

VGC News

No. 142 - Winter 2014



VGC International Rally
Arnborg 2014



The British Eagle
Raul Blacksten unravels a very British tale



Influence of Küpper and Kronfeld on British Gliding
Bernd Diekmann and Manfred Krieg
reveals the roots of some British history



and much, much more...



PIN BOARD



Amy Johnson, England's most famous aviatrix, flew even the most humble of aircraft!
Photo via Robert Maxfield



The VGC welcomes the following new members :

5451	Sven Holzberg	Germany
5452	Patrick Martin	Switzerland
5453	Michael Trachsel	Switzerland
5454	John Healy	UK
5455	Daniel Thorogood	UK
5456	Per Staugaard	Netherlands
5457	Rob Brimfield	UK
5458	Eberhard Strauss	Germany
5459	Thomas Fregin	Germany
5460	Michael Conze	Germany
5461	Jan Visser	Netherlands
5462	Jörg Klingebiel	Germany
5463	Rainer Schardt	Germany
5464	Nils Hansen	Germany
5465	Constanze Bruns	Germany
5466	Mogens Hansen	Denmark
5467	Jorgen Thomsen	Denmark
5468	Brian Liddiard	UK
5469	Peter Goldstraw	UK
5470	Antti Jouppi	Finland
5471	Gary Moore	UK
5472	Daniel Rihn	USA
5473	Keith Larsen	USA
5474	Thomas van der Heijden	Netherlands
5475	Brian Layt	UK



Ben Zahn narrowly escapes the clutches of David Weekes, who was sizing up Ben to replace Shaun the Sheep as a new mascot for Daisy!
Photo Britt Zahn



Jakob Zimmer looking relaxed as dad's new back seat driver! Make sure you correct those unbalanced turns of dad's Jakob!
Photo Patrick Zimmer



Ian Forster (L) and Arno Zimmer (R) discuss who is the Captain and who is the Co-pilot!
Photo: Andrea Forster

Preflight checklist! The lovely 8 year old Alma prepares for her pre-flight eventualities.
Photo Patrick Zimmer

How could anyone mess with this 5 year old? Hugo Zimmer gets down to the serious business of committing to aviation!

Photo: Patrick Zimmer

Meanwhile, Gustav opts for the back seat of a more sporting version!

Photo Patrick Zimmer



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



<http://www.vintagegliderclub.org>

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

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Ulf Kern looking as cool as ever in the Hol's der Teufel

Photo: Ole Steen Hansen

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Photo: Elia Passerini



find us here

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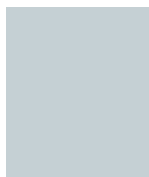
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Nick Newton - VGC President



From the President's Corner



It was with great excitement and enormous relief to hear today the very good news that next years 43rd VGC International Rally will take place as previously arranged in Terlet, the Dutch National Gliding Centre, following the Rendezvous meeting in Venlo! A statement and full details about the meeting will be found elsewhere in this edition of VGC News.

For some members this will be a source of puzzlement as to why there has been any problem, and what the 'fuss' is all about. Behind this headline announcement is a fundamental issue that has raised its head and which threatens the very existence of the VGC as we know it today. Furthermore it has wide implications for aviation generally throughout Europe.

As anyone who has ever been to one of our International Rallies will know, these are big events which take an enormous amount of organisation. Meetings are planned well in advance and we have, at present, the venues and dates on the VGC website for meetings up to and including 2017. These meetings, as we have been reminded so recently with the very successful Rally held for the first time in Denmark at the Danish National Gliding Centre at Arnborg, require substantial time for their preparation.

In Denmark for example, the committee responsible for organising the meeting was spearheaded by 12 rally organisers who were assisted by over 70 members of the Danish Gliding community who had been mobilised to help run the meeting. At the meeting there were 190 participating pilots with 105 vintage gliders. There were 152 camping permits issued for campers around the airfield. On the busiest day of the Rally, Friday August 8th, there were 158 Winch launches, 78 Aerotows, 7 Cross country flights and three landouts! This was a record amount of Activity at the Arnborg Gliding Centre! At the Danish National evening, over 400 people sat down in an enormous tent for a warm meal! And the bare statistics tell only a small part of the story!

So it was with extreme dismay that we heard rumours during the Arnborg Rally that next year's rally at Terlet, in the Netherlands, would possibly have to be cancelled at short notice. The reason for this was the sudden announcement that only Annex II aircraft actually registered in the Netherlands would in future be allowed to fly in that country. The edict would apply to all aircraft, not just

gliders! This rumour promised to be disastrous, not only for the forthcoming International Rally at Terlet, but for all aircraft on the EASA Annex II Register flying there or visiting, but not specifically registered in the Netherlands.

This inappropriate ruling, which surely runs counter to the spirit of current ICAO legislation, could set a precedent for other countries in Europe. Potentially this could restrict the use of Annex II aircraft in Europe to flying only within the airspace of the country in which they were registered. It is this scenario that is of such concern to us all.

Fortunately Neelco Osinga, Vice President of the VGC, together with our Chairman, Jan Forster, immediately set about reacting to this alarming rumour, which might not only have affected our forthcoming meeting in Terlet, but quite possibly our other VGC Rallies in years to come. Initially, believing that one should immediately 'go right to the top' in such situations, a letter was drafted for Jan (at the suggestion of our new Vice president, Andrew Jarvis from the UK), to send to King Willem-Alexander of the Netherlands! It was signed by as many of the members present at Arnborg as could be reached before they left at the end of the Rally. This letter directly appealed to the King to use his influence to bring the matter to the attention of the current legislators in the Netherlands.

The hard work took place at a meeting held yesterday when Jan, also in his role of Chairman of the Gliding department of the Royal Dutch Aero Club (KNVvL), negotiated, with the support of the Chairman and Director of the KNVvL, as well as the Chairman of the Dutch Federation for Historical Aviation, amongst other high ranking officers in the Dutch Aviation world, with the Dutch CAA and Ministry of Transport to resolve the situation.

We are delighted to learn that the meeting was successful and that the Rendezvous Rally in Venlo and 43rd International Rally in Terlet (where the VGC previously enjoyed very successful Rallies both in 1984 and 1992), will now definitely go ahead as originally planned for 2015. We are particularly grateful to Neelco and Jan for all their hard work, and to all the members who gave their support and signed our letter instigated by Andrew to the King! We are also very grateful to Antti Jouppi and his friends Add comma from Finland, who offered to bring forward their Rallies being organised in Oripää (Rendezvous) and Räyskälä (44th International Rally), which we are now looking forward to attend in 2016 as originally planned.

May I take this opportunity to wish all our members a very Happy Christmas and safe and enjoyable flying in the New Year, when we hope as many as possible will come together at our two Dutch Rallies after all!

Nick Newton
President

Jan Forster - VGC Chairman

Chairman address



To fly, or not to fly; that is the question?

We never will know why it took so long before Denmark invited us for an International Rally, because everything was perfect; the airfield, the organisation, the weather, campsite, entertainment in the



BOARD NEWS

evening, the surroundings and in the company of friends, who could ask for more? Well done and I am sure now that you have got the taste of it, we will meet again in Denmark in some future years; anyway you can't stop us from coming!

The Dutch VGC, 'Vereniging Historische Zweefvliegtuigen' (VHZ), who are responsible for the 2015 Rally at Terlet, have for over a year now, been working hard to organise another fantastic Rally right here in the Netherlands, our 3rd International VGC Rally to date. VGC Vice President, Neelco Osinga, is the Rally director and is working in close contact to VHZ Chairman Astrid van Lieshout. The organisation is going well and more and more people are becoming involved.

Then just one week before the Rally in Denmark, we got a letter from the IL&T, the Dutch CAA, that they had made a decision that it is no longer permissible to fly Annex II-glanders which are not on the Dutch register in Dutch Airspace after the 1st of January 2015. This was a shock, because we have never had any problems, no accidents or serious incidents, and we are currently working in close harmony with the IL&T.

By this, the Dutch authorities and only the Dutch alone, have effectively broken the agreement made in Europe that all countries will recognise and accept each other's CofA's, which was the second shock to us here in the Netherlands.

This then means that Dutch owners of gliders registered in the UK, or for example Germany, that from this date on, we cannot fly our foreign registered gliders in the Netherlands, but can still can fly them in the rest of Europe! This is ridiculous. That then meant that we would have been unable to hold our 43rd International Rally in the Netherlands, and that is very bad news!

Wir werden wohl niemals erfahren, warum es so lange dauerte, bis Dänemark uns zu einer Internationalen Rallye einlud. Alles war doch perfekt: das Gelände, die Organisation, das Wetter, der Campingplatz, die Abende, das Zusammensein mit Freunden – was will man mehr?

Der niederländische VGC, "Vereniging Historische Zweefvliegtuigen" (VHZ), welcher für die Rallye 2015 in Terlet zuständig ist, arbeitet seit über einem Jahr hart an der Organisation, um erneut eine fantastische Rallye zu haben; zum dritten Mal in den Niederlanden. VGC Vizepräsident Neelco Osinga, der Rallye Direktor arbeitet Hand in Hand mit Astrid van Lieshout, Vorstand VHZ. Das Team rund um die zwei wird größer und größer.

Aber dann – nur eine Woche vor der Rallye in Dänemark – erreicht uns die Nachricht von IL&T, das niederländische Bundesluftfahrtamt, dass in den Niederlanden keine ausländisch registrierten Annex-2-Flugzeuge mehr fliegen dürfen, und zwar ab Januar 2015. Dies war ein Schock! Es hat bisher kein Unglück oder einen ernstzunehmenden Unfall gegeben und wir arbeiteten sehr eng und harmonisch mit dem IL&T zusammen.

Dadurch haben die niederländischen Behörden, und nur die niederländischen, die EU-Vereinbarung gebrochen, dass wir gegenseitig unsere S-CofA's akzeptieren. Ein weiterer Schock für uns. D. h., dass niederländische Flugzeugeigentümer, die ein in UK oder Deutschland registriertes Flugzeug haben, dies nicht mehr in den Niederlanden fliegen dürfen, wohl aber im Rest von Europa! Das ist absurd. Gleichzeitig bedeutet das, dass wir unsere 43. VGC Rallye nicht in den Niederlanden abhalten können. Das sind sehr schlechte Nachrichten!

Während der dänischen Rallye hat unser englischer Vizepräsident Andrew Jarvis einen Brief an den Niederländischen König Willem Alexander geschrieben, der von 241 Mitgliedern, also

During the Denmark Rally, our new Vice President from the UK, Andrew Jarvis, wrote a letter to the Dutch King Alexander, which was signed by 241 people, that means most of the Rally participants. A copy of the letter was also sent to the Prime Minister and the Minister of transport. This meant for the first time since the VGC was established, no VGC International Rally could be held here! Shame on the Dutch government, and shame on the IL&T. Happily the Finns, who are organising the VGC International Rally for 2016, had offered to hold the 2015 International. Then on the 24th of October, we had a meeting with top managers of the Ministry of transport and the Dutch CAA. It was a meeting of historical short notice that demonstrated the urgency.

The meeting was successful and after consulting the responsible organisers, Neelco Osinga, Vice President of the VGC, Astrid van Lieshout, Chairman of the VHZ and Frits Urselmann, responsible for the Rendezvous, we made the decision to go on with the Rendezvous at Venlo and the International Rally at Terlet! Thanks to the KNNvL (the Dutch Royal Aero club), represented by their President Frits Brink and Director Ronald Termaat, and the NFHL (Nationale Federatie Historische Luchtvaart), represented by their Chairman, Christiaan Soeteman, who supported us so well.

And be sure the letter to a King was the main part of the success! We are still not there yet however! Despite gaining dispensation to fly our Annex II gliders during the 2015 Rallies, we still have the obstacle of non-Dutch registered Annex II gliders and aircraft to be settled, and still needs to be resolved by the government. For more updates, keep an eye on the VGC web-site.

fast allen Rallye-Teilnehmern unterzeichnet wurde. Eine Kopie dieses Briefes wurde ebenfalls an den Premierminister und den Verkehrsminister geschickt. Zum ersten Mal in der Geschichte des VGC kann eine Internationale Rallye nicht stattfinden, zur Schande der niederländischen Regierung und des IL&T.

Dankenswerterweise hatten sich die Finnen bereit erklärt, Ihre Rallye aus 2016 vorzuziehen in das Jahr 2015, für den Fall, dass die Rallye nicht in Terlet stattfinden könne.

Dies ist nun nicht mehr notwendig, denn am 24. Oktober hatten wir ein Gespräch mit den Verantwortlichen des Verkehrsministeriums und des Luftfahrtamtes. Dass das Treffen so schnell zustande kam, zeigt die Dringlichkeit der Sache.

Die Gespräche waren erfolgreich und nach Rücksprache mit dem Rallye-Organisator Neelco Osinga, VGC Vizepräsident, der Vorsitzenden des VHZ, Astrid van Lieshout, sowie Frits Urselmann, der für das Rendezvous verantwortlich ist, haben wir beschlossen, dass Rendezvous und Rallye im kommenden Jahr in Venlo bzw. Terlet stattfinden.

Unser Dank geht an den Niederländischen Aero Club mit seinem Vorsitzenden Frits Brink und seinem Direktor Ronald Termaat sowie die NFHL (Nationale Federatie Historische Luchtvaart) mit ihrem Vorsitzenden Christian Souteman, die uns unterstützt haben.

Und seid Euch sicher, der Brief an den König war der ausschlaggebende Punkt.

Wir sind noch nicht am Ende, auch das Verbot für ausländisch registrierte Annex-2-Flugzeuge muss noch von der Regierung gekippt werden.

Für weitere Neuigkeiten schaut bitte regelmäßig auf unsere Homepage.

Jan Forster

Bruce Stephenson - Editor

Editor's Comment



Hello VGC News Readers!

Well it's the last edition for 2014, and what a year its been! Looking back over the last 12 months, it is amazing to see some of your achievements. It is always especially interesting keeping up to speed with activities of groups all over the world, with the Croatian VGC Group

being particularly active on a whole new level! For a group that has been going for little more than three years, they certainly set themselves high ambitions, and have already begun to achieve some of their aims with the high profile public launch of their first book. Well done Marko and fellow members, we look forward to hearing more of your future projects progress.

With another year now all but over, it is perhaps a good time to reflect upon both the past and the future. With many of our first generation VGC members now hanging up their flying goggles and in many more cases, sadly departed, the VGC like all things, is slowly changing too. With this sombre thought, one point that is of increasing significance, is what is now vintage and indeed, what is classic?

Holding that thought just for moment, here's something to consider dear reader; when Chris and friends founded the VGC in 1973, a 1935 Rhönbussard was less than 40 years old, and right from day one was considered 'vintage'. Today, even a relative latecomer to the gliding scene, the classic Nimbus, will soon be fast approaching its 50th Anniversary, yet is still largely ignored by the VGC. Not only that, to some degree much of the early glass history has not been given much coverage in

VGC News, yet more and more material is now beginning to be sent in.

It is worth reflecting that in early days of glass, glass fibre gliders operated on a short-life basis, as information on the durability of glass construction was little known at the time. Time however, has proven its durability, and better still, is largely impervious to that vintage wood killer, moisture!

Yet here we are as we enter the early part of the 21st Century, with many a classic wood glider lying neglected, deteriorating past economic rebuild, whilst older glass may now start to age and look tatty, remain largely structurally sound, airworthy examples of a whole new era that revolutionised the sport as never before.

Now outclassed by more modern equipment, and as the popularity and price fall for early model glass, many are now finding homes with younger buyers and club pilots, pilots just like us, pilots who are keen to own their first glider.

So maybe we need to ask ourselves the question; who is going to care for these types in the future? Are we in danger of missing out in the years to come as our wood fleets slowly disappear, yet glass largely remains? Although this may have the purist shaking in their boots, the question remains, is it time to start seriously think about a future VGC Classic Glass Class?

Lastly I end my report on a sombre note. I was saddened to learn of the recent news of the passing of ex-VGC News editor, Graham Ferrier. Graham was part of our clubs first generation, and drifted away from many of his gliding contacts in his later years, but for those that knew Graham, will readily acknowledge that we have lost a loyal supporter and volunteer, one who did more than most in giving something back to the club that had in turn given so much pleasure in return. On behalf of all VGC News team, may we extend our condolences to Graham's family (A full obituary for Graham will appear in Issue 143).

Well that's all from me for 2014, here's to a fantastic 2015 soaring season, and from us all here at the VGC News team, we wish you all a very Merry Christmas and a prosperous New Year!

Introducing the new UK VGC Vice President, Andrew Jarvis

Hello everybody. Well it certainly was a bit of a surprise to find myself as a Vice President of the VGC at our fantastic Rally at Arnborg! I suppose as a newly retired orthopedic surgeon, it is perhaps fitting that my life is now taking a new turn as an official ambassador to our fantastic club.

Well a little about me. I live near Worthing on the South Coast of England, and belong to the two Sussex gliding clubs, as well as the Glider Heritage Centre. I don't know why, but I have been fascinated by flying all my life. My gliding achievements are very modest but I do keep chipping away, having just marked 50 years (and a mere 1000 flights), from my first solo

in an RAF Slingsby T31, at Hendon, in September 1964.

I have been described as eccentric, and indeed lately devoted absurd amounts of time to building and 'flying' two entries to the crazy Worthing Birdman Rally, where there was a prize



of £30,000 for the first person to glide 100 metres from the pier without external assistance. Despite pictures showing me cruising happily over the seas, alas the flight was brief! I joined the VGC in 1995, and the first rally I attended was a little one at Old Sarum that year. I first met our inimitable Chairman there, with his red Volvo of course. Now I have retired (and have inexplicably been made UK Vice president), I will try to get to more rallies, and meet as many members as possible. At the moment I am flying the delightful Oly 463 which was once the pride and joy of Dr. Anthony Edwards, not to mention converting onto an RF3 'vintage' motor glider as well! Here's to meeting you all at one of our future Rallies,
Andrew Jarvis



Andrew sets out on his trans-Channel flight... alas landfall was not forthcoming... Photo via Andrew Jarvis

News from the Treasury!

Following my recent appointment as VGC Treasurer I can report the first few weeks were rather hectic. Returning back home from the brilliant rally at Arnborg it was down to earth with a bump, as we needed to get the accounts prepared and filed rather quickly. Those of you that could make it to Arnborg may by now know, that Jürgen Skucek has agreed to be the internal VGC accounts auditor, and has submitted a short summary of the accounts below. We are very fortunate to secure the services of Jürgen, and the VGC Board very much welcomes Jürgen to the team. As part of a general shake-up, the VGC accounts will be put onto a 'cloud' accounting package. This will have the advantage of future proofing the VGC financial data, by ensuring no data is lost,

and will enable Board members and our auditor access the VGC finances from literally anywhere in the world! The transition will be completed by the end of October 2014. Finally I can only say I am very pleased to be joining the VGC team as your new treasurer and look forward to meeting you all at future events.
Sue Brooke



Auditors Closing Report for 2013

During the VGC Annual General Meeting on the 6th of August 2014, Grant Williams, the Treasurer, reported verbally. His report was based on cash basis accounting. In parallel Sue Brooke agreed to take over the function of the Treasurer and as a preliminary task Sue had already set up double-entry bookkeeping system for 2013. This was important, especially in a year in which some major events have taken place, like the selling of the yearbook, in addition to the inventory of merchandise items, not to mention the advantage of establishing

financial accounting, including balance sheets, since stocks are accounted for on the balance sheet. The audit was started in Arnborg with the first records in which Sue had created. After this, the questions to profit and loss account and the balance sheet could be all resolved with satisfaction via internet communication. There were no objections. No open questions remained on my side. The VGC is fortunate to have won a professional accountant as Treasurer.
Jürgen Skucek

Audit-Bericht – Abschluss 2013

Auf der Hauptversammlung in Arnborg am 6. August 2014 hat Grant Williams, der bisherige Kassenwart, seinen Bericht mündlich vorgetragen. Dieser Bericht basierte auf einem Kassenbericht mit dem Nachweis von Einnahmen und Ausgaben. Parallel hatte bereits Sue Brooke sich bereiterklärt, die Kassenführung zu übernehmen. Als Vorleistung hat sie dankenswerter Weise bereits 2013 begonnen eine doppelte Buchführung aufzubauen. Gerade in einem Jahr, in dem das Jahrbuch erstellt und die Exemplare teilweise verkauft waren, und dadurch Lagerbestände, neben den Lagerbeständen der Fan-Ar-

tikel, gebildet wurden, zeigte sich der Vorteil der Darstellung in der Rechnungslegung mit Bilanz. Gegenstand der Prüfung, die bereits in Arnborg mit den ersten Unterlagen begonnen werden konnte, war die Bilanz, die Sue erstellt hatte. In der Folgezeit konnten über Internet die Fragen zu Gewinn- und Verlustrechnung und die Bilanz alle mit Zufriedenheit geklärt werden. Beanstandungen gibt es keine. Es blieben auch keine Fragen offen. Der VGC hat das Glück, eine professionelle Buchhalterin als Kassenwart gewonnen zu haben.
Jürgen Skucek

Some New Recruits!

The VGC Board is delighted to welcome two new co-opted members to the VGC Board!



Wolfgang Ulrich began gliding in 1966 at the Lübeck Club, and currently owns a Mistral C. Still a faithful member of the Lübeck club, Wolfgang has over 2000 hours gliding experience.

We would also like to welcome Peter Boulton as another co-opted member. A familiar face to many, Peter currently flies with the Oxfordshire Gliding Club, and is a regular International Rally visitor, having a share in a Skylark 4. Peter began gliding in 2000, and currently has 110 hours.



The VGC Board would like to extend their gratitude in thanking both Wolfgang and Peter for volunteering their time and expertise to the VGC Board! Finally may the Board extend its gratitude to the outgoing Treasurer, Grant Williams, and Arcivist and UK Rally Coordinator, Peter Hardman, for their services to the club over the past years.

New Archivist announcement



The VGC wishes to announce our new Archivist, David Underwood. David has kindly agreed to take on this important role after Peter Hardman stepped down in August.

David, who is a Kite 1 and Grunau Baby aficionado, is still finding his feet however, with one of the first tasks being to familiarise himself with the vast array within the collection, and securing all the loose drawings in metal cabinets.

