywarmer	17.50	4.00	5.00
cardigan	18.50	4.00	5.00
Sweatshirt	15.50	4.00	5.00
Polo shirt	15.00	4.00	5.00
Tee shirt	9.00	3.00	4.00
Tee shirt (white with printed) VGC Badge	6.00	3.00	4.00

Available in child **S, M, L, XL, and XXL**, packing and postage not included.

VGC stickers for your trailer and car	Price Pounds	Post UK Pounds	Post Europe Pounds
Front glued for windscreens 80 mm diameter	1.60	0.80	1.00
Rear glued, silver background, 80 mm diameter	1.50	0.80	1.00
Rear glued, silver background, 250 mm diameter	4.50	1.50	2.00
Rear glued, silver background, 390 mm diameter	6.20	2.00	3.00

Books	Price Pounds	Post UK Pounds	Post Europe Pounds
Sailplanes 1920 - 1945, Martin Simons	still at 35.00	7.00	11.00
Sailplanes 1945 - 1965, Martin Simons	35.00	7.00	11.00
Sailplanes 1965 - 2000, Martin Simons	35.00	7.00	11.00
Sailplanes 1965 - 2000, Martin Simons	35.00	7.00	11.00
A Glider Pilot Bold, Wally Kahn	11.00	2.50	5.00
The Vintage Glider Club – a celebration of 40 years preserving and flying historic gliders 1973 - 2013	46.00	7.00	11.00

For sales and details contact: sales@vintagegliderclub.org

Note:

When ordering an item postage should be included. However if a second item is purchased at the same time, it may be possible to avoid additional postage charges. Please contact David Weekes for an exact price. Payment in Euro welcome. Payment by cash, cheques to VGC or via the VGC website 'donate' facility.