After this David hopes to make a start on the daunting task of cataloguing the many hundreds of items within the archive. Thank you Peter for all your hard work, and good luck David! Other significant news regarding the archives comes in proposed changes to ensure the long-term future and preservation of the archives. Recently voted upon at this year's AGM, members overwhelmingly voted to transfer the custodianship of the archives to the Gliding Heritage Centre's new proposed museum once the money has been raised for the completion of this exciting new facility. This new building, once complete, will accompany the present Chris Wills memorial hangar and will give both the VGC membership, and public far greater access to the collection.

From the Membership Secretary

Having taken the subject up with our editor, we have decided that a yearly summery of membership numbers and gauging membership trends over the past 12 months may be of benefit to you all. Naturally I give regular updates in this format at Board meetings and the AGM, but for those of you who didn't get to the AGM, I have included a breakdown of membership by country. The numbers for each country are not totally correct as I have used the postal address to decide which country each member belongs to. To give an example, if a German member lives in France or the Netherlands, I have added them accordingly to the French or Dutch numbers. Now for some other news, I am pleased to say that since we changed to Deutsche Post for delivery of the VGC magazines, I haven't had a repeat of the problems I had in 2013. Please note, after every issue of VGC News I get two or three magazines returned to me because the address is wrong. So if you move house, or change your email address, please don't forget to change your details on the VGC database. If you don't want to, or cannot change it yourself, please let me know and I will change it for you.

Ray Whittaker

	End 2013	17 Oct 2014
Australia	13	12
Austria	11	10
Belgium	9	9

	End 2013	17 Oct 2014
Canada	2	2
Croatia	1	1
Czech Republic	4	4
Denmark	16	20
Finland	10	13
France	29	26
Germany	273	287
Hungary	7	9
Iceland	1	1
India	1	0
Ireland	5	6
Italy	14	15
Japan	2	2
Lithuania	1	2
Netherlands	64	67
N. Ireland		1
New Zealand	2	2
Norway	3	4
Poland	2	2
Russia	1	1
Slovakia	3	2
South Africa	4	3
Spain	4	4
Sweden	17	17
Switzerland	49	50
UK	350	327
USA	32	32
Total	930	932



Some exciting new sales news – just in time for Christmas!



Hello fellow VGC reader, some news from the sales department.

Many of you will have noticed that at this year's International Rally at Arnborg, that we have changed our garment suppliers and are now sporting a much wider range of products! Not only that, we are also sporting an all new VGC logo on all our clothing range. New VGC logo I hear you ask? Has the club lost its senses and given up on our original logo of 41 years??

No, not at all! When embroidered, our traditional logo was hungry for stitches, so much so, that it ate up a whopping 21,000 stitches to do all the leaves and the 'Vintage, Oldtimer and Classic Gliders' lettering!

With a so many stitches all piled up on each other, this led to significant pulling of the garment around the logo itself, not to mention making the garment hard to iron. Although if required, the new suppliers could supply all those stitches, it would however come at a big cost, almost doubling the price of the garment in some cases!

What to do? Well after consultation with the VGC Board, we decided on a new 'lightweight' logo that requires far fewer stitches, with the end result, that not only does it look so much less cluttered, it looks very smart too! What's more the initial reaction at this year's International was very favourable indeed and the re-



ally good news is that we can now deliver a far bigger array of choice; from tank-tops to overalls! (as modelled by our two dubious Dutch male models, and stunning young German lady model on page 55). What's more, following special requests at Arnborg, shirts better shaped to fit ladies are now also available!

So why not get yourself (or that tired old looking husband of yours ladies) looking really up to date with the perfect Christmas present this year by placing your order today!

More sales news comes with the introduction of a very attractive range of VGC Teddy Bears. Already flying off the sales stands (pun intended), they come ready 'pre-flight checked' with flying helmet, goggles, flying jacket and a VGC new logo tee shirt! Now how's that for being up to date!

Stop-press!

Santa has come early! As a special Christmas offer, the VGC Yearbook has now been reduced in price from £46 to £40! For more details see the VGC Sales page.

Ian Walton

It's a Bungee start for the 2015 VGC UK National Rally!

The Mynd is proud to host its first VGC UK National Rally, 23-31 May 2015

It's hard to believe that for a club that started in 1934, in one of the most stunning locations in Britain, hasn't done this before! There is a core of wooden machines based on The Mynd, and a strong group of vintage gliding enthusiasts, so much is planned, with the emphasis on 'Fun-Flying'.

The Midland Gliding club is possibly the last place in the world where you can regularly experience a Bungee launch; truly the most exhilarating way to get airborne! Should you so wish, you can even compete in free-distance competitions, all

harking back to the Golden Age of gliding. On duff days, we will also hold 'the furthest Bungee comp', all hilarious, and above all, GOOD FUN!

...and for the less adventurous, we even have a Beer Festival to tickle those taste buds!

...modellers are especially welcome. So...

'Let's fill the sky with Ply!'

Bunk room accommodation available, but bookings are going fast, so don't delay!



Contact: office@longmynd.com
Ph. 01588 650206 or Ian Walton, 2015 MGC VGC National Rally Representative on: 01978 754747 (after 5pm).

Klaus Schickling

2015 VGC Rendezvous/ Int. Rally Announcement and Invitation

2015 VGC International Rally will be at Terlet!

At our International Rally last year in Arnborg the bad news started to spread; Foreign Annex II planes will no longer be allowed to fly in the Netherlands. A nightmare for Neelco Osinga and the organisers of our planned VGC Rally in Terlet 2015.

Nobody knew the truth behind the rumours, so Jan Forster and Neelco began investigations. Upon our departure from Arnborg, we only knew one thing; that the International Rally in Terlet was in great danger.

Fortunately Antti Jouppi from Finland, the organiser of our planned 2016 Rally in Räyskälä, assured us that in case of problems in the Netherlands, Finland could hold the Rally one year earlier in 2015. So the question from then on was, '2015, Holland or Finland?'. October 1st was agreed

as the latest date for a decision to give our Dutch friends some more time for negotiations. At the Annual Dinner in Maastricht the deadline was prolonged to October 24th, as a meeting was scheduled at the highest level with Dutch aeronautical authorities.

After this meeting Jan Forster, chairman of the VGC, and Neelco Osinga could announce:

THE 2015 RALLY WILL DEFINITELY BE HELD AT TERLET AND THE RENDEZVOUS AT VENLO!

Many thanks to Jan and Neelco for their hard work during the last months and also to Antti Jouppi and our Finnish friends for their understanding of our problems, their generous offer to step in if needed and their patience while waiting for the outcome in the Netherlands.

We hope to see you all 2015 at the Rendez-



vous in Venlo and the International Rally in Terlet, not to mention, 2016 in Oripää and Räyskälä.

For more details, go to: www.vgc2015.nl

Reminder! All UK Rally goers are reminded that significant savings can be had for early bookings on the Channel Ferries, so the earlier you book, the greater the savings!

Frits Urselmann

The Venlo gliding club invites you!

2015 VGC Rendezvous Rally, Venlo Netherlands**20-27 July, 2015**

coord. 51°21' 77"N-006°13' 17"E



The Venlo gliding club (VZC) was founded in 1932 and is situated near the German border. Conveniently located, the club is only 60km east of Eindhoven, 60 km north-east of Maastricht and 45 Km to north-west of Düsseldorf.

The airfield lies to the immediate east of Venlo City, and during your circuit, you will fly overhead Germany before coming back into the Netherlands, which is all rather amusing!

Presently the club has 95 members from all different age groups, with a club fleet of 9 modern gliders, and 11 private old-

timers, which includes 2 Rhönlerches, a Prefect, 2 Ka8's, GB, Scud 3, Ka-3, Ka6 Cr, Sedbergh T21, and a Ka-13. Several other projects are also in progress.

We are currently developing a special webpage for Rally information, which should be on line by the time you are reading this invitation. So why not visit us for the 2015 VGC Rendezvous Rally, we would be very pleased to welcome you!

For more information, email me at: urselmann.frits@gmail.com

Or visit our website: www.venlose-zeevliegtclub.nl



Happy Landings,
Frits Urselmann (Chairman 2015 Venlo VGC Rendezvous Rally)

Frits Urselmann



Invitation to the 43rd International VGC Rally 2015

Terlet, Netherlands



Deventer, July 11th 2014

Dear VGC members,

Herewith the Vereniging Historische Zweefvliegtuigen would like to invite you to the 43rd International VGC Rally which is going to take place at the Dutch National Gliding Centre Terlet near Arnhem (52° 4' N, 5° 56' E) from July 27th to August 6th 2015. The International VGC Rally will be held for the third time at Terlet (first and second time in 1984 and 1992 resp). The Dutch National Gliding Centre at Terlet can look back on a 85 year history, with many national and international gliding events and competitions in addition to National Championships.

Terlet is located in the middle of the most beautiful woodlands in the Netherlands, called the Veluwe. This is a guarantee for the best thermal conditions. Eight kilometres to the south is Arnhem, a city with many tourist highlights, such as the famous zoo with safari park and museums, among which is the open-air museum and the world-famous Kröller-Müller Museum, well known for its Van Gogh collection. In a radius of 100 kilometres you can find the cities of Amsterdam, Rotterdam and The Hague. The Netherlands can offer you all the pleasures any tourist could wish for! Terlet National Gliding Centre has a large grass runway that we will use for aero tow operations. For winch launches, we can use

separate launch sites on the airfield. We can cater for all launches, aero tow and winch, in four main directions. Hangar space is available for a limited number of rigged gliders, especially for gliders with difficulties in rigging and derigging (Minimoa, Petrel, Primaries etc).

The restaurant can offer breakfast, lunch, evening dinners, beverages and ice cream. A large tent will be erected near the restaurant for catering facilities, briefings and other events. A camping site for the participants will be arranged in front of the restaurant and the hangar.

Within this tourist region, there are many cottages, hotels and B & B's available.

You can find tourist information at: www.arnhemnijmegenregion.com/Arnhem and for the Netherlands: www.holland.com/global/tourism.htm.

Further information and news will appear on the rally website: www.vgc2015.nl Online registrations will be available from early December, after which date, we would ask you kindly to register your entry via the website as soon as possible.

We look forward to see you at Terlet,
Best regards,

Neelco Osinga,
Rally coordinator, Vice President of the VGC

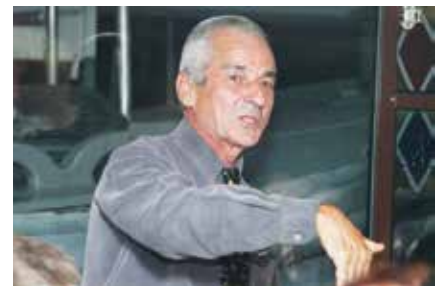
2015 Vintage Rally Dates

04/01/2015 – 10/01/2015	Vintage Gliders Australia Annual Rally Bordertown	Australia
01/05/2015 – 03/05/2015	3. VGC Season Opening Oberrau	Germany
02/05/2015 – 04/05/2015	Haddenham Vintage Rally Haddenham	UK
22/05/2015 – 24/05/2015	Eastern Vintage/Classic Regatta Benton, TN	USA
22/05/2015 – 25/05/2015	Western Vintage/Classic Regatta Tehachapi, CA	USA
23/05/2015 – 25/05/2015	36. Grunau Baby Meeting Achmer	Germany
23/05/2015 – 31/05/2015	UK National Rally 2015 Long Mynd	UK
18/06/2015 – 21/06/2015	19th Annual Midwest Vintage/Classic Regatta Lawrenceville, IL	USA

CLUB NEWS

12/06/2015 – 20/06/2015	Vintage Glider Meet Calcinante del Pesce (Varese)	Italy
19/06/2015 – 27/06/2015	20th Camphill Vintage Rally and 5th Capstan Reunion Camphill	UK
25/06/2015 – 03/07/2015	Oldtimer Gliding Meeting Jelenia Gora/Grunau (Jezow Sudecki)	Poland
03/07/2015 – 05/07/2015	3rd Vintage/Classic Regatta Windsor, VA	USA
20/07/2015 – 25/07/2015	VGC Rendezvous 2015 Venlo	Netherlands
27/07/2015 – 06/08/2015	43. VGC International Rally 2015 Terlet	Netherlands
13/08/2015 – 16/08/2015	Rositten Vintage Flying Rositten	Russia
28/08/2015 – 30/08/2015	19. Kleinen Segelflugzeug-Oldtimertreffen Rothenburg / Görlitz	Germany
29/08/2015 – 05/09/2015	Slingsby Rally & Vintage Meet Sutton Bank	UK
29/08/2015 – 31/08/2015	Experimental Soaring Association Western Workshop/Vintage Sailplane Meet Tehachapi, CA	USA
19/09/2015 – 20/09/2015	12. VGC Season Closing Mengen	Germany
03/10/2015 – 04/10/2015	VGC Annual Dinner and Flying Weekend Lasham	UK

2014 VGC Annual Dinner



Guest speaker and VGC Vice President, Andrew Jarvis, explains the fine art of flopping off the end of Worthing Pier!



The Steamer MPS Jekervalei, our luxurious floating chariot for the evening

Another year almost gone, and before you know it, it's time for the VGC Annual Dinner! Held this year in the historical Dutch city of Maastricht, the proceedings for the day started with a visit to the St Joseph's High security Remand centre. This is the same place where

Jan Forster had spent most of his career (although we can't be sure on which side of the bars he was?) and he personally took us around on a guided tour with a former colleague. All in all it proved a fascinating insight, especially in light of the more challenging side of society.

With the Annual Dinner taking on a rather nautical theme this year, dinner was served on a luxurious replica 1800's steamer. This was the same ship that our erstwhile Chairman and his lovely wife Andrea celebrated their wedding reception on, so must have felt like a 2nd honeymoon for at least one couple present!

Before the dinner commenced however, our evening of discovery began with an enjoyable voyage sailing down the Mass, glass in hand, whilst once again catching up with old friends, as the party goes got down to the serious business of having fun!

Safely back at our berth, it was time for dinner by oil lamp, and oh what a spread it was! With soup for starters, it was soon followed by a main of choice, (chicken or



Evelyn Fey receives her well-deserved VGC Commendation award for her stunning VGC promotional video



Per Brusgaard Pedersen and Johannes Lyng as representatives of DaSK, proudly accept the award for the International Rally Challenge Trophy



Apparently jumping off English piers is more fun than many first thought?

salmon), followed by a delectable dessert to top off what proved to be a fantastic meal (nothing is too good for the VGC!) With everyone chatting away merrily, dinner was over in what seemed like no time, and it was time for the much anticipated guest speaker, Andrew Jarvis. Andrew, who did a sterling job of stepping up to the mark at short notice, had the assembled guests spellbound hearing of his antics to conquer 'the Channel' in one of his homebuilt contraptions in the form of his entries into the ever popular 'Birdman' competitions at Worthing Pier, on the south coast of England. With a thoroughly entertaining talk, the assembled crowd were quick to show their appreciation, however a parting word of advice Andrew;

should you wish to enhance your presentation for future talks, a swan-dive off one of the dinner tables is bound to go down extremely well (if you will excuse the pun)! The Guest speaker was then followed by the main event, VGC prize giving. This was presented by the dynamic duo of Jan Forster and Nick Newton, whose banter was of the highest order, with the prize giving only marred by the fact that many of the members receiving awards were sadly not there to receive them.

With the conclusion of the Prize Giving, it was now to what many consider the Annual Dinner's 'pièce de résistance' (pun intended!), the famed VGC Raffle. With anything from a bottle opener, to a bottle of plonk on offer, many a useless item

was hotly fought over as raffle ticket winners galloped forward to claim upon their good fortune. Despite the best efforts of master ticket seller, Sue Brooke, a moment of sheer panic set in for our lovely Secretary Christine Whittaker however, as she feared that the sheer number of prizes, so generously donated by members, would outstrip the amount of people present (Oh ye of little faith!).

So all in all, another very successful Annual Dinner, and for those that didn't make this year's event, not only did you miss some good wine and a great location, most of all you missed some wonderful company!

B.S.

All photos Peter Boulton

VGC Awards 2014

Syd Davies Trophy – Awarded for outstanding services to the VGC

Gere Tischler, in recognition for his unstinting organisation for the fifth time for the VGC exhibits at the Friedrichshafen AERO.

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

Peter Ocker for his outstanding research and book on Hans Jacobs.

Evelyn Fey for her production work for the VGC promotional video.

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

Peter Deege, Hans Disma and the Hilversum Minimoo Syndicate for their restoration of the Minimoo PH-80.

International Rally Challenge Trophy – Awarded to the best restoration of a vintage or classic glider attending the International Rally

DaSK (Danish Vintage Glider Club) for their 20 year restoration of the Mu-13d, OY-MUX.

Commendation prizes for notable restorations

Rolf Bornheber for his Grunau Baby IIb restoration D-7156.

Chairman's Trophy – Founded by David Shrimpton and awarded for meritorious services to the VGC

Gábor Fekacs and Francis Humblet for their ongoing research work.

Pewter Plate

Peter Hardman. For services to the VGC.

Grant Williams. For services to the VGC.

Stop-press!

Fancy an evening of 'Haute cuisine' folks? Then pencil in the 2015 VGC Annual Dinner your diary, which is now cleared for takeoff on the 3rd of October 2015 at Lasham! More details of this exciting event are to follow in Issue 143.

Roger Brown

The Vintage and Classic Glider Club of New Zealand – the first 10 years



Like Captain Cook many years before him, Ian Dunkley came to NZ from England on a voyage of discovery. Cook discovered an indigenous populated new land, however Ian discovered that there was no Vintage Gliding movement operating! Unlike Cook, Ian decided to stay on and so late in 2003 in an attempt to readdress this colony indiscretion, he posted out an invitation to all registered glider owners for a rally to be held at Taupo in January 2004, with the intention of forming such a group here in NZ. A good turnout attended and a meeting was held one evening after flying. It seems Ian's idea had certainly pressed 'a number of' buttons' and all of the attendees gave him enthusiastic support to form such a group.

An approach was then made to GNZ to the possibilities of a group being formed and would they be comfortable with such a movement operating in NZ as a member club. The GNZ executive were very supportive in their response and so The Vintage and Classic Glider Club of NZ was born, to become better known simply as 'Vintage Kiwi' (VK). A lot of work was then done over the next 15 months to set up the operating structures and rules of the organisation so it could become an Incorporated Society. In 2006 this was achieved with 'Vintage Kiwi' was then admitted as a member to the GNZ.

The objectives of Vintage Kiwi are quite simple. In rounded terms the organisation was formed to try and 'Stop the Rot'. In other words, to promote the preservation and restoration of Vintage and Classic gliders to either flying status or for permanent display when possible. VK also collates historic items photos and memorabilia etc. so the NZ gliding story will never be lost. A number of films and photographs have been placed on a modern disk format and safely stored so they can be shown at a later date as required.

Vintage Kiwi as well as having its own membership, also acts as an 'umbrella' organisation for GNZ members who want to

contribute by becoming a member and operate their gliders under the 'Vintage Kiwi' banner and in doing so are playing their part in preserving our gliding heritage. We now have a membership of 70, of which 10 are overseas contributors.

There are now a number of well-established rallies held at different times of the year. A 'rally' is really just an excuse to get together and go flying at a variety of different venues and have a bloody great time. These have been held at Taupo, Norfolk Rd Taraniki, Raglan (by the sea,) Drury, Matamata and at Nelson lakes. Future rallies that are being considered are Jury Hill, Waiarapa, Taumararui, King Country and possibly even the historic site of Simmons Hill, Mt Cook, if possible.

A number of our members are cross-country pilots, who when on a rally, like to explore this new and exciting region.

There are now a good number of gliders, which are flying under the VK banner. These include an Elliotts of Newbury EoN Baby, NZ's oldest registered flying glider, ZK GAF (1949) and VK's first syndicated glider, a Schleicher Ka8, GLE, as well as the only surviving Schneider Kookaburra flying in NZ. There are also a number of Schleicher Ka6 variants, one Ka8, (with another due

to take to the air next year), a Slingsby T31, Slingsby Skylark 3F, GCF (gifted by Dick Georgeson to VK), to name a few. Under the 'Classic' section there are a Standard Libelle, several ASW15's, SH Cirrus, Nimbus, the list continues. For NZ purposes we define the two categories of Vintage and Classic Class so as to make a viable organisation. In real terms we only have three Vintage gliders actually flying, so that class was extended to include our traditional wood and fabric fleet. A Classic Class was initiated to also capture the early 'glass' generation. The criteria being that the original design of that glider had to be 25 years old. It's hard to believe that it now captures the ASH25 and in 4 years' time, the Duo Discus design.

Vintage Kiwi have also been active with preserving non-flyable gliders to 'Display Standards' and the following are now on permanent display at the Classic Flyers Aviation Museum at the Tauranga airport. These are on long term loan to the museum as are all the other aircraft and exhibits on display there.

VK has a very good working relationship with the Classic Flyers Museum and have been involved with them from their very first year of operation. As an organisation we have now been given three very large



Ian Dunkley, 2nd on the right (shorts and white t-shirt), of the nose NZ's oldest airworthy glider, EoN Baby- ZK GAF. Ian is the main shaker and mover of VK, and has done so much to get VK off to a flying start! Photo via Greg Douglas

display cases to fill with gliding memorabilia and artifacts so as to highlight the NZ gliding story in some way. This will key in nicely with the six gliders we already have there on permanent display. The museum see VK as one of their key exhibitors, so increasing their range of aircraft and exhibits on display which has now reflected with their increased numbers of paying visitors to the museum .

Vintage Kiwi now seems to have come of age with a request from the Matamata Soaring Centre to be part of their 50th birthday celebrations in the first week of December. VK's involvement is twofold. Peter Layne, our historian, is putting together the history of the Soaring Centre in booklet form for them. VK will also organise a non-sanctioned 'Enterprise' type contest to be held in conjunction with the Centre's own Regional contest. We will be using the old turn-point photo confirmation system each day, using digital cameras' as well as utilising a different rule of the 1960 – 1980 era every day as well. We would hope to attract a field of 10 with gliders from the early 60's to our more modern fleet.

As time has rolled on we have seen VK evolving from an organisation that pro-

duces more than just a magazine, to an organisation that can support its members with a number of initiative services. As an example, if you do not own a glider, but would like to, VK can even put together a syndicate, or point a member in the right direction if they would prefer to purchase one outright. Our older glider fleet is certainly great value for money and is an inexpensive way to go flying, whilst keeping these sailplanes alive. You can get an awful lot of L/D for very little money!

VK can also put together a technical team for a member to either survey a potential purchase, or if the glider has not flown for some years (placed in storage), can by using a team, help get the glider back up to flying status at minimum costs. At the moment we have three such gliders going through this process for members.

VK can, and has already done so, placed as a reserve, the original glider registration (paid by VK) of a deregistered glider that we are hopeful of returning to the air. This is so the original heritage of the glider is never lost to a more modern and meaningless set of letters.

The future of Vintage Kiwi, we believe, is a quite positive one. Future initiatives are to

somehow reduce our rather expensive glider compliance and engineering costs, and looking at the NZ glider insurance model and how that may be redesigned to better suit the VK membership fleet.

However the continuing saving and flying of our historic past is very much in our own hands, either as an active participant, or just wanting to support a very special aviation cause.

Yes, 'Vintage Kiwi' has come a long way, and with your help it can only get better!



Taupo 2008, a typical colourful VK lineup! Photo via Greg Douglas



Correspondent:
Neal Pfeiffer
Contact:
Eng@vgc-news.com

Neal Pfeiffer

Workshop Flyer

Technical Documentation

Technical documentation of the design is critical for maintaining our gliders in airworthy condition. An owner is fortunate if the manufacturer is still in business, and can provide valuable support, but unfortunately, that is not the case for many of the vintage gliders. So one must search wherever possible to ensure that his or her glider can remain airworthy.

Technical documents can be in many forms. These may be factory drawings, parts lists, handbooks, or maintenance and repair manuals for a specific glider. In addition, generic reference material is also useful. These could include specifications and guidance materials from the authorising government or association, or books that describe typical repair procedures.

In the 1930's, the DFS (Deutsches Forschungsinstitut für Segelflug, or German Research Institute for Gliding Flight), defined a set of specifications to guide the design of sailplanes. These specifications are presented in **Bauvorschriften für Gleit- und Segelflugzeuge** (Construction Specifications for Gliders and Sailplanes), which is often referred to as the BVS. The BVS provides information about the strength of various materials, methods of testing, methods of fabrication, regulations for safety and inspection procedures to ensure that aircraft are safe to operate. In the United States, the Federal Aviation Administration, FAA, published the 'Basic Glider Criteria.' These two documents provide information for both the design and maintenance of glid-

ers. The British Gliding Association generated a document, **Standard Repairs to Gliders**, that describes the repair portion of glider airworthiness.

One of the primary reference books for the construction of gliders was first published in 1932. The head of the DFS at Darmstadt, Hans Jacobs, wrote the book, **Segelflugzeug, Anleitung zum Selbstbau**, which was republished in an expanded version as **Werkstattpraxis für den Bau von Gleit- und Segelflugzeugen** (Workshop Practice for the Construction of Gliders and Sailplanes). It was republished in several editions until 1955, with a reprint of the 1955 edition in 1989. This book details how to set up a workshop and practices within the workshop, as well as information on materials and processes to build

sailplanes. The Vintage Sailplane Association in the United States is coordinating a translation of this book into English. The drafts of all chapters are being reviewed at this time, and with luck and perseverance, it may be ready in the New Year. Watch for an announcement.

A French book was published by J. M. Cabanes in 1946 that dealt with glider construction, **La Construction des Planeurs – Manuel du Vol sans Moteur** (The Construction of Sailplanes – A Handbook of Flight without Power). This book covers much of the same material as the Jacobs book, and even though it does it in less depth, it provides good material and has excellent figures.

In the United States, MacMillan published Aircraft Woodwork by Col. R. H. Drake in 1946. This provides good examples of wood construction and repair for airplanes. For details about wood properties, the Forrest Product Laboratory has published Wood Handbooks that are useful for aircraft construction during and since World War II. A current copy of the **Wood Handbook – Wood as an Engineering Material** may be found online.

Engineering drawings provide the most-detailed information about the design of the glider. In the United States, the drawings often include information about the

material used for the various parts on the drawing, however in Germany the drawings often contain only the shapes and dimensions with numbered references for each part. One must then match the appropriate number to the same number in the parts list to obtain a definition of the actual material and any special processes. If drawings are not available, a person who maintains or restores vintage gliders may need to measure an existing part on a glider of the model being repaired and use that information to create the necessary part. In addition, the current version of FAA Advisory Circular AC-43.13 (or similar outside the US), may be used for information on how to execute an acceptable repair if there are not specific instructions from the manufacturer. One should also check that the manufacturer has not modified the design for a mandatory safety improvement, by reviewing the Technical Notes (TN) or Airworthiness Directives (AD) for the model of sailplane.

One should also be aware of differences within a given glider model. For example, the Olympia glider was originally designed at DFS as the Meise and drawings were provided to interested parties around the globe in preparation for the next Olympics. After WWII, Elliotts of Newbury (EoN) modified the construction

details to reduce the number of parts and make it more economical to produce. One example is the frames of the aft fuselage, where there is a cap strip on either side of a plywood web in the original DFS design of the Olympia Meise, but for the EoN Olympias, there is a single, wider cap strip with a plywood web on one side. One needs to have drawings from the correct manufacturer, if at all possible.

Both the VGC and the Vintage Sailplane Association (VSA) in the United States hold large numbers of sailplane drawings. The VGC has an exceptional collection of drawings for most of the Slingsby range, as well as the EoN gliders. The VGC also has a variety of drawings from continental Europe. In addition, projects in Germany to build new versions of the previously-lost great German designs, such as the Habicht, Sperber and impressive Reiher, have resulted in new sets of construction drawings.

The VSA has drawings for a considerable range of the German and American gliders. Renewed activity in the archives of both the VGC and VSA should make even more information available to our members in the future. If you have materials that you believe could be of interest for preservation, please contact your VGC archivist.



Neal Pfeiffer

Workshop Flyer

Preparation for Winter Storage

it away. This provides an opportunity to discover any maintenance issues and deal with them over the winter so that you are not surprised and lose valuable flight time in the spring.

If you do not have a covered hangar or indoor space to store your pride and joy, be sure that you store it in a dry, enclosed trailer. The key to long-term storage is to control moisture. Avoid any leaks that allow water to enter and make even the smallest of puddles within the trailer. But even without leaks, during rain or snow, one must be conscious of humidity. During the colder times of the year, a high humidity during any part of the day can result in condensation moisture on the inside of the trailer. This is especially com-

mon with the night time cooling that causes fog near sunrise during the winter months.

The Adelaide University Gliding Club suggests in an online document on trailer design, to install louvered vents in either end of the trailer and place a filter inside both. This allows air to easily pass through the trailer while minimising the chance of admitting dust and bugs.

If there are days with particularly wet weather while your glider is stored, it is prudent to check the condition inside your trailer before winter sets in. If an issue is found, it can then be remedied before it becomes a problem.

So prepare and check and you will be amply rewarded in the spring.

Now is the time to prepare to store our vintage gliders for the winter. It is a good idea to clean your glider. It will be much easier to remove bugs from the leading edges now than in the spring, and it gives you a chance to examine the entire glider before putting

RALLY REPORTS

Martin Wermes

2014 Rendezvous Rally Wilsche, Germany



Where new meets old. The VGC Rendezvous meant new challenges and new ways of doing things for many at the Gifhorn Flying Club. Photo: David Hall

From 26th to the 31st of July 2014, the VGC Rendezvous was held at the Gifhorn Flying Club in Wilsche, Germany. For our club this was the first time that we have held this event, and found it to be magnificent!

Previously we had organised several gliding competitions at our airfield but quickly learnt that at the VGC Rendezvous, participants are not competition minded. Instead they relax and enjoy their wonderful hobby and their holidays together with their families and friends. We were lucky with the weather and all had a great time flying colourful vintage gliders at our nice airfield and visiting the nearby sightseeing attractions.

We had 98 participants who brought 45 gliders with them. Some even flew cross-country and logged OLC flights. All of these 'one-of-a-kind' gliders are meticulously maintained by their owners and were a pleasure to look at.

Another point that we became aware of is the fact that like all general aviation clubs, the VGC is a club with a relatively high average age of its members. To be able to facilitate these events far into the future, efforts have to be made to invite the youth/youngsters to these events. One idea could be to combine the Rendezvous with another event where younger pilots participate.



Friendly and fun... just as it should be.
Photo: David Hall

In particular we enjoyed the friendly and familiar character of the VGC members. This is the 'gliding spirit' as it should be! Today general aviation is under strong regulatory pressures, however we think that it should be possible for all vintage glider enthusiasts to maintain and fly their aircraft on every occasion in Europe, and all over the world. We also think that it is of public interest that these rare, historic artefacts are preserved and maintained for the future. For example, in Germany certain glider types, which had a particular historic influence on the technical evolution of gliding, can become registered as a Flying Monument.

The Gifhorn Flying Club very much enjoyed staging his event and we would be only too happy to host this, or a similar event again someday in the future.

Martin Wermes
Vice President
LSV Gifhorn e.V.t



Hans Disma and Peter Deege entered this Dutch Minimoa, which is dedicated to the sterling efforts of Bob Persijn, who did so much to return this beautiful glider back to the air. Photo: David Hall



Poetry in motion is a Rhonsperber in the air!
Photo: Martin Wermes



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The hangar packing was a real work of art.

Photo: Ole Steen Hansen

Niels Ebbe Gjørup

42nd International VGC Rally, Arnborg-Denmark

2 – 12 August, 2014

The Danish Historical Gliding Club (DaSK) as hosts for this year's International Rally, wishes to thank the Danish Gliding Association for generously making the National Gliding Centre in Arnborg available for the event, not to mention the number of sponsors who made it all possible. With good weather conditions for most of the week, a record-breaking number of 190 pilots from 18 nations saw people coming from as far away as Australia, South Korea and the USA. With them came good spirits and a total of 105 gliders. The biggest delegations came from Germany with 48 gliders, United Kingdom with 19 gliders and Denmark with 16 gliders.

As usual there was a huge interest to try out the Danish '2G' two-seater primary (designed in 1946). At the Opening Ceremony, there were two 2G's aero-towed with welcome banners in a low fly-by in front of the crowd of participants. This was then followed by a few welcoming speeches in front of the hangar and not least the traditional VGC cowbell ringing, so ably performed by our President, Nick Newton. The popular mascot 'Shaun the Sheep' from his cunningly won seating position on the rostrum, could do nothing but nod his approval.

Now was the time to open the hangar door and roll out and present the hottest news from a Danish restoration team, namely the exceptional 1939 Mü-13d, OY-MUX, which was now at last finished after some 22 years of restoration.

With three hangers available, half of the gliders could remain rigged, whilst inside the new 1100 square metre DaSK hangar, there was space for 39 gliders, including 6

gliders hanging from the roof. Other hangar facilities were generously made available to us by local clubs and private owners.

The daily briefing was held in a big marquee placed strategically between the camping site and Kirsten & Susanne's restaurant. In charge of the briefing was Rally Boss, Mogens Hansen, Chief of flight operations was Jørgen Thomsen and the meteorologist was Søren Bork Pedersen, while Frank Drinhaus carried out all the German translations. Every day the VGC Chairman, Jan Forster, made his humorous show that almost, without exception, challenged and fined last year's rally chief, Gary Pullen, for even the smallest misconduct. He also had everyone in stitches with his stone-age vintage vario!

Early in the period we had days with good thermals and gentle cumulus with a 5000 foot base. The launch organisation had 3 dual-drum winches and 4 tow-planes, not to mention the fleet of retrieving vehicles, including at least 3 cars and 3 vintage tractors. So a lot of flying fun, with the occasional duration contests being arranged on days with better weather, not to mention some 100 km cross-country triangle flights for the more ambitious.

Two Danish pilots, Niels and Carl, shared the Mü-13E Bergfalke and completed two contest days. As Niels recalled at the briefing, he was particularly happy to fly this

Bergfalke with Carl since this was the Bergfalke in which he learned to fly 50 years ago, and Carl being his old instructor (today, at 87 years, Carl is the oldest instructor in Denmark!).

Monday August 4th; with flying activities over the traditional International Evening was held. People from each country offered their native food and drinks to everybody. As usual it was a fantastic evening, with 450 participants sharing the experience, not to mention many mutual friendships being consolidated.

Our good friend and 'Grand Old Man' in Swedish gliding and wave-soaring, Rolf Algotson, had been wanting for many years, to fly the '2G' primary in thermals. The dream came true during a flight with DaSK-President, Johannes Lyng. Not only did they thermal, they took the open primary to 5000 feet above Arnborg. What an experience! Other participants also got the opportunity to try out new types of gliders, when for example, Ulf Kern made his unique primary 'Hol's der Teufel' available as he has done so many times before.

One day the rally was visited by members of the Oldtimer Automobile Galleri from Hammerum (near Herning), who showed their beautiful Vintage Cars. The VGC Interna-



The International Evening proved to be its usual success, and is one of the highlights of the Rally. Photo: Andrea Forster



Shaun the Sheep is accompanied by the VGC President in declaring the 42nd VGC Rally open! Photo: Elia Passerini

RALLY REPORTS



*Vintage cars provide a welcome distraction.
Photo: Elia Passerini*



The rest of Niels Ebbe Gjørup is in there somewhere! Photo: Alexander Gilles



Entertainment was in the form of the beautiful melodies of MidtVest PigeKor ladies choir. Photo: Werner Kalkhoff

tional Council also held their annual meeting and made decisions to be presented at the Annual General Meeting (AGM) the following day.

With 409 people attending, the National evening was based on a classic Danish menu comprising of pork roast with red cabbage, potatoes and gravy. This was followed by a buttermilk desert topped off with some special Danish vanilla cookies. Between courses, Royal Opera singer Erik Harbo, performed opera and folk songs and later was followed by party musician, Jens Sandager, who accompanied the guests in their attempt to sing songs in foreign languages. Søren Bork Pedersen gave a lecture in Danish history, showing a selection of photos on the screen.

Friday, August 8th, saw good weather and the highest level of activity during the rally. There were a total of 236 launches, but later that day we also began to see signs of deteriorating weather. Despite cross-country tasks having turn-points 30-40 km away from Arnborg, only about 4 or 5 out-landings were made.

We were also visited by 8 vintage and homebuilt aircraft that participated in this year's KZ Rally in Stauning, near Ringkøbing. Among the aircraft were the Danish built KZ-III and KZ-VIII, in addition to a L-4 Cub, Aeronca, Chipmunk and a French Broussard.

Throughout the Rally our rally crew in 'yellow T-shirts' did a great job. They tirelessly operated the winch, retrieved launch cables and gliders, ran the rally office, wrote

up all the launch records, hanged the gliders, served food, cleaned, or whatever else that had to be done. In the evening a local two-man band played a colourful rock and roll repertoire, including hits by Jerry-Lee Lewis and Elvis Presley.

The deteriorating weather did not stop our flying activities, especially when you have the Stamer-Lippisch Zögling and a rubber cord! Sadly only a few launches were made however. It is uncertain whether failing arm or leg muscles of the guys who were pulling the rubber cord was the cause or the elasticity of the cord to suddenly fail, or perhaps it was the prospect that the VGC Chairman was next? For whatever reason, a rather embarrassing situation developed, and on an imbecile level, was very funny as the Chairman and Stamer did not gain enough speed to lift off one inch from the ground, instead it just trundling along slowly!

The next day was much better, with some 82 winch launches and 17 aero tows, again signalling good flying activity, despite the weak thermals and rather windy conditions. Twenty one times the 2G's took to the air, while Rainer Karch and friends demonstrated the incredible Mü-13d III and its ability to stay up, in spite of a cloud base of only 2000 feet. In the evening 7 young ladies from the 'Midt-Vest PigeKor' (girls choir) with their beautiful voices gave an unforgettable performance of traditional choir songs.

Unfortunately the last two days of the rally were dominated by heavy rain showers and occasional gusty winds that prevented us from flying. Instead many chose to visit

some of the many tourist attractions in central Jutland, while others stayed at the airfield and kept each other company. The VGC Historic Group held an interesting presentation of the wealth of information that Gábor Fekecs and Francis Humblet have been collecting in a database through many years of research on the subject of gliding history from all over the world.

On Tuesday August 12th it was time for the closing ceremony. During the rally we flew a total of 830 launches and logged many flying hours, and not in the least mention a lot of very nice experiences with great friends. VGC President, Nick Newton, and Chairman, Jan Forster, presented medals, anniversary books, and flowers (with French-kisses for the chosen ones!), they certainly did not forget to say thanks to the hosts. At the sound of the VGC bell it was all over, as I wondered how many thoughts were already beginning to look forward to next year's rally!

The organisers would like to thank all participants for coming to the rally and for bringing your fantastic gliders along. Thank you for your ever-positive attitude and for your safe flying throughout the rally. Thanks again to our sponsors and to the 94 volunteers who formed our Rally team..

Text: Niels Ebbe Gjørup



Cartoon artist, Jens Erik Bygvraa, caught the mood of the Rally through his art. (To purchase his prints, go to the 2014 VGC DaSK website).





RALLY REPORTS

Dr. Paul van der Vliet

The 8th Continental Slingsby Rally, Asperden (EDLG)

An Outstanding-Landing story

direction of other planes, buildings, people (mind the terrace!) or into the hangar. 'In general??'... Oh dear, so this is a problem of 'mindless pilots' on fields all over the world! Alas Meggie has to leave by train on Monday, but she is very lucky, because she passed Düsseldorf after a very heavy thunderstorm (12 on the Beaufort scale), which destroys an enormous area of the East-West region, with trees falling over the rails and roads, some falling on cars and killing people....so much for propeller blast!

Thursday 10th June

10 o'clock is the briefing by Bob. Then comes a call from Inge and Nick, our President. They are at a petrol station just outside Dover, when they hear a loud bang, and their trailer with the 'Sky-Hütter' in it is blocking the exit. Help is at hand however, a Rumanian bus full of women make short work of lifting the trailer aside...so the Newton's will arrive late. Bob puts the famous 'stress-cock-doll' on the bar...no Nick to run to it! Our tuggies will again be Jos and Thomas with their Piper Super Cubs (Thomas was a bush pilot, flying doctor and Medical Examiner). Bob asks about special dietary requirements for dinner. Erik is a vegetarian. Fish please! 'Ah', Sylvia says, 'then I have a surprise for you...'Kibbling!' Because of the TMZ, we cannot fly higher than 700 metres, but over the Reichswald to the north, you can go as high as you want (want? ...but that is another story!). Without a transponder you must stay north of the Autobahn. Meteo-Eric, a retired Captain, tells us that after 15:00L heavy rainfall and thunderstorms are expected. I have to paint over light rigging damage to the leading edge of the 'Orchid' which I did not have time to do in Mainz, but the



Nick and his Hütter

Dear VGC-member! If you are expecting a 'normal' Rally Report, then stop reading now! Yes may not believe your eyes, for not only is this an 'outstanding' story, but an 'out-landing' story too!

Prelude on Whit Weekend

As a loyal reader, you remember that the LSV Gogh always has its Open Day on Whit Weekend (put it in your diary Klaus Schickling, Ray and Christine Whittaker, who probably forgot?). We arrived with our 'ship', Ky-Six-Cee-Rrrr (K6CR, also known as the 'Orchid') in tow, and upon the last turning into the field, discover someone intends to leave, and is blocking us. It is Myra, daughter of the organisers, Sylvia and Bob. We have to decide to go starboard (right), towards the opening in the fence, or the other starboard (left!) towards the camping area.

We are lucky. I see Bob walking and a yell solves the problem, and soon we enjoying the famous Dutch 'kibbeling' that Sylvia is frying. The music is very loud. Meggie, my charming wife, tells me, 'I had forgotten what Open Days are like!' Thinking I

understand her, I answer; 'a dromedary is a camel with one hump'. (Don't worry I have a Class II Medical by Lufthansa...). On Sunday morning we wake to the sing-along from geese, blackbirds and pheasants. At noon a thunderstorm blows over the field and everyone finds shelter in the huge hangar. On the information board I read: *In general, please take care that propeller blast is not blowing in the*



A vision in orange! Our witty President, Nick

RALLY REPORTS



Ex bush pilot and flying doctor, Tuggie Thomas (L) and Paul van der Vliet (R) let the others do all the hard work!



The famous English breakfast!

others are going to fly. By now Nick has arrived, and tells me of the Cloud Appreciation Society, have you heard of it?

Wednesday 11th June

Before briefing we are all patiently sitting together. Frater Kees is giving Thomas a full explanation of angina pectoris, without having the faintest notion of Thomas' profession! It is hilarious, as Thomas is listening with great patience... and not without enjoying himself! Meanwhile, Erik tells us about the post which has been brought by a military bus. Maybe it is a letter bomb? Then onto the famous Bob-briefing. Yesterday we had 23 starts of which 5 were car tows (just hops by Erik!). There was an illegal Slingsby Phoenix with a long flight, not to mention a 14 minute flight by the Grasshopper (aero-tow). Frater Kees is reading much... and telling much, so please read all day... and 'tell' after midnight Frater! Erik of the 'hopping' receives the 'Duck shot' award, and Nick a miniature of a VW-bus with a caravan behind it.

Today only the 'Sky-Hütter' of Nick and my Sky-Ksix, have to be rigged. Tonight we will have the BBQ. Camilla (the retired Secretary of the Dutch Vintage Glider Club) and daughter Jana, will join us. I fly two nice aerotows behind tuggie, Jos, but I get a cramp in my leg. I make a mental note to stretch beforehand, or drink some magnesium, or make like a monkey, and eat a banana! The evening BBQ is a success. Nick and I are getting involved in a lively discussion with Jana, who is going to university...far too much enthusiasm for us old boys!

Thursday 12th June

Bob and his son, the 'very able' seaman Jim (Royal Navy), who along with being an 'equally able' Sedbergh ship barge pilot, made a real English breakfast. (Once upon a time I was in Sedbergh, over a beautiful town in the Lake District, with a cricket field in front of a school. A Grasshopper could have easily land here I thought. Maybe Fred Slingsby was also here at this school?).

During briefing Bob congratulates our tuggie, Jos, not only for his excellent towing, but also with the passing of his daughter's exam! Jos is going to his daughter, so Thomas the 'Flying Doctor' will take over the towing. And there is another special announcement; ex-captain Eric got his FAI 5-hours in a glider, and receives a real Jaegermeister (a famous German herbal liqueur), plus a medal. What?!! So people, fly your 5-hours, and get an orange Frisbee!

Today we flew a total of 23 hours and 3 minutes in 13 starts! What a day and what a tuggie! 'Tupperware' Hans gets a baby's dummy. Because our tuggie Thomas hasn't much experience flying in thermals, he gets an airplane model. In the afternoon I have a nice flight with a surprise. Still aloft I hear over the radio 'His Master's Voice' of our President. Nick has landed-out close to the red farm, which is close to Berlinerstrasse 93 of the village of Asperden....which is of course, very close to our field! After I land, I discover that Bob, 'Tupperware'Hans, and photographer Jan, are already on their way to fetch the Hütter' and Nick. The Hütter is very light, so is an easy job, and soon

even Nick is back in a jiffy! 'Kegelen' (a historic kind of bowling game) and Dinner is in 'Zum Schwan' with a lot of laughter because of the outstanding performance of out-landing Nick'. Because of his excellent towing skills, I promote Thomas to the rank of my personal physician!

Friday 13th June

At the briefing Bob tells us that tomorrow it will be the last day. The Hütter' H.17 (built in 1946), must of course, be rigged again. That evening almost everyone prefers to derigg. Yesterday saw 13 aerotows and more than 20 hours flying! You won't believe it, but the Tupperware Phoenix of Bolkow flew 4 hours 19 minutes! Then there were the traditional end of the rally gifts. For tuggie Jos, Bob has a bottle of wine, and Thomas will be allowed to come again next year! To remember his outstanding out-landing in the maize field, Nick gets a little young maize plant and a book. Because photographer Jan and Carla are not flying participants (but join us every year) and are always helping everyone very, very much, a tie with 'kiss me' on it, and some chocolate goes to Jan, whilst a beautiful orchid is for Carla. Jan Peter receives a game for his excellent winching, and all participants receive a green candle with a white sailplane in the wax. And for the 'First Lady of the VGC', ...a beautiful rose!

Again, what a Rally! Thank you Bob and Sylvia!

PolaiRe

Text: Dr Paul van der Vliet

Photos: Paul van der Vliet

Werner Rüegg



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Blumberger Oldie-Treffen 2014



Die Schweizer sind gut vertreten

"Schon vor dem ersten Blumberger Oldie-Treffen, trafen wir uns jeweils an Pfingsten zum Segelfliegen", erzählt mir Heinz Nierholz, Organisator der alljährlichen Oldtimer-treffen in Blumberg (Süddeutschland). "Dann, während der Vintage Glider Rally 1989 in Farkashegy, Ungarn, kam man unter Freunden, wie Werner Tschorn und Peter Egger, auf die Idee, im folgenden Jahr an Pfingsten alle offiziell zum Fliegen einzuladen."

Deutsche und Schweizer Segelflieger und auch die eben erst im Herbst 1989 gegründete Oldtimer Segelflug Vereinigung Schweiz (OSV) folgten der Einladung. Jahr für Jahr traf man sich nun in der Folge an Pfingsten unter der Leitung von Heinz Nierholz zur Blumberger Flugwoche.

Dieses Jahr nun war es zum 25. Mal. Mehr als 20 Piloten und Begleiter mit ca. 18 Oldtimer-Segelflugzeugen, darunter auch zwei Piloten aus Italien, waren schliesslich auf dem idyllischen Fluggelände versammelt. Es war ungewohnt heiss auf dem 700m hoch gelegenen Platz, wo üblicherweise ein angenehm kühler Wind weht. Aber jeden Tag war Flugwetter, vielfach Blauthermik, oft unzuverlässig, was mit den alten Segelflugzeugen keine Strecken, aber lange Flüge zuließ. Einziger Wermutstropfen: Die clubeigene Schleppmaschine war nicht verfügbar. So mussten einige Piloten zeitweise bei bestem Flugwetter am Boden bleiben.

Das Jubiläum müsste man doch irgendwie

feiern, fanden unsere Blumberger Freunde. So führte uns dann unser Flugplatzkoch Peter Gilli Mitte der Woche auf eine Reise zum Freilicht-Museum Neuhausen ob Eck und zu einem Obstbaubetrieb am Bodensee. Es war ein phantastisches Erlebnis, nur behaupteten einige, es sei der beste Flugtag der Woche gewesen...

Es sei sein letztes Treffen, welches er organisiere, sagte mir Heinz Nierholz, 25-mal seien genug. Das Blumberger Oldie-Treffen soll aber nicht sterben. Erste Besprechungen für nächstes Jahr sind schon gemacht.

Vielen Dank, liebe Blumberger und herzlichen Dank, lieber Heinz. Wir kommen gerne wieder, nächste Pfingsten!

Text: Werner Rüegg

Photos: Werner Rüegg



Bauernhaus im Freilichtmuseum

Blumberg Oldies Reunion 2014

From the earliest days of the Swiss Oldtimer Glider Association (OSV), year on year, we meet in Blumberg in the wake of the Pentecost for a week under the direction of Heinz Nierholz. This year's event represents our 25th meeting, and included more than 20 pilots and crew (including two pilots from Italy), and 18 vintage gliders.

With the unusually hot weather on the 700m. high airfield, there was flying every day, despite the often unreliable blue thermals.

During the week, flying was complimented by visits to the nearby open-air museum of Neuhausen ob Eck, and a visit to a fruit farm on Lake Constance.

With the milestone of our 25th anniversary, it was appropriate to celebrate with our Blumberg friends, with the meeting being the last under Heinz Nierholz. Heinz told me that 25 times was quite enough, however to ensure that this fantastic meeting continues, already detailed planning is underway for next year's event.

Thank you, dear Blumberg and thank you, dear Heinz. We will definitely be back next Whitsunday!



Heinz Nierholz

RALLY REPORTS

Christoph Zahn

Erstes Dreier-Habicht-Treffen

während der Luftsporttage in Bückeberg
vom 18. – 20. Juli 2014



Blick von oben auf drei manntragende und ein Scale-Modell im Maßstab 1:2 Photo: Rust Saller

Jedes Jahr richtet der LSV Bückeberg die Luftsporttage aus, um einen Einblick in die Vereinsarbeit und das Flugplatzleben zu geben. Federführend agiert hier Bernd Vogt, der es in diesem Jahr ermöglicht hat, die weltweit einzigen drei flugfähigen Habichtnachbauten zusammenzubringen. Nebenbei kommen bei dieser Veranstaltung Piloten von Modell- und Originalsegelflugzeugen freundschaftlich zusammen. Es werden sowohl moderne als auch Oldtimer im Normal- und Kunstflug vorgefliegen.

Vergangenes Jahr trafen dort zum ersten Mal der Habicht des OSC Wasserkuppe (blau) und der Habicht der Familie Zahn (rot) zu einem Formationsflug aufeinander. Dieses Jahr gesellte sich der in 2012 unter der Leitung von Dieter Kemler im FSV Vaihingen fertiggestellte dritte (gelbe) Habicht dazu.

Eine atemberaubende Formation für Organisatoren, Piloten und Zuschauer.

Text: Christoph Zahn



Zum ersten Mal konnte man in Bückeberg die drei fliegenden Habichte am Boden



.... und als Formation in der Luft bewundern!
Photo: Joerg Kukla

1st triple-Habicht meeting, Air Sports Day, Bückeberg 18-20 July 2014

For the first time, this year's Air Sports day at the LSV Bückeberg saw no less than three Habicht aerobatic gliders.

Thanks go to Bernd Vogt, who made it possible to bring together these stunning replica's, which are currently the worlds only airworthy examples, which were also supplemented by displays of model gliders and classic cars.

Built under the direction Dieter Kemler in FSV Vaihingen, this 3rd yellow Habicht was completed in 2012, and formed part of a stunning formation for the enjoyment of both pilots and spectators.



Blauer Habicht des OSC Photo: Bernd Hübner



Roter Habicht der Familie Zahn Photo: Britt Zahn



Der gelbe Habicht von Kemler, Drechsel und Grettenberger Photo: Mathis Helbeck

Habicht blau-hellelfenbein D-8002

Erbauer/Eigentümer: Josef Kurz mit Team/OSC
Baubeginn: 1982
Bauzeit: 5 Jahre
Baustunden: 3600
Werkstatt: Remerz / Wasserkuppe
Erstflug: 20.06.1987 auf der Wasserkuppe
Heimatflugplatz/Club: Rhönflug Oldtimer Segelflugclub Wasserkuppe e.V.
Starts/Zeit bis heute: 620 Starts/285 Flugstunden

weitere Infos: www.osc-wasserkuppe.de

Habicht rot-hellelfenbein D-1901

Erbauer/Eigentümer: W. Zahn/C. Zahn/C. Zahn
Baubeginn: April 1998
Bauzeit: 3 Jahre
Baustunden: 5000
Werkstatt: Privatwerkstatt bei den Zähnen (ex Schneiderwerkstatt)
Erstflug: 02.05. 2001 im Altenbachtal
Heimatflugplatz/Club: Oberrau bei Aschaffenburg / FSC Möve Oberrau
Starts/Zeit bis heute: 570 Starts / 270 Flugstunden

weitere Infos: www.dfs-habicht.de

Habicht blau-hellelfenbein D-8002

Erbauer/Eigentümer: D. Kemler/T. Drechsel/ E. Grettenberger
Baubeginn: Juni 2006
Bauzeit: 6 Jahre
Baustunden: nicht zu zählen
Werkstatt: Vereinswerkstatt Flugsportvereins Vaihingen an der Enz
Erstflug: 01.04. 2012 in Mühlacker
Heimatflugplatz/Club: Vaihingen an der Enz/ FSV Vaihingen an der Enz
Starts/Zeit bis heute: 130 Starts/39 Flugstunden
weitere Infos: www.fsv-vaihingen.de

Rob Faulkner

Camphill Vintage Rally and 4th Capstan Reunion, 2014

With 30 visiting pilots, and 11 gliders, joined by 7 club members flying a further 3 vintage gliders, the 19th Camphill Vintage Rally got off to a flying start!

Friday saw many of our visitors arrive with flying starting in earnest the following day, with 20 Rally goers launching into a light north-west wind. On what turned out to be a hot day and moderate thermals, a local task of Chatsworth, Ladybower, Buxton, and Carsington was set. This was well and truly won on more than one level by Mike Armstrong who, in his lovely Sky, was not just the only pilot to complete the task, but he liked it so much that he went around twice!

That evening the jovial tone of the day was somewhat subdued however, as we held a moving memorial to a much-missed regular rally goer (and Camphill legend), Pete Redshaw. With everybody given a Capstan Special (large G with very little T!), Mike Armstrong and Rob Faulkner said a few words in Pete's memory, whilst Caroline

Coates read a couple of her emotive poems for this much-loved character, who will be sorely missed indeed.

Saturday saw five pilots attempting the daily task with one land-out, whilst that evening Tony Senior ran his well-attended and popular Pub Quiz.

Monday saw 28 launches, with a slightly more ambitious task; Alton Towers, Chesterfield and Barnsley South. Despite chaining Mike to the ground to give everybody else a chance, no one completed the task, with two land-outs to show for their efforts! That evening was Curry Night, with Annie Robinson playing classical guitar at the Bar, a cultural 'first' for the Rally!

The next day dawned with poor conditions that kept most with their feet on the ground, however the irrepressible Mike Armstrong once again showed the way, finding sufficient lift to complete the days task in 2hrs 20mins. That evening John Sconce staged an excellent BBQ in which we were joined by Peter Underwood, Ted Hull and Martin Simons.

Wednesday saw 32 launches on what proved again, another good day's flying with at one stage, all three Capstans airborne together, with one Capstan, obviously reveling in the conditions, still thermalling at 2000ft at 6pm! Mike took a more sedate 5hrs 32mins getting around his task this time however, and for some reason, only went around once! Lucy Faulkner (Rob's grand daughter), gave an excellent talk on Birds of Prey, with four young owls flying around the Clubroom above the heads of the sixty people attending.

Thursday saw 28 launches into what was yet another fine day, albeit in weak thermals, which proved quite hard work. There were a couple of flights of just over 2hrs, with the Gala Dinner (thanks to John and Sylvia), that evening which was attended by 40 happy diners.

The final day, Friday, saw the weather sadly breaking with no chance of further flying. Reflecting over the week, we achieved 145 Rally launches, with the 3 Capstans giving passenger rides to both visitors and club members.

A brief summary of the awards predictably saw the prowess of Mike Armstrong shining through, with Mike receiving the



Unmistakably Camphill! Photo: Caroline Coates



Launch gossip.
Photo: Caroline Coates



Rob Faulkner raises a Capstan special to a much missed and absent friend, Pete Redshaw.
Photo: Jan Szladowski

RALLY REPORTS

tankard for the Best Vintage Glider Flight of the Rally (choose any one of several outstanding flights!), whilst the Vintage Kiwi BRA Trophy for the best restored aircraft being voted to the Slingsby Sky, which was owned by...yep you guessed it, Mike Armstrong!

The Pete Redshaw Tankard for the best Capstan flight of the week went to Graham Barrett and Martin Cooper, and the Bernard Thomas Plate for the Person of the Rally, going to Rob Faulkner. Rather tragically, the Horseshoes Trophy went to no-one, as it was rained off!

So ended another highly successful Camphill Vintage Rally, so why not join in on the action next year here at Camphill between 19-26 June, 2015!!

Text: Rob Faulkner

Photos: Caroline Coates, Jan Szladowski

Gere Tischler

11. VGC Abfliegen in Mengen

11th End of Season Meeting 20 – 21 September 2014, Mengen



Hier die aktuelle Wettervorhersage: zumeist sonnig, zeitweise regnerisch ...

... mit zum Teil heftigen Schauern ...

Beim letztjährigen 10. Jubiläumsabfliegen hatten wir einen starken Rückgang der Teilnehmerzahlen von 38 auf 17 Personen aufgrund einiger parallel stattfindender Veranstaltungen wie zum Beispiel die Hochzeit von Peter Ocker.

Das 11. VGC Abfliegen war jedoch wieder ein großer Erfolg mit 30 Teilnehmern und 10 Flugzeugen.

Die schlechten Wettervorhersagen und starker Regen am Samstagvormittag im Raum München haben einige Teilnehmer dazu veranlasst, Ihre Flugzeuge sicher im trockenen Hangar zu lassen.

Falls das Wetter etwas besser gewesen wäre, hätte sich unsere Flotte noch um zwei Bergfalke II, einen Scheibe Specht sowie einen weiteren Kranich III vergrößert.

Am Samstag konnten wir 26 Windenstarts mit einer Gesamtflugzeit von 4:41 Stunden absolvieren.

Der längste Flug des Tages mit 50 Minuten wurde am späten Nachmittag mit etwas Thermik erflogen.

Ein kurzer Regenschauer unterbrach unseren schönen Flugbetrieb, wobei ein Pilot

das Glück hatte, exakt beim dessen Beginn an der Winde zu starten und im Leeaufwind des Schauers so lange oben zu bleiben, bis sich der Schauer verzogen hatte.

Kurz vor einem zweiten Regenschauer entschlossen wir uns, die Flugzeuge abzurüsten, was leider nicht komplett im trockenen gelang.

Zwei Flugzeuge konnten in Hallen untergestellt werden und wurden am Sonntagvormittag abgerüstet, die anderen mussten nach Ihrer Heimkehr sorgfältig „trockengelegt“ werden.

Die zehn teilnehmenden Flugzeuge waren zwei Kranich III, Ka 6e, T21, T30 Prefect, ASK18, Standard Austria, Baby III, L-Spatz 55. Am Abend, nach einem exzellenten Abendessen, schauten wir die von Alex Gilles zusammengestellte Diashow der vergangenen Saison vom letzten Abfliegen bis zur VGC Rally in Dänemark an. Am Ende wurde noch die legendäre Diashow mit den Sprechblasen, welche wieder zu starken Lachanfällen führte, bewundert.

Alex, vielen Dank für den tollen Zusammenschritt, der wieder sehr unterhaltsam war.

Der „offizielle“ Teil endete mit dem traditionellen „Prize Giving“, der Abend jedoch erst gegen 23:00.

Sonntagvormittag waren während des Frühstücks nur dunkle Wolken zu sehen, so dass wir uns auf dem Flugplatz zur Festlegung der weiteren Vorgehensweise trafen. Nach vielen Blicken in den wolkigen Himmel mit seinen dunklen Regenwolken entschlossen wir uns, den Flugtag zu streichen und langsam den, für den einen oder anderen doch recht weiten Heimweg, anzutreten.

Einen großen Dank an die LSG Ravensburg für Ihre freundliche Aufnahme, Kameradschaft sowie der sehr guten Organisation auf dem Flugfeld.

Ebenso möchten wir der Flugplatz GmbH danken, die uns den Termin frei gehalten hat. Das 12. VGC Abfliegen findet wieder am traditionellen dritten Septemberwochenende vom 9.-20. September in Mengen statt.

Ich freue mich schon heute, alle Freunde des fliegenden Sperrholzes bei unserem 12. VGC Abfliegen in 2015 zu treffen.

Text: Gere Tischler

Photos: Alexander Gilles

RALLY REPORTS



Die englische Prefect fühlt sich bei dem Regen wie zuhause



Der Abend - wie immer gelungen und unterhaltsam

11th VGC End of Season Meeting, Mengen 20 – 21 September, 2014

Due to clashes with events like Peter Ocker's wedding, last year saw a decline in the numbers attending the VGC End of Season event. This year numbers were back up again however, to our more usual 30 participants and 10 gliders.

On the Saturday heavy rain showers interrupted the day's activities. That night a de-

licious dinner was enjoyed by all, with Alex Gilles showing us pictures of the past VGC meetings, many of which were captioned with some very funny and witty remarks, so thank you Alex for a very entertaining evening. It was then on with the traditional 'prize giving', with the pleasant atmosphere lasting well into the night!

Sunday morning greeted us with menacing dark clouds which eventually led to the reluctant decision to cancel the days

flying, and thus began our journeys home. We wish to thank the LSG Ravensburg for their hospitality and comradeship, as well as their fantastic organisation of the airfield activities, not to mention our thanks to the operators of Mengen airfield.

We look forward to meeting all our friends again at our 12th VGC Season Closing Meeting in Mengen on 19-20 September, 2015, which is listed on the VGC website events page.

Gere



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Lee Cowie

Spring Regatta's, and Great Plains Regatta



Jon Slack brought his Schleicher Ka 6E from Kankakee, Illinois. Photo Lee Cowie



Mary Whithaus came to the Chilhowee gliderport a week before the Eastern Regatta to have plenty of time flying the ridge in their Schleicher Ka 8. Photo Lee Cowie

The Vintage Sailplane Association again held two spring regattas on the Memorial Day weekend, one in the west at the Mountain Valley Airport in Tehachapi, California, and one in the east at the Chilhowee Gliderport near Benton,

Tennessee. Most of the gliders arrived at the Eastern Regatta on Thursday evening after driving all day, but Florida enthusiasts Mary and Doug Whithaus came the weekend before to spend the week flying the ridge. They don't have any ridges in

Florida. Friday morning was spent assembling gliders to start flying on Friday afternoon.

Saturday flying continued, but the ridge was not working and the thermals were not easy to find either. On Sunday morning Sarah Arnold came to the flight line with her cell phone showing a mean looking thunderstorm was heading for the gliderport and the visitors who had tied down along the grass runway started to disassemble ahead of the expected storm, but as soon as the gliders were packed away, the storm fell apart. This allowed the gliders that were packed into the hanger to emerge and again take to the air. Among these gliders was the Dennis Barton Kirby Gull, which is based at Chilhowee and the Whithaus Ka8 that flew all afternoon. Many of the visitors headed for home on Monday.

...continued on page 30

International Rally Album

ARNBORG 2014



Michael Anderson



Alexander Gilles



Thorbjørn Brunander Sund



Vincenzo Pedrielli



Alexander Gilles



Alexander Gilles



Alexander Gilles

International Rally Album

ARNBORG 2014



Vincenzo Pedrielli



Alexander Gilles



Thorbjørn Brunander Sund



Ole Steen Hansen



Thorbjørn Brunander Sund



Thorbjørn Brunander Sund



Ole Steen Hansen



Ole Steen Hansen

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...continued from page 27

Great Plains Regatta



The first ship to fly at the Great Plains Regatta was the IOC Olympia.
Photo Lee Cowie



Jim Short takes a flight in the Chimera. Photo Paul Raybourn

Two glider trailers pulled into the Wichita-Kansas Glider Port midmorning on Thursday 24th September and joined a line of waiting trailers. It wasn't long before parts of an Olympia and M100s started to come out of them and the first gliders started to be assembled. The Olympia, the oldest ship at the regatta, was the first to be assembled and the first to fly. The International Olympia Club (IOC), has six members and four were at Wichita, so this ship also made the most flights.

By Friday morning over a dozen historic gliders were assembled and waiting in line for tows. This was a VSA coin event and eleven pilots earned a coin for completing a Silver C task. Close to half of the pilots completed two tasks and three pilots completed a task in two different ships. Matt Gonitzke did all three Silver C tasks in his SH-1 Standard Austria. Soaring conditions got better each day. Several ships were for sale at this regatta, including Tony Condon's Niedrauer NG-1

and John Wells' 'Chimera' and a coin was earned in each ship during a test flight. Jerome Niedrauer earned all of his diamonds in the NG-1. One of the pilots switched his radio to Wichita approach control and heard them announce there was a large amount of glider activity in the area. Following the announcement one pilot called in to say there was even a glider above him. On Sunday 28 September cloud bases got to 8,000 MSL.



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Bruce Stephenson

2014 Wenlock Olympian Games Gliding event



Photo via Wenlock Olympian Society

Formed in 1850, today the Wenlock Olympian Games are recognised as the inspiration for the Modern Olympics. Held almost every year since those first fledging events, these Games have strived to keep the legacy of these unique Games alive for future generations, in not only honouring the memory of the Games creator, Dr Penny Brookes (who drew his inspiration

from the Games), to educate the world of the unique place in history these Games occupy. In 1890, the father of the Modern Games, Baron de Coubertin, visited the Olympian Games and was thus inspired to set up what is today's IOC, with the Wenlock



Ancient but also and remind the unique place in history these Games occupy. In 1890, the father of the Modern Games, Baron de Coubertin, visited the Olympian Games and was thus inspired to set up what is today's IOC, with the Wenlock

Games predating the first Modern Games by some 44 years! Recipients of the Queens Service Award, these Games are held yearly in the picturesque town of Much Wenlock, and are organised by a small group of dedicated volunteers, the Wenlock Olympian Society, and today attract both national and international competitors.

RALLY REPORTS



Jon Stiles aiming for the stars in his Olympia 2b! Photo: Sabine Hutchinson (WOS)



MGC's K13 even was put to good use for club members to join in on the fun! Photo Rob Shepherd

After a disappointing start to the event in 2013 (due to low entry numbers), this year's Wenlock Olympian gliding contest got off to a flying start. Having decided to trial the event as a bi-annual competition, this year saw a more viable 17 wood and fabric entries, with the Midlands Gliding Club again rising to the challenge with their usual good humour and renowned hospitality. With an entry list made up of mainly K6's and Olympia 2b's, the event attracted some other classic types, such as an Olympia 419, an Olympia 463 and a K13, with the competitors all enjoying the challenges of the tasks set.

With such a diverse entry the tasks were set and scored using the new 'big barrel' system, with task scorer, John Parry after grappling with a steep learning curve, coped magnificently to yet again come up with the goods! As in previous events, both weather briefings and task setting was carried out by Dave Crowson with the assistance of Rob Hanks, who both received high praise from all the competitors.

The event kicked off on Sunday 13th July with a MGC gazebo and a static display of rigged gliders at the Wenlock Olympian Games main track and field site in Much Wenlock, where Games spectators were introduced to a small array of gliders that aptly represented the wider scope of British gliding, with a K6, a Me7 and an ASW 28. Monday saw the Mynd action getting off

to a flying start, with the first of the week's tasks proving to be a voyage of discovery. And the task for the day? Mynd – Clunbury Hill – Corndon – Mynd North – Bishops Castle – Mynd, which equated to 60k for the higher performance gliders, and 46k for the lower performance ships.

Tuesday's weather forecast had promised wave, however with the good weather, and little sign of wave, was switched back to a thermal task. As luck would have it however, soon even the thermals began to waiver and with nobody being able to achieve more than 25 minutes airborne, the day's task was reluctantly scrubbed.

Wednesday started off with a layer of slowly dissipating strato-cu, exacerbated by a slow occlusion passing through, so it wasn't until around 1400 hours that things began to kick off, but when it did, it boomed! With a downwind task of Mynd-Seighford-Welshpool-N/E Mynd, it wasn't long before the competitors caught up with the earlier bad conditions however. With a distance of 150k for the higher performance gliders, and 105k for the lower performing ones, and despite the poorer downwind weather, thankfully there were all but three land-outs.

With rain and low cloud on the Thursday, the day's task was scrubbed, however there was a small window of opportunity for some general club flying for the visiting Wenlock Olympian Society officials, who expressed their interest and satisfaction that the event was going well.

With Friday making up for any disappointments, with excellent conditions forecast, the task was set for Mynd-Carno-Chirk-Telford-Clee-Mynd, which equated to 192km and 145km respectively. Despite a cloud base of 5100ft, the first turn point proved difficult due to the increasing high cloud cover however, causing a few competitors to eventually land out.

Just to demonstrate the diversity of the event in encouraging grass-root amateurs to try competitive flying, Matthew Cook managed to secure his Silver distance, landing out at Newtown. Well done for a good effort Matthew!

Sadly Saturday proved un-flyable, so to cap off the last day, we finished up with the medal ceremonies and presentations. The top three medals went to the following pilots: **First place and Gold Medal**, Adrian Emck; **Second place and Silver Medal**, Bob Sharman; **Third place and Bronze Medal**, Roy Ferguson-Dalling.

We must also mention the all-important thank you's to all the volunteers, notably to John Randall (for organising the event), John Parry, Dave Crowson, Rob Hanks, Hazel Turner, not to mention Helen and Fay, who fed us all!

Special thanks must be made however, to the Wenlock Olympian Society, for the provision of tee-shirts for MGC officials and the Olympian medals, not to mention their unstinting efforts to keep the legacy of these unique Games alive for future generations.



A static display was again set up at the main track and field events venue
Photo: Sabine Hutchinson (WOS)



Eric Lown flew this lovely little Ka 8.
Photo Rob Shepherd



Briefing the days task.
Photo: Sabine Hutchinson (WOS)

WE REMEMBER

Elson Avallone

Matheus Avallone Sobrinho,

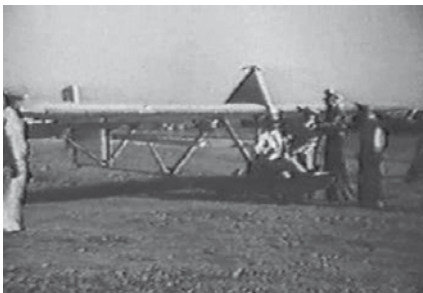
my grandfather's part in Brazilian gliding history.

Part II

In 1945 a group of Bolivian cadets under the command of Lt. Raul Piaggio Ernest, came to Bauru from the La Paz Aeronautics School, to learn how to become glider pilots. During the course they built a Zögling which was christened LLOCALLA (or Boy in Bolivian), which again was constructed under the guidance of Kurt and Matheus (this glider was later taken to the Bolivia, for the training of new pilots).



Hanna Reitsch at Campo de Marte in the Grunau Baby in 1934



Training of the Bolivian Cadets with the Zögling, 1945



Wolf Hirth helping Hanna Reitsch with the parachute at Campo de Marte in 1934



Kurt Hendrich instructing the Bolivian Cadets in 1945

Another very significant event in Brazilian gliding came before the inauguration of the Aeroclube de Bauru, when in 1934 a group of Germans conducted a mission for climate studies in South America. Among those Germans was the famous engineer, Wolf Hirth, designer of the Grunau Baby in addition to many other successful gliders and projects, not to

mention the famous German female DFS test-pilot, Hanna Reitsch, who performed several aerobatic flights at Campo de Marte in São Paulo.

After the success of the Flamingo in 1945 [see part 1], a Grunau Baby was then built in the workshops of the Aeroclube de Bauru. This was the same type of glider that Hanna Reitsch, had flown during the German camp in Brazil. By now skilled in glider construction, the Grunau represented a relatively simple project, which again was carried out under the supervision of both Kurt and Matheus. The blueprints were obtained directly from Wolf Hirth, and are signed by him (these Blueprints are currently being restored by the Aeroclube de Bauru by Professor Elson Avallone).

The only Grunau Baby now left at the Aeroclube de Bauru is PT-PBP. This is a genuine German-built Grunau Baby by



Matheus Avallone Sobrinho in his youth. Source: Personal Collection Professor MSc. Elson Avallone.

the Schempp-Hirth company, and was donated in 1936 by Hanna Reitsch to the Aeroclube de Ponta Grossa, with the registered prefix of PP-3 (after the beginning of World War II, this Grunau Baby glider was then donated to the Aeroclube de Bauru).

In January 1949 the 1st Brazilian Championships were held in São José dos Campos. Kurt flew the Flamingo, which resulted in him obtaining some great results and awards, outperforming other pilots and gliders, such as the famous Kranich (Matheus participated as ground crew and mechanic during this meeting).

Several other Brazilian and regional championships were held, all of which benefited from Matheus' valuable expertise. This also included the 2nd Brazilian Soaring Championships, which were held in Bauru in 1955 and won by George



Article Sailplane & Gliding Magazine, 2nd Brazilian Soaring Championships – 1955. Source: Personal Collection - Professor MSc. Elson Avallone

WE REMEMBER



Article Sailplane & Gliding Magazine. Colibri (Elfe-1) built by Hans Widmer at his home in São Paulo. 2nd Brazilian Soaring Championchips – 1955. Source: Personal Collection - Professor MSc. Elson Avallone



Brazilian Soaring Championchips – Mrs. Doris Hendrich, wife of Kurt Hendrich. At the back is Matheus Avallone Sobrinho. Source: Personal Collection - Professor MSc. Elson Avallone

Münch. It was during these championships that Münch made the first two long-distance flights in Brazil, with the Brazilian built high performance prototype BN-1 (Barros Neiva 1). On the 30th January 1955, he flew from Bauru to Santos in 4 hours, and a distance of 333km. The second flight was on the 3rd of February, this time from Bauru to Maringa, a distance of 315km. This championship was of such interest, that an article was published in the much respected English magazine, *Sailplane & Gliding*, which was written by Münch.

The 3rd Brazilian Soaring Championship was again held in Bauru in 1956, with Acacio Maurício de Oliveira as the winning pilot. The 5th Brazilian Soaring Championships was held in Botucatu-SP in 1958, with once again Acacio Maurício de Oliveira as the winner. During the 1960 World Soaring Championships in Germany, Brazil fielded two participants (both from Bauru), George Münch, who took 2nd place, and Claudio Junqueira, who took 8th place (by 1960 Matheus was no longer involved with helping out with the championships,

and by this time had retired due to his health).

At the beginning of 1950, the Aeroclube de Bauru received a glider from the United States, a Leister Kauffman LK-10. Upon the LK-10's arrival in Bauru, Matheus was there to receive the glider, which had to be carefully unloaded from the transport plane that had flown the glider in on. Originally imported as a single-seat glider, there was urgent need for additional instruction gliders, so it was later converted to a two-seater. The stress calculations for the conversion were made by Kurt and Hans, with Matheus carrying out the work. The end result was so good, that other Aero Clubs around the world that operate this same model, always comment on the modified Bauru conversion as the 'best in the world'.

With the pressing need for instructional two-seat gliders, in 1950 Kurt asked the President of the Aeroclube de Bauru, Professor Bevilacqua, for authorisation to build a two-seat glider. The choice for this project came this time from Switzerland, where Kurt and Hans had learned to fly in the outskirts of Zürich in a Spalinger S-25, which was designed by the Swiss engineer, Jacob Spalinger. This led to the



Ranking of World Soaring Championchips in Germany – 1960. To the right is George Münch



The Leister Kauffman being unloaded from the aircraft that brought it from the United States. Matheus Avallone Sobrinho can be seen helping, dressed in white. Source: Personal Collection - Professor MSc. Elson Avallone



Construction of the Spalinger S-25A in the Aeroclube de Bauru workshop. To the left is Matheus Avallone Sobrinho. Source: Personal Collection - Professor MSc. Elson Avallone



Brazilian Soaring Championchips. Center in gray suit is Matheus Avallone Sobrinho. To the left is Kurt Hendrich. Source: Personal Collection - Professor MSc. Elson Avallone



The modified Leister Kauffmann. Source: Personal Collection - Professor MSc. Elson Avallone



Another construction photo of the Spalinger S-25A. At the back is Matheus Avallone Sobrinho. Source: Personal Collection - Professor MSc. Elson Avallone

WE REMEMBER



The Spalinger in front of Aeroclube de Bauru hangar. Source: Personal Collection - Professor MSc. Elson Avallone



The Spalinger S-25A at the Brazilian Soaring Championships. Matheus Avallone Sobrinho is standing in the white shirt next to the cockpit, with Kurt Hendrich on the left in the black shirt. Source: Personal Collection - Professor MSc. Elson Avallone



Spalinger S-25A in flight over the city of Bauru, 1955. The white circle in the left corner of the photo is the city's water reservoir.

construction of the Brazilian Spalinger, which again was constructed in Bauru, and completed in 1954. It was renamed as an S-25A however, due to changes to the cockpit. This glider was ranked 3rd place in the Brazilian Soaring Championship, which were held in Bauru in 1956. The construction was first-class, and today is considered a work of art. Matheus and Kurt expended a lot of time and effort to build this beautiful wonder, and today it is the only model that still exists worldwide (the Spalinger from Bauru is also mentioned in the book by Martin Simons, *Segelflugzeuge 1945-1965*, page 116).

During the same decade an entirely new project was started at the Aeroclube de Bauru, with construction of a flying wing, the Horten XV designed by the German engineer, Dr. Reimar Horten. The flying wing again involved the skills of Matheus, however it was very difficult to fly, which led Kurt to give up on the project. This wing still exists in the loft of the Bauru workshops, however sadly there are no photos of the Horten under construction. The latter years of Matheus' life were very

difficult. Suffering from Chronic Nephritis, he was in constant need of medical attention and hospitalisation. He battled on until sadly passing away at the age of 78 at the Holy House of Mercy on the 29th December 1968, and was buried in Bauru.

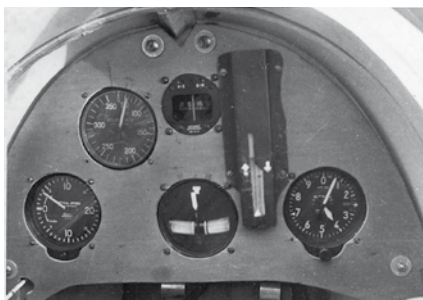
Ten years after his death in 1978, the Aeroclube de Bauru paid their respects to Matheus by baptising one of their hangars as 'Matheus Avallone'. The entire Avallone family were present, who along with the assembled friends and guests, proudly paid their respects and homage to the legacy of a simple working man of great ability and unique kindness.

In the 1980 Matheus' contributions were once again honored. This time it was by the city of Bauru (the adopted home of Matheus), when they chose to name a street in his name; 'Rua Matheus Avallone Sobrinho'. (22° 17' 38,45"S 49° 02' 55,67"W - altitude 568m).

Today it is perhaps only fitting that some of his grandchildren were to later become pilots, flying some of the very same gliders that Matheus helped to build.



Matheus Avallone Sobrinho shortly before his death. Source: Personal Collection - Professor MSc. Elson Avallone



Spalinger S-25A instrument panel with details of the Cosmin type vario (note the up and down arrows)



The Spalinger S-25A in flight today

Text: Professor MSc. Elson Avallone
 Pictures and documents: Professor MSc. Elson Avallone and Professor Dr. João Alexandre Widmer
 Gliders Blueprints: Professor MSc. Elson Avallone. Bauru, August 2013.

THE LEGACY OF KÜPPER-KRONFELD ON BRITISH AVIATION

Bernd Diekmann and Manfred Krieg

The influence of August Küpper and Robert Kronfeld on British Gliding and Aviation



May 1935: August Küpper (centre) helps Robert Kronfeld (right) to prepare the light aircraft, the BAC Drone before a Channel flight (left: Margaret Kronfeld). Photo: Patrick Renaudin via B. Diekmann

In VGC News 141, Geoff Moore wrote about an extremely oversized glider, the Ku-4 Austria. It is interesting, and not a well-known fact that these, and other developments of August Küpper, were later advanced in England.

But who was August Küpper? Born in 1905 in Pasing, near Munich, he studied Physics at the Technical and Ludwig-Maximilians Universities, in Munich. As a student he was in correspondence with the famous physicist's, Erwin Schrödinger and Werner Heisenberg, and discussed with them issues of quantum mechanics, which contributed to his later degree as a Doctor of Mathematics.

From 1927 he was a member of Akaflieg Munich, where he built the Mü3 Kakadu glider. This was just before the breakthrough of thermal soaring when he



August Küpper (1905 – 1937); ca. 1930
Department head of the Junkers Flugzeugwerke
Dessau - Division of Fluid Dynamics
Photo: Collection Manfred Krieg

developed a new idea, which he called 'dynamic-soaring'. For us today, dynamic-soaring is the gaining of energy by repeatedly crossing the boundary between air masses of significantly different velocities. Küpper's idea was similar to this, but he also hoped to gain extra energy with this new technique, and consistently experimented with NACA profiles in the search for extreme glide-ratios.

During his studies he worked several times with Junkers Flugzeugwerke, Dessau, in the Department of Fluid Dynamics, where he held a senior position following his graduation in 1928. He was also to play a leading role in the team that designed the G-38 and K-47, not to mention his involvement in the resumption of the J-1000 project (a large innovative flying wing, trans-Atlantic passenger aircraft), and also supporting the rocket pioneer, Johannes Winkler, in his early Junkers missile tests. Due to the economic situation in 1930, he moved to the Deutsche Versuchsanstalt für Luftfahrt (DLV, or German Development-Institute for Aviation). Not long before this Küpper had tried to construct a flying wing in Munich (later to become the Mü5 Wastl). From this he embarked on a revised version, the Friedberger Uhu, at the Polytechnic University Friedberg, which was also another project supported by Junkers.

The Uhu was in direct competition with the developments of the Storch IV and V by Alexander Lippisch, who worked at the nearby Wasserkuppe. Due to their differing ideas on flying-wing designs, and glider development, a quarrel had broken out between Küpper and Lippisch.

As the Heereswaffenamt (Army Ordnance Office) had refused Lippisch's designed Delta III in 1931, Küpper took over the development of the Focke Wulf Delta.

This design, whose documents are now sadly lost, was continued by Küpper until 1937 as the Gotha 147, during which time, he further developed his knowledge of swept-wings.

Since the 1929 Wasserkuppe-Competition, Küpper had been a close friend of the record-glider pilot, Robert Kronfeld, who was instantly enthused by the idea of Küpper's dynamic-gliding, and soon both had started work on the Ku-4.

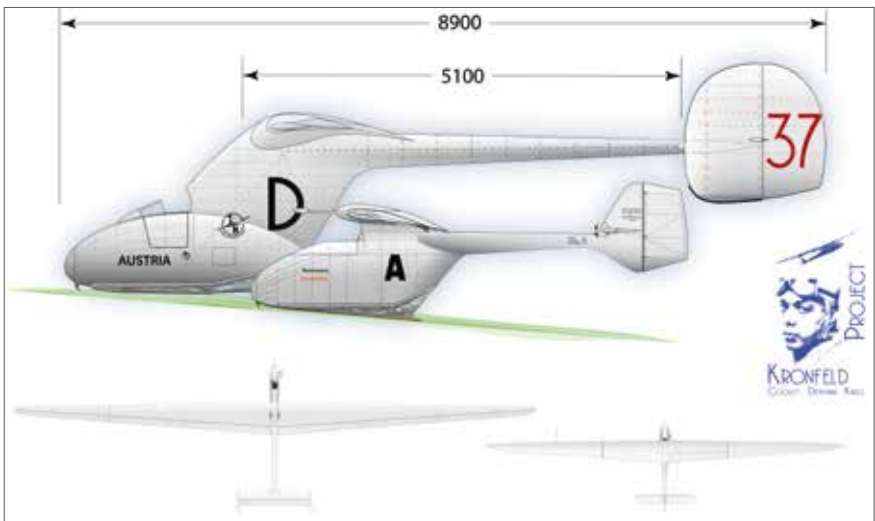
Küpper's ideas of dynamic-soaring included the use of extreme aero-foils and aerodynamic washout, and with this in mind, he designed a wing of nearly 100ft span. He constructed a unique set of special rudders and flaps, which were the forerunner of later flaperons, and had employed new materials. For the new flight techniques, everything had to be designed so that the machine could remain aloft for as long as possible (a similar technique was later known during the 1960's as 'Dolphin-flying'). The problems of the giant bird proved to be enormous, however all the experience they gained leading up to the demise of the Ku-4 was of great benefit when designing the Ku-7.

Both Küpper and Kronfeld had dreamed about the construction of large commercial aircraft with maximum aerodynamic efficiency, with the eventual aim of making them suitable for Atlantic-flights of the future.

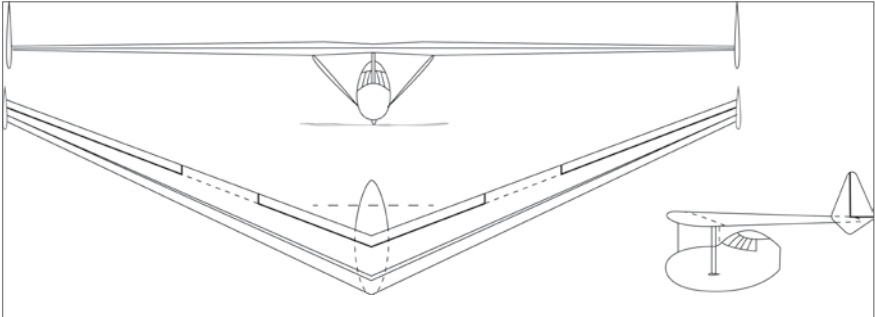
Kronfeld, who had for many years been the most successful European glider-pilot, was banned in 1933 from Germany due to his Jewish origins, and now had to look for new way to continue his career and ideas in other European countries. Initially he went back Austria, but in 1935 he emigrated to England, where he took over B.A.C. Ltd, in Hanworth.

In the summer of 1937 August Küpper was

THE LEGACY OF KÜPPER-KRONFELD ON BRITISH AVIATION



Küpper's Ku-4 Austria (1929-32) and Ku-7 (1933), both built for Robert Kronfeld. Drawing: © Vincent Cockett



Project for a tailless wing for 'dynamic soaring' influenced by Küpper's designs was made in 1937 by Mungo Buxton. Source unknown

killed at Berlin-Adlershof, during a launching accident and after Küpper's tragic death, Kronfeld tried to inspire his British friends of Küpper's ideas for dynamic-soaring in England, especially with the record glider-pilot and engineer, Flight Lieutenant Geoffrey Mungo Buxton, who had designed the successful Hjordis. In December 1937, and January 1938, he travelled throughout England and propagated the idea of dynamic-soaring in his lectures. His speeches were widely debated in the aviation press, with the lecture; Development of Sailplanes, which was published for the 628th Lecture of the Royal Aeronautical Society.

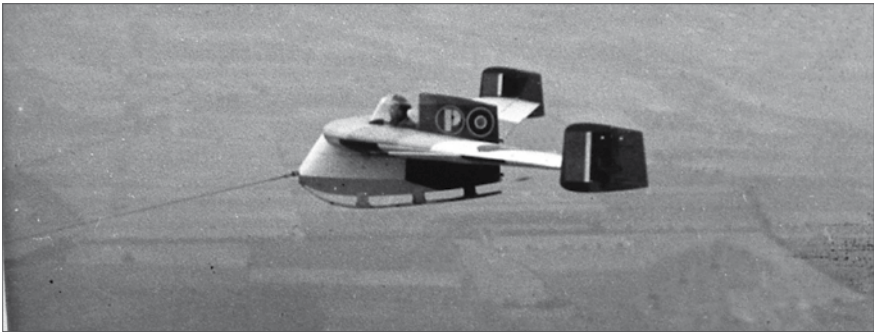
In addition to his lectures, Buxton himself designed a flying-wing glider, which unfortunately, remained only as a drawing-board project. Leslie Everett Baynes however, used the design as a basis for his design of a gigantic transport flying-wing, suitable for the transporting of tanks. Baynes, who also had been a friend of Kronfeld since 1930, was working for the Weapons producer, Alan Muntz & Co, and had an idea of a 100ft wingspan flying wing which could airlift a tank into a combat zone. The idea was soon discarded by

the successful development of the gigantic military-glider G.A.L.49 Hamilcar however, but Muntz allowed a scaled-down prototype to be built at Slingsby. This Experimental Aircraft Carrier Wing E.A.C.W. was later named after its developer simply as Baynes Aerial Tank, or in short, the B.A.T. With the B.A.T, Baynes again revived Küpper's ideas on dynamic-soaring. Robert Kronfeld, now an engineer in the Royal Air Force, had also worked with the project, and had won over engineers of the Tailless Aircraft Advisory Committee (T.A.A.C.) to use the experience of the B.A.T. for the Armstrong Whitworth A.W.52G, a reduced glider test-variant of the later Military-Jet aircraft, the A.W.52.

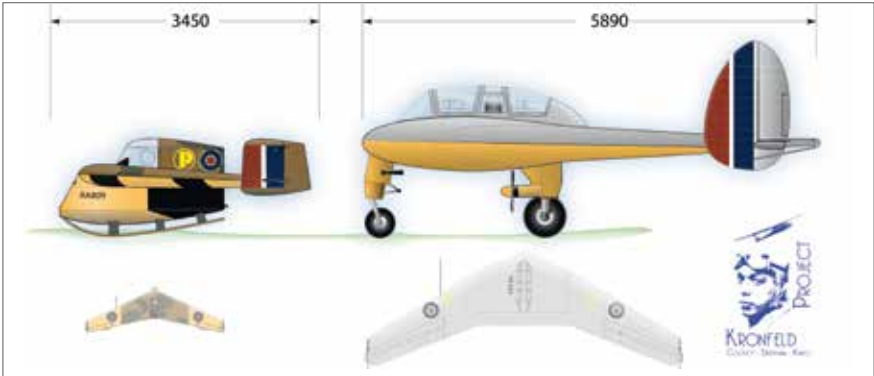
It was during flight-tests of the G.A.L 56 (which followed the A.W. 52) that Kronfeld was to sadly meet his death, however we can say that after the premature deaths of both Küpper, and later his friend, Robert Kronfeld, the ideas of both men live on in a small way in later British designs, such as the Avro Vulcan, and B.A.C. Concorde.

Drawings by Vince Cockett

Thanks to Martin Simons for the supply of a complete copy of the RAeS article by Buxton



Robert Kronfeld flying the BAT Photo: The Army Flying Museum, Middle Wallop



The British developments by Alan Muntz & Co. BAT (design: Leslie E. Baynes) and Armstrong Whitworth AW.52G. For both developments, Küpper's friend and supporter, Robert Kronfeld, was involved as engineer and test pilot. Drawing: © Vincent Cockett

Raul Blacksten

The British Eagle

Part II



Ray 'Wiji' Wijewardena in a Weihe. Photo: via Ray Wijewardena.

CAMBRIDGE GLIDING CLUB

It seems to be unknown whether it was before, during, or after the war that sporting goods heir, Ralph Slazenger, purchased the Adler from the Dunstable syndicate. Slazenger was one of England's earliest Silver C pilots. At the beginning of World War II he participated in the RADAR trials by being towed out over the sea in a Mini-moa, then flying it back towards the English coast. The fledgling RADAR system was thus tested to see if it could detect the wooden glider (it could).

What is generally acknowledged, is that Slazenger gave the Adler to the Cambridge University Gliding Club (CUGC). He had founded this club in 1935 because he felt it was too far to go to Dunstable, and he remained the Cambridge club's benefactor for many years.

Itself escaping wartime conscription, the Rhönadler was stored away. It is conjectured that the method of storage may have had some part in what was to come later. Unfortunately today no one seems to be aware of how or where it was stored, but it was likely at or near Dunstable. Possibly alternately damp and dry.

In 1946, despite onerous restrictions which would hamper English society for years after the war, soaring was allowed to start up again. To celebrate, a contest was held during Easter at the Rearsby Aerodrome, near Leicester. All of the surviving big names of pre-war British

soaring were there as well as some other glider pilots.

Thirteen year old Christopher Wills attended the Easter gathering along with his father, Philip, who was flying a Weihe. This glider had been taken as a prize of war and had only recently arrived in England. Wills' Weihe would subsequently have all of the plywood on its wings and tailplane replaced out of suspicion that during the war, the workmen who were impressed by the Nazis, may have urinated in the glue pots. Yet at the time of this contest, the glider was still trusted. Chris' memory of the event was phenomenal.

WIJI

During the Easter contest, at least eight members of the Cambridge club flew the Rhönadler. On the 21st of April, Ann Douglas (later Welch), flew it and was seen at one point floating along 10 feet above the field, it was said, as if she had forgotten that the Adler had spoilers.

The next day the Adler would be flown by a Ceylonese student, Ray Wijewardena. Known in England as 'Wiji,' he had learned to fly in Ceylon before the war in a Bowlus Baby Albatross. A post-war Cambridge club member and instructor, he helped resurrect the CUGC after the war.

The Rhönadler was the first glider that Wijewardena had seen in England. At the time it was parked in front of Professor

John Pringles' Cambridge apartment. 'If I ever "flipped" it was then.' Wiji would be the last to fly the Adler.

Nearly sixty years later, Wiji still remembered how delightful the Adler was to fly and how it would climb in the weakest thermal. Despite its 17.4 meter wing, Wijewardena said that it was light on its controls and that the spoilers were practically useless. He said that he had enough experience flying the Adler at the Long Mynd, where he even experienced a shoulder launch. (He was very familiar with the pitch sensitivity of its pendulum elevator.) At the 1946 Easter Meet, and with no hint of trouble, Wiji was towed aloft by Hugh Kendall flying a Taylorcraft. Wiji later reported no abnormalities in the tow except for some creaking noises. According to British Gliding Association (BGA) Technical Committee Chairman J.W.S. Pringle; *the weather at the time was fine; wind N.W. varying 5-15 m.p.h. From other pilots it is known that the up currents were in the region of 15 f.p.s. [feet per second] maximum, not very turbulent.*

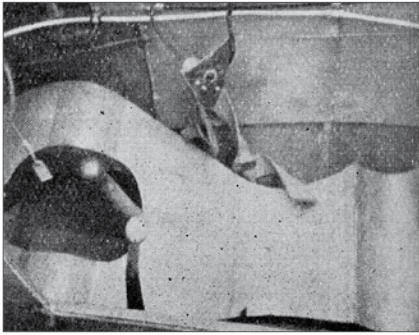
After circling for a while in two foot per second lift at 5200 feet (1585 m), Wiji decided to return to base and set off on course at 35 mph. Suddenly he experienced some turbulence which threw open the canopy, but he was able to close it somewhat.

The control stick extended through a cut-out in the seat, and the seat was not anchored. This meant that when the rough air caused the seat to be lifted out of its detents, it was repositioned so that it pressed against the control column. This precipitated a dive and Wijewardena fought to regain control. The control stick came back with a jerk and he speculates that this may have put a severe strain on the tailplane, which after landing was discovered to be permanently bent downwards.

Wijewardena says; *it was then that I encountered the wing twisting in flight which needed continued correction by aileron until we landed (amazingly, sans any further damage) in a ploughed field ... Dead Silence!*

In the incident report, Wijewardena claimed that at one point he had seen an indicated 120 mph (193 kph) air speed and when the glider landed, the air speed indicator was stuck at 108 mph (174 kph). It was also found that one of the seat belt attachments had broken loose and the canopy mounted instrument panel was broken and askew.

The D-tube plywood on the right wing was found to have been 'sheared' cleanly



The position of the British Rhönadler seat after Wijewardena landed. Photo scanned from *The Sailplane*, July 1946, via Martin Simons and Christopher Wills.

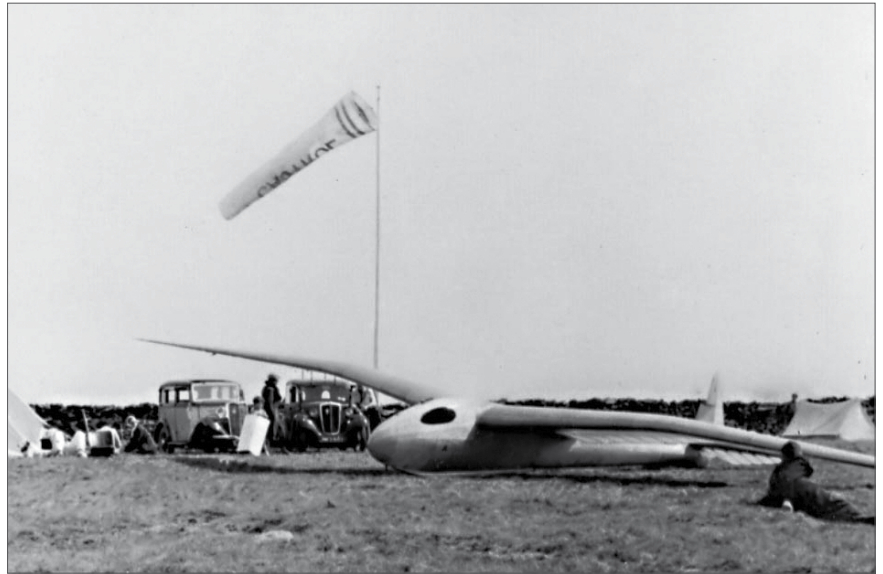
across the grain just inboard of the aileron, from the leading edge to the spar. The wing root rib had even moved outboard ½ inch. Both wings experienced ‘compression shakes’ on the undersides of their leading edges.

The Rhönadler was subsequently stored in a blister hanger at Cambridge for several months. This afforded Wiji ample opportunity to examine the aircraft and share with it ‘a very frightening partnership’. There were other, newer gliders sharing that hangar and Wiji said that she looked like a ‘fragile old lady’.

The glider was only about 13 years old, yet Wiji related that the wood was ‘very fragile’, and ‘dry, and brittle’... a little like one might have described ‘match-wood’... it was no more flexible’. Certainly not like the wood they were using for repairs. The official conclusion was glue failure and the glider was ordered destroyed. Ann Douglas, who was on the accident committee, congratulated herself that she had flown the glider the day before and that nothing had happened. The glider was subsequently burned.

ANALYSIS 60 YEARS LATER

Without being giving much information other than the airfoils, Dan Armstrong, a member of the OSTIV Sailplane Design Committee, was asked whether it would be possible for a glider such as the Rhönadler to even fly at 120 mph without massive structural failure. Nevertheless, Armstrong accurately surmised the result; *Possibly reaching as much as 16 Gs, there would be a 'strong negative pitching moment' and that it would 'be getting pretty close to the speed for failure in torsion'. Already sensitive in pitch because of the all-flying tail, it would be hard to keep from inducing maneuvering loads on top of the torsion loads.*



Prototype Petrel 1938. Photo: source unknown, via Vince Cockett

RESULTS

In the wake of the Rhönadler accident, the BGA made two recommendations: One, that all gliders should be placarded with all of their ‘not-to-exceed’ speeds. Two, that all seats which could become ‘displaced and restrict the movement of the pilots [sic] controls ... be securely fastened to the fuselage structure’.

Clearly Wijewardena was lucky. Today, who knows what he may have flown into? Maybe rotor, possibly wind shear? Yet by bringing the Adler down safely, it has to be noted that Wiji displayed great skill.

OTHER ADLERS

In 1935, further improvements were made in the Rhönadler design. Among other things, these included the addition of a transparent canopy, and the Rhönadler 35 was the result. With Schleicher building a quantity of 65, the Rhönadler 35 became the most popular high-performance glider made in Germany. Out of 60 entries in the 1935 Rhön competition, 23 were Rhönadlers and one managed to fly 500 kilometers (310.5 mi) from the Wasserkuppe to Brunn.

Most, if not all remaining Rhönadlers were destroyed in the wake of World War II. Yet several decades later while working from original plans, a West German named Klaus Heyn, built a Rhönadler replica in his Eislinghen attic. A hole had to be cut in Heyn’s roof in order to allow removal of the glider. This replica, which has never flown, is currently part of the Wasserkuppe Museum collection and is the only Rhönadler known to exist [see VGC News 139].

Possibly the true ‘British Eagle’ was built, however, by Slingsby. Back before the war, English motorcycle racer, Frank Charles, so admired the Rhönadler that he asked Fred Slingsby to design a gull-wing version for him. In 1939, the result was the Slingsby Type-13 Petrel. Except for the gulled wing and improved wing root filets, the Petrel was an almost exact copy of the Rhönadler. Three were built with two still existing, one in England and one in the United States.

CONCLUSION

Whatever the case, it seems apparent that the English Rhönadler 32 was a glider which treated its pilots well. There was nothing comparable to it in the country at the time and it was either flown by exceptional pilots or it made exceptional pilots. It gave the gifted Eric Collins great pleasure and several notable flights. Same with John Fox. For Wijewardena, it is almost as if it gave all it had to give in order to bring him home safely. Perhaps the British Adler deserved a better end, but at the time there was no love lost over old gliders.

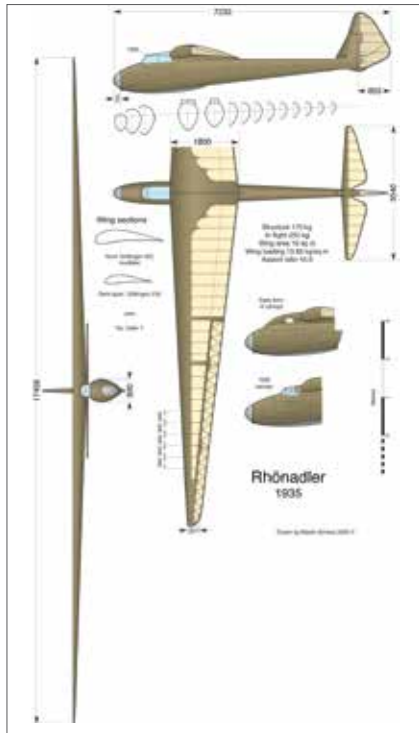
ACKNOWLEDGEMENTS

It must be noted that this article came about as a result of an email from Dr. Ray Wijewardena (proclaimed as a ‘Living Treasure’ by his native Sri Lanka), to Dan and Jan Armstrong on a totally unrelated Shop Talk topic, a Bowlus Baby Albatross kit he helped build and fly in Ceylon. After I published the email in the Vintage Sailplane Association’s Bungee Cord news-

FEATURE ARTICLE THE BRITISH EAGLE

letter, Chris Wills responded to me with some questions for Wijewardena. The resulting exchanges, in which I was the middleman, fascinated me and I knew that I had to write up the story of the English Rhönadler. Unfortunately, both Wills and Wiji have both passed on since I started this article, in 2005.

A lot of the above information came from the amazing memories of both Chris Wills and Ray Wijewardena. Yet a large percentage came thanks to the generosity, and memory of Martin Simons, who responded with what looked like (but that he claimed was not) an article that he intended to publish.



Rhönadler 3-view. Drawn and furnished by Martin Simons, from his book Sailplanes, 1920-1945, Equip Werbung & Verlag, Königswinter, Germany, 2001.



Raul Blacksten, who lives near Los Angeles, California, served as the Archivist for the Vintage Sailplane Association (VSA) for over 20 years

and edited the VSA's quarterly newsletter/magazine, Bungee Cord for nine of them. He is also a member of the VGC's Historical Group. From 2007 to 2013, with the assistance of Clio, the muse of history, Raul wrote a monthly glider history quiz in Soaring magazine. He is concerned with the preservation of the history of soaring and has written numerous articles that have been published in many countries. Blacksten also strongly advocates that all glider pilots should either do an oral history or write their memoirs. He can be contacted at PO Box 307, Maywood, CA 90270 or via email: raulb@earthlink.net

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FROM AROUND THE WORLD

Croatia



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VGC Croatia has launched its first book!

The inspiration of our 1st President, Goran Ilić, and Marko Jeras, our secretary (who took on the editorial role), the project had its inceptions from our very first club board meeting in February 2011 (during which we agreed a bold plan to publish of a planned series of books on our gliding history in Croatia).

After the sudden death of Goran in December 2011 however, Marko continued work on preparing the material, and with the support of Croatian Civil Aviation Agency (CCAA), on Friday October 17th 2014, VGC Croatia was proud to publically launch the results of this, our very first book project in Zagreb.

With the title of **Mi, galebaši'** (We, the members of Galeb), it is a recorded history which focusses on the pre-war history of the historical Galeb (Gull) group in Zagreb. The book is presented in two parts, with the first part being based on an historical account written in 1943 by the Galeb



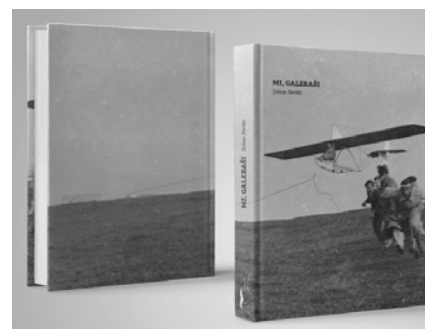
The official public launch of the book in Zagreb on October the 17th 2014, organised by VGC Croatia. From the left to right: Eduard Šoštarić (CCAA spokesmen), Omer Pita (CCAA director), Juraj Salaj (VGC Croatia president) and editor of the book, Marko Jeras (VGC Croatia secretary).

Photo by Zoran Miličić.

group member, Zoltan Perišić. Zoltan's humorous style and antidotes gives a unique insight into events and activities of the group during the immediate war years of 1939 until 1941, when the Kingdom of Yugoslavia officially entered the war.

The second part of the book has been prepared by Marko, and carefully documents and verifies historical events as described in part one. Featuring numerous photographs, newspaper clips and documents, it is also supplemented by artefacts such as national glider and club badges alike.

Running to 272 pages, design of the book was carried out by Negra Nigoević, whilst colour profiles depicting glider and sailplane types flown in Zagreb before WW2



'Mi, galebaši' (We, the members of Galeb) is finally finished. Now Marko gets to put his feet up again after a hectic few weeks! Design by Negra Nigoević. Photo: Marko Jeras

include the Zögling Z-35, W.W.S.-1 Salamandra and O.S.-3 'Musa Kesedžija' are from the skilled pen of Darko Borovec.

It was a big day indeed for VGC Croatia, however one member who was sorely missed was Danilo Vižinitin Viža. Danilo was VGC Croatia's 1st honorary member and the last surviving pre-war Galeb member, and sadly passed away earlier this year. [See issue 131 Ed].

Only 500 limited edition copies have been printed, and will not be released for general sale. Instead, the book will be used by VGC Croatia to officially present as a gift to supporters and donors to the club.

Text: Marko Jeras

Photos: Marko Jeras, Zoran Miličić.

Germany



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



It's a family affair! Photo via Peter Ocker

The Lehrmeister was built by the Lomatzsch factory of VEB (VolksEigenerBetrieb, a people's owned enterprise), and was the workhorse in the training of former East-German glider pilots.

Designed by Wilhelm Zimmermann, Hans Wegerich and Hans Hartung, the type first flew in June 1954, with around 100 Lehrmeister (17m with struts), 18 Lehrmeister I (17m cantilevered) and 110 Lehrmeister II's (15m) being built.

Unfortunately, during the communist era,

almost all were taken out of service and destroyed, that is apart from a very few which were saved by courageous enthusiasts employing some very strange explanations!

This example is one of them, and had been grounded for 27 years, but in 2004 it was restored with much love and flew on August 20, 2004 for the second 'first' time!

Not only have the Sturm family passion-



10 years of happy flying! Photo via Peter Ocker

ately worked on the glider, they have even received the permission to fly with its former GDR-registration, with its newer more modern present day registration in small letters and numbers beneath the tail plane.

But all this was already 10 years ago, and the glider was since been seen at several of our VGC Rallies.

Happy Birthday, Lehrmeister!

FROM AROUND THE WORLD



Two lovely ladies, one old, and not so old. Eight year old Alma Zimmer, poses with the family pride and joy, their newly restored Ka2b! Photo: Patrick Zimmer

Lastly, I am pleased to announce that we now have access to some occasional reports from the Rhönflug Oldtimer Segelflug Club (ROSC) workshops. David Hall, who is a volunteer with the ROSC, has kindly offered to keep VGC News readers up to date with restoration activities and ROSC news, which is an offer too good to refuse!

Stop Press!

News comes of Patrick Zimmer's Ka2b, D-8552, which is now flying again after a 3 year long detailed restoration. With a quality of workmanship that needs to be seen to be believed, D-8552 has been lovingly returned to her original factory condition sporting her original multi-pane canopy. Patrick reports that the glider flies well, and that the children are enjoying flying with dad up front! [See VGC Kids Club] We hope to report more on this lovely glider's return to the air in a future report!

Peter Ocker



The old ill-fitting Rhönbussard dog-collar Photo David Hall

Now some news from the Wasserkuppe ROSC workshops!

In the winter months of 2013/14 Philipp Stengele gave our Ka3 a complete overhaul and it was also painted in the Eichelsdorfer paint shop in Bamberg. At present it is having new plexiglass fitted to the canopy and will be flying in spring 2015.

Our Rhönbussard, D-7059, built in 1937 by Schleicher is undergoing a full refurbishment in our workshop at the Wasserkuppe. The wings are in excellent condition and only minor repairs were needed to the left wing by Frank Thies and Friedhelm Schäfer. They have now been recovered and will be repainted when the fuselage work is finished. A huge amount of work has been done on the fuselage. There were thick layers of paint to remove not to mention several kilos of filler. The positive side of this was the plywood underneath was preserved excellent condition! However part of the nose section had been repaired in the past with plywood used in France for Jodel aircraft, and we decided to replace it with traditional plywood.

The canopy that came when the aircraft was acquired in 1993 did not fit cleanly, and it was decided to build a replacement with a better fit (see picture of old canopy



Clamps, clamps, and yet more clamps! The new dog-collar takes shape. Photo David Hall



77 years young! Rhönbussard, D-7059, undergoes a deep overhaul Photo David Hall

on fuselage). I have spent spring and early summer building this as a new member in the workshop under the guidance of Philipp Stengele. It is almost finished as can be seen in the pictures.

The skid and rudder have been repaired and when the control cables have been replaced, the fuselage and wings will be repainted in the traditional OSC colours. It is planned to have the aircraft finished and be displayed at AERO/Friedrichshafen in April 2015.

Another point of interest, the Rhönbussard has been designated a 'Moving Cultural Monument' in the state of Hessen, as it is the only one, as far as I am aware, still in flying condition in Germany.

Should any VGC members be visiting the Wasserkuppe and the gliding museum in the future, they are always welcome to visit the OSC and the workshop too.

David Hall

Wintertreffen 2014 der deutschen VGC-Mitglieder

Das diesjährige Wintertreffen fand wieder auf der Wasserkuppe statt; ein Ort, der sich für unser Jahrestreffen bestens bewährt hat. Er befindet sich „in der Mitte“ von Deutschland, ist eines der traditionsreichsten Segelflugplätze und Heimat des größten Segelflugmuseums.

Perfekt vorbereitet war das Treffen wiederum von Peter Ocker. Die von ihm gewählte Gaststätte des neuen Gebäudes der Segelflugschule ist mit entsprechender Mediathek ausgerüstet, die Restauration ließ keine Wünsche offen.

Peter begrüßte uns mit einem kleinen Umtrunk und eröffnete die Versammlung mit einem Rückblick auf das sehr schöne



Segel- und Gleitschirmflieger genießen das besondere Flair der Wasserkuppe.

FROM AROUND THE WORLD



Peter Ocker und Klaus Fey überreichen Rolf Bornheber die VGC Medaille für die Restaurierung seines Grunau Baby.



Im neuen Restaurant "Weltensegler" der Gesellschaft zur Förderung des Segelflugs auf der Wasserkuppe.

VGC-Treffen in Dänemark, ebenso wurde das gut organisierte Vortreffen in Wilsche gewürdigt.

Das Präsidium des VGC hat beim Annual Dinner in Maastricht (Niederlande) drei Preise an deutsche Mitglieder vergeben, die von Peter Ocker und Klaus Fey überreicht wurden:

- Gere Tischler ein Pokal für die gute Organisation und Darstellung des VGC auf der jährlichen „AERO“ in Friedrichshafen.
- Rolf Bornheber eine Auszeichnung für die gelungene Restauration seines Grunau Babys.
- Peter Ocker wurde für die aufwendige und detailgetreue Recherche für seine Bücher über das Lebenswerk von Hans Jacobs geehrt.

[alle diesjährigen Ehrungen s. Seite 14]

Anschließend berichtete Peter Ocker über die erfreuliche Mitgliederentwicklung; mit fast 300 deutschen Mitgliedern sind wir den englischen Freunden „dicht auf den Fersen“. Die vom deutschen Team durch-

geführte Art der Bewirtung beim Internationalen Abend in Dänemark fand allgemeine Zustimmung und soll beim nächsten VGC-Treffen wieder zur Anwendung kommen; d.h., es sollen möglichst viele Bundesländer ihre Spezialitäten präsentieren und somit die Vielfalt der deutschen Küche aufzeigen. Eine endgültige Aussage über den Austragungsort des VGC-Treffens 2015 konnte noch nicht genannt werden. Am 24. Oktober ist eine finale Entscheidung bei den zuständigen holländischen Ministerien gefällt worden. [s. Ankündigungen in den "Board News"] Nach dem Abendessen zeigte Klaus Fey mit vielen Bildern die Möglichkeit des Segelflugs in Schweden; sicherlich ein lohnenswerter Austragungsort eines zukünftigen VGC-Treffens.

Mit netten Gesprächen unter Freunden klang der Abend zu später Stunde aus; hoffen wir, dass im nächsten Jahr wieder die Besucherzahl ein wenig grösser sein wird; es lohnt sich.

English precis

Annual German members VGC Winter Meeting

Again the German VGC Winter Meeting took place on the historic Wasserkuppe, with yet another perfectly prepared event by Peter Ocker.

With the meeting opening with a review of the beautiful VGC-Rally in Denmark, and the well-organised Rendezvous at Wilsche. There was also a special presentation by Peter Ocker and Klaus Fey to award Gere Tischler and Rolf Bornheber for their VGC awards that were recently awarded to them by the VGC at their recent Dinner and Annual Awards in Maastricht (Netherlands). Peter Ocker was also recognised by the VGC for his outstanding work and research into the life of Hans Jacobs. [For the full list, see page 14 Ed].

Peter then reported on the positive development of German members and with nearly 300 members, we are now hot on the heels of our English friends!

After such a successful International Evening at the Rally in Denmark, we came to an agreement to try a similar idea at next VGC International Rally, as there are so many provinces that represent a wide range of German cuisine.

The final topic discussed, was the venue of the 2015 International VGC Rally, of which a final decision would be announced after a meeting with Dutch ministries on the 24th October [see announcements in the Board section. Ed].

After dinner Klaus Fey gave a presentation of the suitability of staging a VGC International in Sweden after he visited gliding clubs there. Text: Ulf Ewert; Photos: Ulf Ewert

Japan



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Slingsby T-51 Dart (JA2070) is sadly no longer airworthy

Historical glider display in Sekiyado

On August the 3rd, 2014, three historical gliders were displayed in front of hanger at the Sekiyado Glider Port. It was a memorable day when the restoration of a Slingsby T-51 Dart was completed. The displayed

gliders were a Hagiwara H-32, Slingsby T-51 Dart and Nippi Pilatus B4, each glider having a unique history.

Slingsby T-51 (JA2070) was registered on the 17th May, 1965 with a serial number of

1446. It was imported by the Japan Aeronautical Association to promote cross-country flight. In those days, cross-country flying was not so popular and it was hard to manufacture such a high performance

FROM AROUND THE WORLD



A unique glider in Japanese gliding history, the Hagiwara H-32 (JA2050)

glider in Japan. The T-51 was used to give pilots experience in cross-country or long duration flight, especially for those pilots who had no previous experience in these disciplines. Unfortunately the T-51 suffered several accidents and stopped flying for long time due to ongoing maintenance. It was finally grounded after a structural defect that was found, which was estimated that a huge cost would be



Nippi Pilatus B4-PC11AF (JA2274), license built in Japan

required to recover it back to flying condition. Since then the T-51 has been stored in a trailer, however a decision was made to restore it to a static display condition, and thus was displayed in August 2014. Hagiwara H-32 (JA2050) was one of a series of original Japanese 'Hagiwara' series gliders. Its design concept is based on a single-seat competition glider, whose performance was as good as a Ka6. The

designer was Mr. Isao Horikawa and it was manufactured by Mr. Ichiro Sato. The first flight was conducted on the 7th April, 1964. Since then she accumulated 5373 flight cycles and 956 flying hours over 18 years. For some reason the glider was later grounded, however Mr. Sato restored it over a period of 4 years and it flew again in 2003.

Nippi Pilatus B4 (JA2274) is the first B4 made by Nippi (Japan Aircraft Company) who bought the manufacturing license from Pilatus Aircraft in 1978, with the first one rolling out the doors in 1980. Unfortunately only four B4's were ever made, when Nippi quit manufacture in 1982. This, the first production B4-PC11AF made by Nippi, carries the serial number of 1001 and registration number of JA2274. It was first registered on the 21st of March, 1980 and was donated by Nippi to the Sekiyado Glider Port.

Text: Yasuhiro Yama
Photos: Yasuhiro Yama

Netherlands



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Going, going, gone! Nico Baby takes off at Axel for the first time in 15 years after a full restoration.
Photo Evert Fekkes

Hello fellow reader!

Well Dutch news takes on a slightly new look as we say goodbye to Astrid van Lieshout, who is busy with her VHZ Chairwoman duties. Thank you Astrid for all your hard work. I have (been!) volunteered to take over Astrid's role as VGC News Dutch correspondent, and fly at the 'Salland' Aero Club, at Lemelerveld. The airfield houses a wide variety of vintage and classic gliders, most of them flying. I am co-owner/keeper of an airworthy T30A, T34A and T38, and along with three friends, am working on the prototype T21B, the oldest Sedbergh still around (which started life on the drawing board as the T28). It should be flying in a year or two.

My interest in vintage gliders stems from the mid 1990s, when I was a poor student with a lot of time and very little money to hand. So I bought a 1962 K8b in Germany with four friends. 'My' first airplane, before I even owned a car! It came with a rickety

open trailer which we towed across Europe borrowing rides and cars left, right and centre, to visit the Czech Republic, Germany and France.

In order to do our own repairs to the K8 (mostly road-rash), an old friend offered to train two of us as glider technicians, and I was one of them. During my training, I worked on his T30A, and rebuilt a Ka4. The K8 has been since sold (as have the other five K8s that followed it!), but the love for vintage gliders has only become stronger. I am one of the VHZ Technical Committee team members, and as an Inspector, now help owners at our airfield keep their treasured classics flying.

You may recall that Astrid mentioned (in Issue 138), the unveiling of 'Nico Baby' at last year's VHZ Rally at Axel after a ground-up restoration? I am pleased to announce that 'Nico Baby' finally saw air under its wings for the first time in 15 years. This

1955 Schleicher-built Grunau Baby IIb (PH-213) had suffered minor damage in a ground handling accident in 1999, which brought to light previous substandard repairs. This grounded the aircraft, requiring a complete overhaul and major repairs to the aft fuselage and lower front fuselage. After some initial years of storage it was expertly repaired by Hans Regeer, Toon Frishert, Egbert Veldhuizen, Henk van der Heijden and Bob van Aalst. It was then finished at its home-airfield of Axel. September 27 saw its long-awaited post-restoration flight with the Eerste Zeeuws-Vlaamse Aeroclub, who have owned the aircraft since 1968!

Less than good news is that ILENT (the Dutch CAA) have (apparently for legal reasons), decided to no longer make Dutch permits-to-fly available for foreign-registered Annex-II aircraft permanently based in the Netherlands. This has had a

FROM AROUND THE WORLD



Nearly ran out of glue clamps there! More new structure going into the Lemelerveld T21, with work expected to take another two years.
Photo Eric Munk



Rhönlerche PH-279 was back in the air at Lemelerveld in July and has found a new home at Venlo airfield after this Summer's VGC Rally in Denmark. Photo Eric Munk

crippling effect on Dutch-based historic aircraft that operate under Annex-II on a foreign registration, both motorised and gliders. For some aircraft, the solution is a transition to the Dutch aircraft register, driving owners to considerable costs (often more than 500 euros) and a lot of time and effort. Some gliders however are caught in a classic Catch-22 situation. These foreign Annex-II sailplanes may be registered on the Dutch register, but will not receive a CofA (again for legal reasons) and can therefore not be flown. But if they remain on a foreign register, they can only be flown abroad. If this matter cannot be resolved by the 1st of January 2015, it will mark the grounding of (amongst others) types like the T31, T38, Capstan, and more. All of them perfectly servicable and in many cases restored to a very high standard. Talks are underway

to fix this problem, but things are looking rather bleak at the moment. Not deterred by these legal issues the Venlo crew is working hard on their Prefect (PH-193), which they have on loan from the Aviodrome collection. This suffered a launching mishap some years ago which saw the winch release removed from the aircraft in a way not foreseen by the manufacturer! It is undergoing major repairs to the front fuselage, taking the opportunity to rectify previous less-than-optimal repairs from years long gone by. Meanwhile, Johan van Dijk is still soldiering away at his Ka3, and first flight is expected next year. The quality of workmanship is staggering! The crew at Lemelerveld has now finished all structural work on the fuselage and tail of the Slingsby T21b prototype (which started its design life as the Type

28). The BGA CofG-release modification is now approved by Dutch authorities as well, thanks in no small part to Dave and Peter Underwood for their support supplying paperwork and calculations. Work is now focusing on finishing the starboard wing, which has seen major work done following damage caused when a truck ran over it in the 1990s, using donor sections from a second wing. The port wing is in need of major work as well, and the restoration crew is open to offers if anybody has a decent port wing available to speed up the work.

The Lemelerveld Rhönlerche PH-279 made it to the Denmark Rally with three days to spare with its newly issued CofA after a thorough inspection and some repairs. It had spent eight years earthbound due to time constraints of its owner. This Rhön has now moved on to Venlo, as the crew there only had two, and apparently badly needed a third (is there such a thing as a 'nest of Rhönlerches'?). New in the Lemelerveld workshop is a 1963 Ka8b (PH-1206) which had been grounded eight years ago following the discovery of glue deterioration in its wings. It is owned by two brothers, one of whom has painstakingly rebuilt and recovered the wings at Hilversum. His brother is now finishing the job at Lemelerveld so it can re-apply for a CofA and fly for another 50 years.

Text: Eric Munk

Photos: Eric Munk, Evert Fekkes

Norway



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LN-HAA looking splendid in her new paint and colour scheme.

We are pleased to announce our Mucha Standard has now been issued with its new CofA on the 21st of July, and was test flown the following day after its recent restoration. Many readers will recall that this Mucha has been highlighted in recent issues of VGC News. Two flights were carried out, one by myself, and the other with Øivind Habberstad. There was a little fine tuning that was needed, however found its flying qualities

simply delightful, as we looked forward to getting the most out of the Mucha. We have since carried out more flights, and recently Øivind and I managed over 2hrs and 50min in her Starmoen airfield near Elverum; it just gets better and better!

Text: Knutt Eggestad

Photos: Knutt Eggestad



Getting all set for the first flight!

FROM AROUND THE WORLD

Poland



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The return of an old Polish friend, the Mucha Sto

Saluto!

Just a short update on our activities.

We are proud to inform you that after two years of reconstruction, the new SZD 12A Mucha 100 is enjoying its new flying life in Toruń city. This glider represents the second generation of gliders in the Mucha family, and was built in 1959 [the first in the series being the 1948 Mucha IS2]. We found it in the South of Poland lying at the back of hangar at the Zamość city Aero Club.

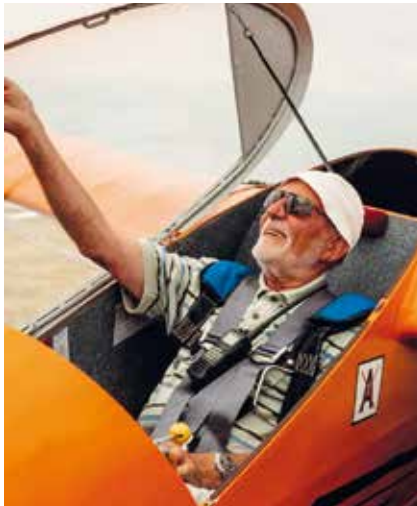


SZD 12A Mucha 100 (SP-2003) as found in its pre-restoration status in Zamość in 2011.

Photo: Grzegorz Kazuro

After a deep renovation, including a complete fabric recover (synthetic fabric), this year saw the finalising of all the documentation and formal issues and in June, SP-2003 flew again for the first time in over 30 years with Edmund 'Edek' Janowski at the controls. Edmund, who is 75 years old and still an active pilot, was delighted with the glider's beautiful handling characteristics and marks his first flight on the type for 30 years!

Not only that, the flight marked a triple event, as it marks the return of the type (Mucha 100) back in Toruń (EPTO) airfield after an absence of over 30 years over Toruń skies.



Edmund 'Edek' Janowski, is reunited with the Mucha 100 after 30 years. His face says it all!

Photo: Grzegorz Kazuro

So to end my report, here's a few pictures to enjoy to mark this exciting occasion.

Text: Grzegorz Kazuro

Photos: Grzegorz Kazuro, Marcin Jaros



Taking off for the big moment!

Photo: Grzegorz Kazuro



The view from the office over the skies of Toruń.

Photo: Marcin Jaros

UK



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Hello from a successful 2014 UK gliding season!

Well response from the general UK VGC readership remains fairly flat in regard to news of restorations in current progress. I am however ever grateful for those of you who do keep me informed of your current projects, as it is a fascinating process watching all your hard work cumulate to a thing of beauty.

In this vein, I was particularly delighted to receive yet more news from Russell



1942 Schmetz built Meise, BGA 449 takes on a de-Anglicised look! Photo: Russell Hardcastle

Hardcastle, who continues to make good progress on the restoration of one of England's last remaining WW2 German gliders, the 1942 Schmetz built Meise, BGA 449. This glider was taken to Farnborough in 1945 for display at the German Aircraft exhibition of that same year, before eventually going onto the BGA register with the Newcastle club.



The attention to detail has to be seen to be believed!

Photo: Russell Hardcastle

Russell has diligently and painstakingly put right all those 'Anglicisations' over the years, and returned this lovely glider back to her original Germanic roots carrying her wartime markings of LF-VO, with stunning results as the attached photos attest. Of course there is a price to pay however, it has come at a cost of his time, and as Russell laments, he has 'averaged 20 hours a

FROM AROUND THE WORLD



Bicester Heritage is proving a new and interesting opening for the Vintage Gliders, and now specialise in high-end vintage and classic car restorations, with many restoration companies working from this old ex-RAF site. Photo Philip White, Bicester Heritage



Blair Shenstone (son of the co-designer, Beverly Shenstone) is reunited with the Harbinger. The Teddy is the same one that Blair had as a five year old boy in the late 1940's when he was last photographed with the glider! Photo Lance Cole

week for the last 4 years on the bugger! (Here's to supportive wives Russell!). Like with any mistress, a new boudoir was a prerequisite, and has come in the form of an ex- Laurie Woodage (Schofield built) trailer purchased from Geoff Moore, which has the huge advantage of a galvanised chassis, thus helping to keep those dreaded rust flakes at bay! The ensuite was a little tight however, so modifications were made to the derriere to accommodate the Meise's appetite for more spacious rear end however!

With the wings still needing Russell's patience and attention, we look forward to continuing reports on this unique glider, (and a full length article Russell!), so I will leave you to marvel at the attached photos, which do not do justice to this incredibly faithful restoration! My hat goes off to you Russell, and I for one look forward to seeing it back in the air one day.

More British restoration news comes in the form of the Kite 1 prototype restoration. Peter and David Underhill continue to

make steady progress, with a major milestone recently of the 1st rigging. Again the results are simply stunning, as the project enters into its final stages before all that lovely work is covered up!

Well, my restoration activities have been practically slowed to a standstill this year due to work pressures and the demands of producing a magazine! I am pleased to report that after rebuilding all the trailing edges on EoN Baby BGA 629, I am now back into repairing the wings. The wings have proved to have more work than first envisaged, with signs of glue failure in many of the smaller areas like rib biscuits. With restoration on the fuselage largely complete, the Baby has however found a real place in my heart, and I am determined that one day she will fly again, and will be a tribute to the members at the Bowland Forrest Club, who loving operated this glider for so many years.

The 2014 UK national display scene continues to feature a good level of our Vintage gliders, with the Shuttleworth collection

staging a good many flying display with vintage gliders over the past season, including displays by not only the gliders now based at the Shuttleworth, but privately owned gliders belonging to VGC members.

Another interesting emerging opportunity comes in the form of the recently established Bicester Heritage. Totally unique, this old WW2 airbase was ripe for a new housing development, and was in danger of disappearing along with the gliding club there, until a private business consortium stepped in with the intention of turning the site into an elite restoration site for some of the top vintage cars to be found anywhere in the world. This top-end facility is attracting top marqueses from Bentley's to Bugatti's and functions beautifully alongside the aviation and gliding interests of the airfield. This is now beginning to manifest in the many vintage car meetings now taking place here, with many meetings incorporating photo shoots with older aircraft and gliders. This has of course opened up a whole new avenue for the VGC, and recently Lofty Russell and Daniel Jarman recently displayed and flew the Rhönsperber and Minimoa there at one such meeting.

One glider of particular interest was the appearance, of the Bicester-based Harbinger, with a very special visitor being reunited with this uniquely historic British glider. This came in the form of the Harbinger's designers son, Blair Shenstone, whose father Beverly was responsible for the design of the wing on the worlds most iconic aeroplane, the magical Spitfire (in which who's story can be read in a recent book by our VGC friend, Lance Cole).

More UK news comes in the form of the fast changing scene that is the Lasham GHC! Things happen so fast down in the darkest depths of Hampshire, that even yours truly has problems keeping up with all the news going on down there! It is simply incredible to see just what this dynamic bunch of enthusiasts have achieved, and they all should feel so very proud of what they have delivered in the memory of not only our much missed President, Chris Wills, but are filling a much needed niche in the UK gliding scene in the long term dream to establish a truly British gliding museum. For this reason I am giving a regular space to GHC members to keep us updated, and am delighted to announce that Paul Haldy has agreed to keep all VGC readers up to date of all their most recent news!



The Shuttleworth Collection's Fauvel is given a spirited display by the VGC's Graham Saw at Old Warden, another important UK promoter of vintage gliding. Photo David Underwood

So without further ado, its over to you Paul.

FROM AROUND THE WORLD



*Olympia BGA 962, out her trailer for the first time in 10 years and still looking rather prim and proper! One of the last Olympia 2b's off the EoN production line, this was the first time it had been seen by GHC members!
Photo Paul Haliday*

There has been no let up in activity at the Gliding Heritage Centre since the last issue of VGC news...

We have had a very good season this year, with the GHC collection regularly being flown on GHC flying days. So far the fleet has flown a total of 85 hours this year. The highlight of the season for many was the Vintage Task Week that was flown in parallel with the Junior Nationals at Lasham. Despite a week of challenging conditions where gliders battled against weak thermals in strong winds, the GHC fleet managed to clock up a very impressive 42 hours of flying, GHC flying revenues are comparing very favourably with the budget and the treasurer is very happy!

Activity has not just been in the skies over the GHC hangar, as things are moving at a pace on the ground. During the summer we were very excited to take possession of the second Crested Wren built by Bill Manuel. This glider was originally built by Bill for Barbara Reed in the mid 1980's, however it was never intended to fly and spent the last twenty years of its life languishing in a barn in Gloucestershire. It was spotted by David Prophet, who contacted the VGC, who in turn contacted the GHC and a deal was done with the barns owners and we were able to take ownership of the glider.

It was immediately clear that although the fuselage of the Wren was in very good condition and needed little work, the wings had suffered major water damage and were incomplete. Gary Pullen and John Herring have really pulled out all the stops in rebuilding the wings, and as I write this, both wings are in our workshop now structurally complete and are in the process of being covered. The plan is that the Crested Wren will be displayed to complement the Willow Wren that is on loan to us from Brooklands. The Crested Wren will be hung on the left as you enter our hangar, with the Willow Wren hung on the right. The space for the Crested Wren was previously occupied by the Colditz Cock, which has now been relocated to hang near the Weihe in the roof.

To take advantage of the large number of the general public who come to Lasham at weekends, we have introduced weekly 2pm Sunday visits. We make loudspeaker announcements inviting those in the public areas of Lasham to come and tour the GHC hangar. This has proved to be a great success, regularly we attract sizeable groups of people into the hangar, and we have received much positive feedback from our guests, who sign our visitors book and leave donations in our 'house'. We are always happy to take visitors at any time and since September last year we have had over 1200 visitors to our hangar. We are delighted by the interest we have generated from all over, not just from within the aviation community.

As you may recall, the development of the GHC is split into three phases: Phase One was the construction of the Chris Wills Memorial Hangar, which is now complete. Phase two is the creation of the museum and phase three is the extension of the hangar built in phase one. It is the museum building that is now the main focus of our attention looking forward.

The museum is the most ambitious and costly phase of the whole GHC development, and we are intending to make a submission to the Heritage Lottery Fund (HLF) to help us to achieve this goal. This is not a simple process and we have assembled a team to create the bid. We held our first working meeting this week and plan to hold meetings every two weeks to monitor progress and plan the way forward. Our plan is to make our bid by the end of 2014.

Besides the HLF bid, we also have whole load of work to be getting on with in our workshop, preparing the fleet for the next season and also undertaking the restoration of the Foka 4, that we hope to have flying next year and also a primary. The next few months for the GHC will be very busy ones indeed.



Crested Wren arrives at the GHC workshops for restoration back to static display. Photo Paul Haliday



Although the fuselage was in good shape, the same could not be said if the port wing, as this photo testifies. Photo Paul Haliday

Stop press!

A new addition to the GHC fleet comes in the form of a late model Olympia 2b, kindly donated by Mike Gagg of the Wrekin Gliding Club based at RAF Cosford. This glider, when it arrived, was found to be in very good condition considering that it had not flown for over 10 years, it has been stored very carefully in its downtime so will need very little work before it can fly again.

We think that will become a popular member of the GHC fleet as it looks really gorgeous having a cherry red fuselage with lightning stripe down the side and white wings. John Brooke, one of our members has kindly adopted it, and will become responsible for its maintenance.

Paul Haliday



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Vincenzo Pedrielli

Model News

Looking back over 2014

With the current year about to end, 2014 has seen some beautiful vintage models featured under 'Model News'. These models keep alive the history of gliders built around the

time of WWII, and in some cases, are the only examples still flying today.

A collection of models in various scales was presented by Frederic Fischer in his 'Model Museum' in Trogen, a rare and

unique initiative from a private individual. A museum to visit!

Vintage Model Glider Meetings were reported during 2014, such as Middle Wallop and Cremona. More and more frequent are these non-competitive meetings in many parts of the world, organised to get together and share the common passion of vintage glider models.

What can we expect for 2015? This largely depends mainly on the contribution of you, our modelling comrades, so give a thought to contributing your articles on your projects and initiatives.

Chris Williams

British Model News



Author's newly-completed 1:35 scale Minimoa MO2a in action at White Sheet hill

Despite the unpleasant nature of the preceding winter, it must have proved a stimulus to many builders, as the summer sunshine saw a lot of new models brought out for the first time. Many of them appeared at the second of the Ghost Squadron aerotow events at Middle Wallop, (the first being wiped out by inclement weather), alas too many to feature here due to space limitations.

First up is Darren Maple's half-scale Camel, based on the information freely available from the Scale Soaring UK website, possible the most comprehensive archive of vintage glider material on the Net.

Around the year 1937, J.S.Sproule and his partner, A. Ivanoff, designed and built a wooden single-seat glider that they decid-

ed to name the Camel. To make it easier to rig and transport, it was fitted with wings that remained attached to the fuselage and swept back parallel to it when not in use. This was one of the many one-off machines of this exciting experimental period, and it flew until 1951 until it was destroyed in a midair collision. Darren's version is an extremely large poem in plywood and varnish, and performs very well from aerotow, although it might be a bit of a handful to throw of a hill!

Richard Vale's SZD-20x Vampire-2 was an experimental competitive glider built from wood, with fabric covered control surfaces. The idea had been knocking about for years that a flying wing, shorn of the drag of a conventional fuselage and



The menacing snout of the DFS 230 troop carrier

empennage, should be able to out-perform the more traditional glider types, and the Vampire was one of many designs built to explore that notion. Designed by Aussie Jilles Smits, and made freely available from the SSUK website, Richard had constructed the model with the help of a laser short kit supplied by Cliff Evans. Initial flights had proved to be a white knuckle ride, with severe pitch fluctuations leaving only a narrow speed range within which to fly in any sort of sedate manner. Later investigations showed that the wing joiner arrangements needed some modification, after which the Vampire proved to be a very nice performer indeed.

Terry Holland's Antonov A9 had a much more tragic appearance at Middle Wallop, when it came to grief on its maiden launch. For reasons that could not subsequently be determined, the controls appeared to be crossed and the hapless tug/glider combo ended up prop hanging at about 100 feet before the tug pilot released.

Another large model to appear on the day was Dave Horten's DFS 230 troop carrier. This had been purchased in Germany and transported back to the UK, only for its owner to discover that the airframe was riddled with woodworm! Undaunted, he built a new airframe based on the first, only the canopy and u/c being reusable.

MODEL NEWS



The DFS 230 in action at Middle Wallop



The Antonov A9 never recovered from this untenable position



The half-scale Camel under tow

'That's the most expensive canopy I've ever bought' he commented. This unprepossessing machine proved to be a stable and quite efficient performer, thus proving the old adage that you shouldn't judge a book by its cover.

On the home front, I was also able to debut my latest project, the 2-seat Minimoa

MO2a. Built to 1:3.5 scale, there were quite a few challenges to overcome, including the addition of flaps, drop-off dolly and a landing light. Somewhat overwhelmed on the first aerotow, what with a new transmitter, and lots of functions assigned to various knobs and switches, I completely forgot to release the dolly, and had to

come off the tow early and stooge around until I could find a safe area to drop it. (The Middle Wallop authorities take a dim view of anyone leaving FOD on the airfield!)

There is a common theme in all of the foregoing...apart from the DFS 130, plans and documentation are all downloadable for free from the SSUK website: www.scalesoaring.co.uk (If you would like to see the MO2a in action, just Google MINI-MOA MO2a 1ST FLIGHTS).

The most remarkable sights on the day were when two imported Ready-to-Fly K8's lost all or most of their starboard wings due to structural failure. Regardless for the reasons for these failures, what made the events remarkable was that both pilots managed to fashion a more or less conventional landing!

All photos by Chris Williams



Richard Vale with his 3rd scale 5m SZD-20x Vampire-2 on approach



Unlikely though it may seem, this stricken K8 landed more or less conventionally



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Vincenzo Pedrielli

5th Vintage Glider model meet – Cremona



An impressive aero-tow line up indeed

The Vintage Glider Model Meet, organised by the 'Gruppo Aeromodellistico Cremonese' (GAC), took place on September the 21st 2014, on the airfield of Annicco, Cremona. This was the fifth occasion we had met, thus representing yet another success attributed to Marco Pattoni and his team. Cremona has been conferred the title of 'Vintage Glider Models', and are in fact, exclusively reserved for vintage scale models that re-

produce wood and fabric sailplanes, taken from the history of the gliding world. This year saw model gliders being reproduced from various countries; from Germany to Poland, Japan to the USA, Switzerland to Austria and finally, of course from Italy. The nicely built GP1, designed by Ugo Abate, the Gheppio from the pencil of Gianfranco Rotondi and the Albanella of Vittorio Bonomi, were all waving the Italian flag.

Evidently the book 'Italian Vintage Sailplanes', has opened a new opportunities as a way forward in reproducing Italian scale-model gliders.

Attendance of this fifth meeting marked a significant increase in both the number of models and pilots (around the order of 30% over the previous year). With 50 models registered for the event, and over 100 people attending, all of whom were keen on gliding and model building. A BBQ

MODEL NEWS



Just some of the detail that goes into these models, a very realistic ASK13 cockpit



The Italian Gianfranco Rotondi designed Gheppio



Gorgeous Moswey III in flight

was expertly prepared by the active club member, Pietro Castelvechio, who served around 100 people, all of which were well-watered with good red wine, which gave us the opportunity to stay a bit longer at the table and chat!

About what you may ask? Model-building techniques, future projects and much, much more! The merit of these meetings is not just to fly, but above all, to get together and share a common passion for vintage model sailplanes. So a splendid meeting, great weather, and excellent thermals! After the initial slight haze, the sun came out and shone, giving pilots the ideal flying conditions. Waiting times for towing was more than acceptable, thanks to 10 aero-tow models in operation. All too good to be true!

Not to dampen the enthusiasm of some,

sadly a few incidents occurred during the meeting. Thanks, perhaps to the strong thermals, many models were flown simultaneously, but it took only but a moment of distraction for a beautiful Bowlus Baby Albatross to disappear from the sight of his pilot, as was the case of another similar incident, that of a 1:2.5 scale Schleicher Ka8. A Sperber Junior, which lost a wing in flight, went into a spin ending up in a nearby field. To complete the unlucky streak, a mid-air collision between a modified Bidule tow-plane, (which was returning from a tow), crashed into a Schleicher Ka6. A bad day for Schleichers!

The good news came a couple of days later however, when all the lost models were found nearby to the airfield (for the record, I only mentioned these incidents, because it did not detract from the event!).

I would like to conclude my report with a warm round of applause for Marco Pattoni and his team. See you next year in Annicco for the 6th Vintage Glider Model Meeting 2015! Text and Photos: Vincenzo Pedrielli



This 1:2.5 scale Schleicher Ka8 looks magnificent as it makes its approach

Yasuhiro Yama

And a little snippet from Japan;

PWS-101 1/3.8 Scale Glider



The PWS on its take off roll.



A study in beauty.

This, a 1/3.8 scale model of famous polish glider PWS-101, is owned and flown by Mr. Takashi Shirasu. Electrically powered, it is usually launched from a wheeled dolly, and is an easy controlled model, with excellent stability. It is a most beautiful model in the air, especially with its gull-wing and semi-transparent wing covering.

Text: Yasuhiro Yama

Photos: Yasuhiro Yama

Maker OldGliders: (www.oldgliders.com)
Scale 1/3.8
Span 5000mm
Length 1920mm

Wing Profile HQ3.5/12
Flying Weight 9800g
Motor Scorpion S4035-330KV

MODEL NEWS

John Watkins

Slingsby Type 6, Kirby Kite



The full size Kirby Kite at Long Mynd



The Kirby Kite painted in camouflage. Photo: Vincenzo Pedrielli

Gull-wing sailplanes are very much attracting the attention of model builders. Alexander Lippisch introduced this type of wing in late 20's with the Falke and Fafnir, with this approach being followed by designers in many countries. In England, the Slingsby company built eight different types of sailplanes with gull-wings up to the end of 1945. The Slingsby Type 6 Kirby Kite was designed by Fred Slingsby in 1935 and it was an improved version of the Grunau Baby 2. The wing had a moderate gull dihedral and was braced with single steel struts. The streamlined fuselage had an inverted pear cross section and a lower pylon-shaped wing/hull connection. The tail was practically the same of Grunau Baby 2, whilst the rudder was rounded off. During WWII 15 Kirby Kites painted in the then standard camouflage scheme, were used by the RAF to find out if wooden aircraft could be detected by radar, and to train pilots for military troop-carrying glider missions. The control cables were replaced with wooden pushrods. Today we know that a few Kirby Kites still exist in England and USA.

I came across the Kirby Kite at a rally at the Long Mynd in 1985 and immediately fell in love with it. Ted Hull, the owner of the

Kite, was contacted, with Ted reminding me that Martin Simons had already produced plans, but he was on the far side of the world! Ted was kind enough to let me photograph his glider in its beautiful yellow-white and natural doped fabric scheme.

Design work on the model was started immediately on my return home that July and took about 3 weeks, with construction starting straight away. The model was completed in March of the following year, which was around about 7 months of construction work. The masking of the wing structure behind the leading edge took about 4 hours, while the spraying of the white paint took a whole 2 minutes!

The maiden flight was made on the 30th March 1986, in the presence of Cliff Charlesworth at Pewsey Down, in Wiltshire, not far from White Sheet. Cliff had commented that the scale wing section would slow it down, as it would feel if it was flying through porridge! It was a bit tail heavy until I loaded the nose with small pebbles in a polythene bag – problem solved! Cliff was right, it was sluggish, but so is the real glider. Nevertheless it has given me lots of pleasure. I was staying the weekend with a friend, who is lucky enough to have lived in the area and he

also had an untried model, this time a Cliff Charlesworth Reiher.

My Kirby Kite is still in flying condition, although unfortunately shows evidence of of a few past sorties. It, along with all my other models, currently stands idle against the wall of my building room awaiting for my health to improve, so that once again they can all take to the air again.

My thanks to my good friend Vincenzo for having invited me to write an article about the Kirby Kite, as this was the model that started a long friendship, and long may it continue!

Text: John Watkins

Photos: Unless stated, all photos John Watkins



John Watkins model Kite under construction



The model ready to fly



Ted Hull in the cockpit of the Kirby Kite



Kirby Kite of the late Bob Gaines landing at Elmira at the 2005 IVSM. Photo: Vincenzo Pedrielli



In flight the model looks very realistic

Gábor Fekecs



Vincenzo Pedrielli

– Asiago 1924, Concorso Internazionale di Volo a Vela

Concorso Internazionale di Volo a Vela/Internationaler Segelflugwettbewerb in Italien/
International Gliding Competition in Italy

Vincenzo Pedrielli - Asiago 1924
ISBN 978-3-9814977-7-9
306x225 mm Hardcover 144 p.
Available from the publisher: www.eqip.de
(EUR 35 incl. tax plus shipping)

Following Vincenzo Pedrielli's two previous books - 'Asiago: la nascita del volo a vela in Italia - The Start of Gliding in Italy' (2002) and 'Alianti Italiani d'Epoca - Italian Vintage Sailplanes' (2011), with this book an old dream of the author has been realised, disclosing to the world's gliding community how Italian gliding movement started. His first book dealt with the same topic, however it was a private publication and is not widely known. This book is the definitive story of how gliding was born in Italy. For those who are interested in vintage gliding and gliders, the name of Asiago might be not completely new, as in 2010 an International Vintage Glider Meeting had been organised there to commemorate the 1924 event, which was followed by a series of International Vintage Glider Meetings in Italy. It is a unique story of how the first gliders in the country were born. In many other countries there were groups of enthusiastic youths already experimenting with gliders, built by their own initiative, and had come together to learn from each other and exchange their experiences. In Italy's case such groups were non-existent,

so the National Aero League, which was sponsored by a newspaper, aimed to stir up interest for this new sport. Selecting a supposedly suitable location for gliding, they announced an Italian gliding competition, inviting German pilots as well. The location, Mount Sisemol, proved to be a very good choice however, as some German pilots were even contemplating that it might be a better site for soaring than the Wasserkuppe! The story is presented on a day-to-day basis giving detailed descriptions of the flights, the gliders, the pilots, events and incidents, including frustrating as well as humorous ones. The competition regulations, the list of registered participants, as well as final results, are also presented. Participants reports are also included, and come from the likes of Franco Segrè of Italy, H. Reinhardt, Fritz Papenmeyer and Arthur Martens of Germany, all of which, help to complete the story. These remarkable day-to-day events are based on the contemporary journalist reports of Spartaco Trevisan, and it is illustrated with the excellent photos of the contemporary photographer, Domenico Bonomo, who meticulously documented the event. The description of the gliders are supplemented with excellent 3-view drawings of Vincent Cockett, well known for his excellent scale-soaring website. The result of persistent research conducted by the author over a long period, now this first event in Italian gliding history is documented with an enviable collection of contemporary and outstanding material.

The book is a new path for the author, and is presented in the same format of his two previous books, which aim to make information readily available for non-Italian speaking enthusiasts and are published with text in more than one language. In this case he provides us with three languages; Italian, German and English, which can only be an advantage in adding to the appeal of the book. The layout of the three language text is such that the Italian and the German text is arranged in a two column format, with related pictures and drawings inserted. The English text also follows a similar arrangement, which serves well with most of the text for the more typical chapters, as the text to the photos are relatively short. In dealing with the longer participant reports however, it can be a bit bothersome having to turn back the pages from the English text to the Italian-German texts to find the related pictures. Unfortunately the name of one of the reports authors, namely Arthur Martens, is missing from the German and English title of his report, notwithstanding however, these are but only, minor details. The cover page, the high quality of the printing and the eye-catching colour background of the pages, all help in making this a very attractive book indeed.

Gábor Fekecs

The Minimoa 2a Mozwoa

Bernd Diekmann and Manfred Krieg

A joint project by Bernd Diekmann and Manfred Krieg, this free online booklet of this rare and little known glider, the Mozwoa 2a, is a short history of the 2-seat development of the famous Minimoa. Superbly illustrated with Vincent Cockett's exquisite drawings, it is written in both German and English, and

features many unpublished photos and eyewitness accounts. A must for any vintage enthusiast, and Minimoa lover alike, it makes for compulsory reading, so why not visit the SS UK website and start enjoying this exceptional publication today for free!
www.scalesoaring.co.uk



This interesting new booklet is now available to read for FREE by going to the SS-UK (Scale Soaring UK) website.

Those magnificent 'flying' Dutchmen and their soaring machines!

What is it about Dutchmen and a fatal attraction for the Antwerp ring road?

Have you heard of our Dutch friends,
they are all so slightly mad,
- and their 'little' towing incidents
- some quite funny, some quite sad.

T' was a dash to the International,
a perfect Prefect on a pilgrimage home,
- who decided it was having none of it
- and dug its heels in, taking on a rather stubborn tone.

The driver, (who we won't mention), roared on regardless,
- and quite sometime later realised
- his cherished rig had vanished,
and he was by now, quite glider-less.

Fear not dear reader, for a 180 ensued,
- and backtracking the infamous Antwerp ring
- soon found the culprit resting against a barrier
...all spent and quite consumed.

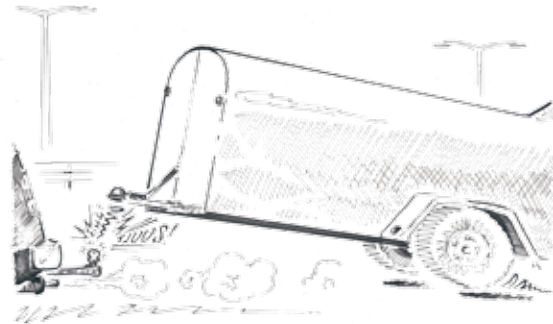
With a broken hitch Mr Prefect sat mournfully
with head hung in shame,
- as our relieved Dutch driver
- vowed never to speed again...

But our story doesn't end there, no not at all,
- for yet another flying Dutchman
- whose lively antics,
were more akin to a cannon ball.

This time a K7,
roaring down that very same Antwerp road,
- however twas not such a happy ending
- leading to an international episode.

The poor old K7, he was trying his very best,
- to keep up with our Dutchman friend
- in whose hands, was put to the ultimate test.

Desperately holding on with all his might,
- the K7 was batted quite unmercifully
- in an open trailer dear friend,
it was not a very fair fight.



taking on a rather stubborn tone...

But the K7 could take it no longer,
and resigned to its fate,
- pulled and tugged at his ropes
- the strain it seemed, had proved all too great.

Again our Dutch friend drove on in ignorant bliss,
- as a wing dramatically departed
- something most would find hard to easily dismiss.

Hurling down from outer-space,
- the wing dove towards an unsuspecting crowd
- and with a crunch,
deposited wood and fabric all over the place.

By now Mr K7 was now quite alarmed,
by this sudden and dramatic turn,
- and looked back in his speeding wake
- with alarming and mounting concern.

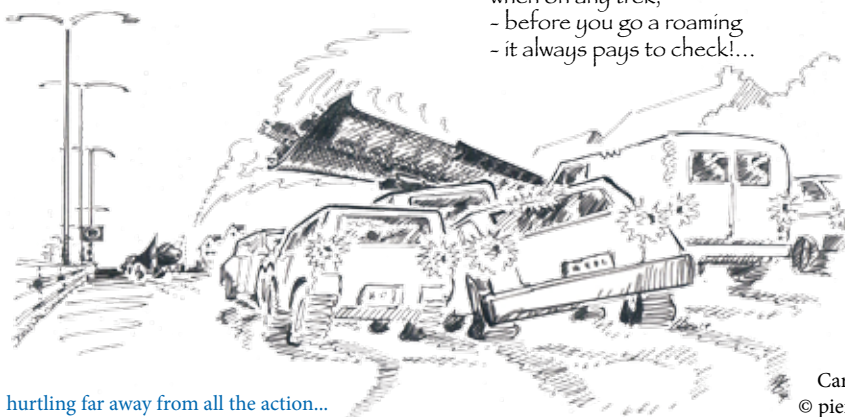
They say the traffic jam was impressive,
as the emergency services sprung into action,
- for three cars and an errant wing had been totalled
- causing quite a considerable distraction.

Like most aircraft incidents,
rumours soon began to persist
- as police looked for a crashed aircraft
- most of which did not exist.

From our Dutch friend dear reader,
there was still no reaction,
- as the rest of Mr K7 continued a hurtling
- far away from all the action!

And the moral of the story;
when on any trek,
- before you go a roaming
- it always pays to check!...

B.S. 2014



hurtling far away from all the action...

Cartoons by Piers Bois
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FOR SALE/LETTER TO THE EDITOR

For Sale

Shirenewton Trailer/K6CR G-CFBH

Shirenewton trailer (new 2003) configured for its present incumbent K6CR GCFBH. A sensible offer in the region of £3000 will secure not only the trailer, but you also get the glider FOR FREE as well!



The glider is currently airworthy until April 2015 (see p. 204 Vintage Glider Club Year-book 2013), and has all relevant documentation and log books going back when new in 1962.



Glider and trailer stored under cover during winter for the last 2 years.

For further details contact Richard Martyn (01494 862687), or Richard Branch (01628 781277) or email lamartyn@aol.com

Letter to the Editor

Ian Walton

Hi Bruce,

A friend of mine, Mike Hutchenson, who is based near Herefordshire, has been fixing glider instruments for decades, and is very well respected. He recently lost his wife and he told me yesterday that business is very quiet at a time when he desperately needs to be busy to keep him occupied.

He works from home in isolation, which must be hard now. He's gladly accepted an invite the rally next year. He is not Internet savvy, which is not surprising. He doesn't have a website (yet) I'm trying to help him with that!

Perhaps you wouldn't mind passing it on please, and let people know that if you have a faulty ASI, Vario, or Altimeter, then Mike is your man.

You can contact Mike on: Ph.01568 708368

Regards,
Ian Walton.

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Sailplanes 1945 - 1965, Martin Simons	35.00	7.00	11.00
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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	40.00	7.00	11.00

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For sales and details contact: sales@vintagegliderclub.org

Note:

When ordering an item, postage must be included. If ordering more than one item, please contact David Weekes for any savings on postal charges. Payments can be made in cash or cheques to the Vintage Glider Club, or online via the VGC website 'donate' facility. Payment in Euro's are also welcome.



